Supporting Statements: Part A
Corporate Average Fuel Economy Reporting
OMB Control Number: 2127-0019

Abstract:[1]

The National Highway Traffic Safety Administration (NHTSA) is seeking approval of a modification of a previously approved information collection covering mandatory reporting requirements for its Corporate Average Fuel Economy (CAFE) program. Under this program, manufacturers must submit reports and related information to demonstrate compliance with CAFE standards. NHTSA estimates that approximately 28 unique motor vehicle manufacturers will respond to this ICR annually over the next three years.[2] The ICR covers 11 information collections: two required projection reports (pre-model year and mid-model year reports), eight additional compliance submissions that are required to be submitted under certain circumstances, and one information collection for a petition process that is required to receive a benefit. NHTSA is requesting approval for the modification of the ICR to cover proposed changes in its notice of proposed rulemaking, including both additions and removals to required reporting. Specifically, the modifications include: (1) amending reporting elements related to vehicle classification on the pre-model year and mid-model year reports; (2) removing data elements related to AC and OC fuel consumption incentive values (FCIVs), in line with the AC and OC FCIV alternative pathways ending with MY 2026; (3) removing reporting requirements for credit trading in line with NHTSA's proposal to end credit trading with MY 2027, which includes credit trade contracts, credit allocation plans, credit transaction requests, and credit value reports; and (4) updating the pre-model year and mid-model year reporting templates to align with revised requirements. NHTSA is also removing reporting related to fuel consumption incentive values earned by full-size pickup trucks, which ended in MY 2024. As a result of these changes, NHTSA now estimates the total annual burden associated with this ICR to be 4,576 hours, which is a decrease of 285 hours from the previous estimate of 4,861 hours. This reduction reflects the combined effects of the reporting modifications proposed in the Notice of Proposed Rulemaking (NPRM) stage of the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022–2031 Passenger Cars and Light Trucks*[3] as well as certain requirements having been phased out by previous rulemakings.

1. <u>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.</u>

[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] These entities include 25 manufacturers required to comply with 49 CFR Part 537 CAFE reporting, and 3 small volume motor vehicle manufacturers petitioning NHTSA for alternative standards under 49 CFR Part 525.

[3] December 5, 2025, 90 FR 56438

The Energy Policy and Conservation Act of 1975 (EPCA), which was later amended by the Energy Independence and Security Act of 2007 (EISA), requires automobile manufacturers complying with corporate average fuel economy (CAFE) standards prescribed under 49 U.S.C. § 32902 to submit certain information to the Secretary of Transportation. The authority to carry out section 32902 has been delegated to NHTSA under 49 CFR 1.95. Under its delegated authority, NHTSA established several regulations providing further specifications of the specific information that must be submitted, and issued other reporting requirements necessary to administer the CAFE program. This information collection request addresses reporting requirements specified by Congress under 49 U.S.C § 32907(a) and established by NHTSA in 49 CFR Part 537 "Automotive Fuel Economy Reports." The reporting requirements in 49 CFR Part 537 require manufacturers to submit reports to NHTSA regarding whether the manufacturer will comply with an applicable CAFE standard for the model year for which the report is made; the actions a manufacturer has taken or intends to take to comply with the standard; and other information related to the manufacturer fleet and its projected compliance with the CAFE standards. A manufacturer must submit a report containing the above information during the 30-day period before the beginning of each model year, and during the 30-day period beginning the 180th day of the model year. When a manufacturer decides that actions reported are not sufficient to ensure compliance with that standard, the manufacturer must report additional actions it intends to take to comply with the standard and include a statement about whether those actions are sufficient to ensure compliance.

NHTSA originally established this collection of information on December 9, 1977, for its CAFE reporting provisions in 49 CFR Part 537. Several renewals of this collection have occurred since the initial approval, and NHTSA is now proposing new changes in a notice of proposed rulemaking to the existing CAFE reporting requirements.

Part 537 Reports

NHTSA issued 49 CFR Part 537, "Automotive Fuel Economy Reports," which specifies three types of CAFE reports for complying with 49 U.S.C. § 32907(a). The first report, the pre-model year (PMY) report, is required to be submitted to NHTSA before December 31st of the calendar year prior to the corresponding model year and contains a manufacturer's projected information for that upcoming model year. The second report, the mid-model year (MMY) report, is required to be submitted by July 31st of the given model year, and contains updated information from manufacturers based upon actual and projected information known midway through the model year. Finally, a supplementary report is required to be submitted anytime a manufacturer needs to correct information submitted to NHTSA in their MMY report.

Manufacturer reports include information on light-duty automobiles for each model year, and describe projected and actual fuel economy standards, fuel economy performance values, production volumes, and information on vehicle design features (e.g., engine displacement and transmission class) and other vehicle attribute characteristics (e.g., track width, wheelbase and other off-road features for light trucks). Manufacturers submit both non-confidential and confidential versions of CAFE reports to NHTSA. Confidential reports differ by including estimated production sales information that is withheld from public disclosure to protect each manufacturer's competitive sales strategies.

The rulemaking is proposing to change certain reporting requirements in line with NHTSA's proposal to change vehicle classification criteria starting in MY 2028. Specifically, NHTSA is proposing to remove two pathways for qualifying as a non-passenger automobile and is proposing to add a new pathway based on what NHTSA refers to as a light-duty work factor (LDWF). In connection with these changes, NHTSA is proposing revisions to its reporting requirements to remove the reporting for the two pathways NHTSA is proposing to remove and to add requirements, such as reporting curb weight and gross combined weight rating for vehicles that would qualify as non-passenger automobiles under the new LDWF pathway.

Small Volume Manufacturer Petitions under 49 CFR Part 525

NHTSA established, at 49 CFR Part 525, a process through which small volume manufacturers may submit petitions to NHTSA for exemption from an applicable average fuel economy standard and request to comply with a less stringent alternative average fuel economy standard.

Information about Corporate Relationships under 49 CFR Part 534

In accordance with 49 CFR Part 534, manufacturers are required to submit information to NHTSA when making a corporate controlled relationship change (i.e., joining, splitting, or acting to address liabilities or assets such as CAFE credits) with another manufacturer. A controlled relationship is a business relationship between manufacturers that control, are controlled by, or are under common control with one or more other manufacturers. Accordingly, manufacturers who have entered into written contracts transferring rights and responsibilities to other manufacturers in controlled relationships for CAFE purposes are required to provide reports to NHTSA.

Credit Transaction Information under 49 CFR Part 536

49 CFR Part 536 prescribes reporting requirements for manufacturers to submit credit transaction instructions including credit allocation plans, trades, transfers, and carryback plans to NHTSA. A credit transaction instruction is a manufacturer's written instruction (including credit values) to NHTSA to carry forward, carry back, or trade CAFE credits within the manufacturer's CAFE credit account(s). Credit instructions can be sent to NHTSA at any time throughout the model year, but manufacturers primarily submit them along with a credit allocation plan. A credit allocation plan is a plan that must be sent to NHTSA describing a manufacturer's approach to resolving a credit deficit resulting from the manufacturer's fleet performance for a given compliance category falling below its required CAFE standard after the end of the model year. Credit allocation plans may also include traded credits or credit carryback plans as the approach for resolving an end-of-the year credit deficit. A credit trade includes trade documents from a credit seller obligating the exchange of earned credit from its credit account(s) to the credit account(s) of the buyer. A carryback plan is a plan, pursuant to 49 U.S.C. 32903(b), that validates a manufacturer's capability to produce vehicles in future model years (up to 3 model years in advance of any given model year with a credit deficit) that will earn CAFE credits by over-complying and the manufacturer's designation of those credits to be carrybacks to address the current model year's credit deficit. Manufacturers who engage in trades will also be required to submit the value of the credit transaction, pursuant to 49 CFR 536.5(c)(5).

NHTSA's NPRM proposes to eliminate credit trading beginning with MY 2028, meaning that traded credits may only be used to offset shortfalls for MY 2027 and earlier. Accordingly, NHTSA is requesting approval for the changes to remove the associated reporting requirements. However, as the changes would occur during the period for which we are seeking approval, the reporting requirements are still listed in this ICR and would be removed in a subsequent ICR (i.e., the reporting requirements related to credit trading would still apply for a portion of the time for which we are seeking approval).

<u>Additional information requested for AC, Off-cycle and hybrid/electric full-size pickups petitions</u>

In previous ICRs, NHTSA included reporting of additional information that may be requested on an ad hoc basis when NHTSA is asked by EPA to consult on a manufacturer's request for fuel consumption incentive values for adding AC efficiency or other technologies that are not captured on the 2-cycle testing used for CAFE compliance. NHTSA is removing this information collection from this ICR because of EPA's final rule that ends alternative pathways for FCIVs in MY 2026.

The following table provides a summary of each of the 11 information collections included in this ICR.

Table 1 – CAFE Reporting

Report or Submission Title	Regulatory Requirement	Description of Reported Information
Pre-model Year Reports	§ 537.5, § 537.7(b), § 537.7(c)(1) and (2), § 537.7(c)(3) and (4), § 537.7(c)(5), § 537.7(c)(7)	1. General reporting information for identifying the manufacturer.
		2. Projected required fuel economy.
		3. Combined fuel economy and projected sales information.
		4. Vehicle configuration design and attribute data (e.g., transmission and engine information).
		5. Non-passenger automobile (light truck) attribute data (e.g., 4WD and ground clearance measurements).
		6. Any improved air-conditioning (A/C), off-cycle and full-size pickup truck technologies used each model year to calculate the average fuel economy specified in 40 CFR § 600.510-12(c).
		7. Additional reporting fields for AC/OC and other clarifying data fields have been added to the template since last review.
Mid-model Year Reports	§ 537.5, § 537.7(b), § 537.7(c)(1) and (2)	1. General reporting information for identifying the manufacturer.
		2. Projected required fuel economy.
		3. Combined fuel economy and projected sales information.
		4. Vehicle configuration design and attribute data (e.g., transmission and engine information).
		5. Non-passenger automobile (light truck) attribute data (e.g., 4WD and ground clearance measurements).
		6. Any improved air-conditioning (A/C), off-cycle and full-size pickup truck technologies used each model year to calculate the average fuel economy specified in 40 CFR § 600.510-12(c).

		7. Additional reporting fields for AC/OC and other clarifying data fields have been added to the template since last review.
Supplementary Reports	§ 537.5, § 537.8	1. General reporting information for identifying the manufacturer.
		2. Projected required fuel economy.
		3. Combined fuel economy and projected sales information.
		4. Vehicle configuration design and attribute data (e.g., transmission and engine information).
		5. Non-passenger automobile (light truck) attribute data (e.g., 4WD and ground clearance measurements).
		6. Any improved air-conditioning (A/C), off-cycle used each model year to calculate the average fuel economy specified in 40 CFR § 600.510-12(c). NHTSA is removing references to fuel economy improvement values earned for full-size pickup truck technologies as that program ended with MY 2024.
		7. Additional reporting fields for AC/OC and other clarifying data fields have been added to the template since last review.
Information for setting future CAFE standards	49 U.S.C. 32902	Information on platform series fuel economy for CAFE Modeling.
Petitions for alternative CAFE standards	§ 525.6 and 7	Petitions for small volume manufacturers seeking relief by complying with less stringent alternative CAFE standards. Manufacturers submit information on production and fuel efficiency of the vehicles they plan to produce.
Reports on corporate relationship transactions	§ 534.5(e) and 6 and § 536.8(c)	Manufacturers file certified reports when one manufacturer has assumed a controlling stock ownership or control over the design, production or sale of vehicles of another manufacturer, affecting the allocation of credits or liabilities.
Credit Trade Contract	§ 536.5(c) and 8	Manufacturers submit instructions to NHTSA to execute credit transactions using earned, transferred, traded, carry-forward, and carryback credit transactions/allocations using the Credit Transaction Template.
Credit Allocation Plan	§ 536.5(d)	If a manufacturer's vehicles in a particular compliance category have below standard fuel economy, upon notification from NHTSA, the manufacturer will be required to submit a plan indicating how it will allocate existing credits, earn, transfer and/or acquire credits, or pay the appropriate civil penalty.
Credit transaction requests	§ 536.5(e)	Manufacturers submit instructions to NHTSA to execute credit transactions using earned, transferred, traded, carry-forward, and carryback credit transactions/allocations.
Credit Carry-back Plan	§ 536.7	Manufacturers submit plans to carryback credits earned in a compliance category in any model year, pursuant to 49 U.S.C. 32903(b), for up to three model years prior to the year in which the credit was earned.
Credit Value Reporting	§ 536.5 (c)	NHTSA will collect credit cost information in accordance with 49 CFR 536.5(c)(5).

Standardization of Reporting Templates

In 2022, NHTSA updated and standardized templates for CAFE reports specified in 49 CFR Parts 536 and 537. The standardized templates reduce the amount of time manufacturers spend preparing reports (i.e., reduces the amount of information for many manufacturers and reduces errors in credit calculations), and the amount of time NHTSA spends auditing and analyzing the data, and executing credit transactions. Manufacturers are now required to use a standardized reporting template (NHTSA Form 1474) for CAFE PMY, MMY, and Supplementary reports required under 49 Parts 537.5 and 535.7. Manufacturers must also use the standardized credit transaction template (NHTSA Form 1475) for any credit transactions in accordance with 49 CFR

Parts 536.5(d) and 536.5(e). This template includes the adjustment factor calculator for preserving fuel savings and clarifies the level of precision for calculating credits. The template can also be used for reporting credit trade documents in accordance with 49 CFR Part 536.5(c) and 536.8. The standardized templates are available to manufacturers on NHTSA's public information center (PIC) site at https://one.nhtsa.gov/cafe_pic/CAFE_PIC_Home.htm.

Summary of ICR Changes in NPRM

- Changes in reporting to align with the proposed changes vehicle classification changes for non-passenger automobiles in 49 CFR part 523.
- Amendments to 49 CFR 536.6 and 536.8 to reflect that beginning in MY 2028 credit trading will no longer be allowed.
- Regarding NHTSA's Form 1474 (CAFE Projections Reporting Template), the resulting changes to the reporting elements in this document are as follows:
    - Removing 49 CFR 523.5(a)(5) reporting requirements for 3rd row seating.
    - Removing 49 CFR 523.5(b)(2)(v) reporting requirements for axle clearance.
    - Removing 49 CFR 533.6 reporting requirements for hybrid/electric full-size pickup truck FCIVs, which ended in MY 2024.
    - Changing functionality to evaluate 4 out of 4 off-highway characteristics rather than 4 out of 5 under 49 CFR 523.5(b)(2).
    - Changing functionality to calculate light-duty work factor (LDWF) given the formula in 523.5(a)(6), and reiterating column data for GVWR, GCWR, and curb weight as reference support for LDWF calculations.
    - Changing functionality to determine if the calculated LDWF meets or exceeds the threshold given in 523.5(a)(6).

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.

Table 2-Description of Data Collection Uses

Report or Submission Title	Description of how, by whom and what purpose the information is used
Pre-model Year Reports	NHTSA uses these reports for reference to help the agency anticipate potential compliance issues as early as possible, and help manufacturers plan compliance strategies. NHTSA also uses the reports for auditing and testing purposes, which helps manufacturers correct errors prior to the end of the model year, and facilitates acceptance of their final CAFE report by the Environmental Protection Agency (EPA).
Mid-model Year Reports	NHTSA uses these reports for reference to help the agency anticipate potential compliance issues as early as possible, and help manufacturers plan compliance strategies. NHTSA also uses the reports for auditing and testing purposes, which helps manufacturers correct errors prior to the end of the model year, and facilitates acceptance of their final CAFE report by the Environmental Protection Agency (EPA).
Supplementary Reports	NHTSA uses these reports to help the agency understand any changes to the production predicted in the PMY or MMY reports as soon as possible in the reporting cycle. NHTSA also uses the reports for auditing and testing purposes, which helps manufacturers correct errors prior to the end of the model year, and facilitates acceptance of their final CAFE report by the Environmental Protection Agency (EPA).

Information for setting future CAFE standards	NHTSA uses certain data from projection reports to prepare a market data file, which supports the development of the CAFE model.
Petitions for alternative CAFE standards	NHTSA uses these petitions to determine if a manufacturer is eligible for small volume exemptions. If it is determined that they qualify, NHTSA publishes a Federal Register Notice.
Reports on corporate relationship transactions	NHTSA uses these reports to determine corporate relationships between manufacturers, and subsequent handling of combined or separated credit banks.
Credit Trade Contract	NHTSA uses these to evaluate if a credit trade can be executed, for example, if there are enough credits available to complete the trade. Once NHTSA has determined the requested trade can be executed, NHTSA uses these reports as instructions to execute the trade.
Credit Allocation Plan	NHTSA uses the credit allocation plans to determine how manufacturers will solve their credit shortfalls each year.
Credit Transaction Requests	NHTSA uses these to evaluate if a credit transaction can be executed, for example, if there are enough credits available to complete the transaction. Once NHTSA has determined the requested transaction can be executed, NHTSA uses these reports as instructions to execute the transaction.
Credit Carry-back Plan	NHTSA uses these to evaluate if a credit transaction can be executed, for example, if there are enough credits available to complete the transaction. Once NHTSA has determined the requested transaction can be executed, NHTSA uses these reports as instructions to execute the transaction.
Credit Value Reporting	NHTSA uses the credit value reporting to determine the value of a credit in the market. This will help NHTSA when setting standards and fines in the future.

- NHTSA collects, reviews, maintains, and stores CAFE reports for accuracy and completeness and then conducts analysis on CAFE report data to analyze trends, respond to public inquiries, and selects vehicles for footprint testing per TP-537-02 and for vehicle classification per TP-523-01.
- NHTSA produces public reports on its Public Information Center (PIC) using CAFE reports received from automobile manufacturers.[4]
- NHTSA reviews, approves, and audits information for improved A/C, off-cycle, and hybrid/electric full-size pickups.
- NHTSA conducts analysis for determining future CAFE standards using CAFE PMY and MMY reports received from automobile manufacturers.
- NHTSA reviews petitions for alternative standards and issues a Federal Register Notice either approving or denying a small volume manufacturer’s requested alternative CAFE standard.
- NHTSA reviews and provides a final determination on the status of corporate relationships and responds to corporate changes.
- NHTSA reviews trade documents for completeness and transfers traded credits from one manufacturer's credit account to another.
- NHTSA reviews trade cost documents to attempt to understand the burden placed on manufacturers to comply with fuel economy standards through credit trades.
- NHTSA issues credit shortfall letters and, after receiving a credit allocation plan, executes the manufacturers’ credit transaction requests in its credit account to resolve its credit shortfall.
- NHTSA reviews credit transaction instructions and executes the manufacturers’ credit transaction requests in its credit accounts.
- NHTSA sends credit account balance letters to manufacturers.

[4] NHTSA’s Public Information Center (PIC) website is located at: https://www.nhtsa.gov/corporate-average-fuel-economy/cafe-public-information-center

- NHTSA approves or denies carryback plans and issues a Federal Register Notice to inform the manufacturer and the public of its decision to approve/deny and provides the public the opportunity to comment.

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.

Currently, all CAFE reports are submitted digitally by all manufacturers to cafe@dot.gov. For reports that contain confidential business information, manufacturers may submit a request under 49 CFR part 512 for confidential treatment. Those requests may be submitted through NHTSA's new CBI portal. This new portal allows manufacturers to upload files required for part 512 requests for confidential treatment in one centralized location.

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.

To the extent practicable, NHTSA and EPA share data for the CAFE and GHG programs to avoid duplication. Some data required in CAFE reports are also collected by EPA, but the timeframe for the information required by NHTSA differ from EPA due to statutory or regulatory requirements. For example, NHTSA CAFE reports are required to include fuel economy data based on information available prior to the model year, whereas EPA requires the same data, but at the end of a model year.

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

This information collection impacts some small entities. However, NHTSA believes that most, if not all, respondents that would be considered small entities would not need to comply with all of the reporting requirements discussed in this ICR. Manufacturers that independently manufacture (whether in the United States or not) 10,000 or fewer passenger automobiles annually are eligible for an exemption for that affected model year from the average fuel economy standards in 49 CFR Parts 531. These entities may petition NHTSA through the Part 525 process discussed in this ICR and, if granted the exemption, would not be required to provide CAFE PMY, MMY, and Supplementary reports covered by 49 CFR Part 537 for their passenger automobile fleets. If granted the exemption, the manufacturer is not part of the CAFE credit program, and therefore will not have to submit any reports relating to credits. The only report they would still need to submit, if applicable, is the corporate relationship report. NHTSA grants exemptions based upon a manufacturer's legitimate inability to incorporate fuel saving technology capable of complying with conventional CAFE standards. To date, no requests from small business manufacturers producing fewer than 10,000 passenger automobiles have been denied.

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.

If the reports were required less frequently, NHTSA would not have current information to evaluate whether automotive manufacturers comply with the applicable fuel economy standards as required by statute. NHTSA would not have the necessary information to prepare its annual CAFE reports on the NHTSA website.[5] NHTSA could not effectively respond to inquiries received from Congress, other Federal agencies, and the public. NHTSA would not have sufficient information to evaluate possible future average fuel economy standards for passenger automobiles and light trucks, or to initiate other rulemaking activities. Manufacturers would also not be able to send instructions to adjust their credit account(s) within the allocated timing to meet final compliance for each model year. Finally, manufacturers submitting petitions for less stringent CAFE standards would have to comply with conventional CAFE standards, imposing hardships upon these manufacturers.

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 the publication in the Federal Register of the agency's notice, required by 5 CFR 1320.8(d), soliciting

[5] CAFE PIC reports are available on NHTSA's Public Information Center (PIC) website, located at: https://www.nhtsa.gov/corporate-average-fuel-economy/cafe-public-information-center

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 on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format, and on the data elements to be recorded, disclosed, or reported.

NHTSA requested comment on this information collection in its NPRM, published on December 5, 2025 (90 FR 56438).

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 any respondent 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 system of records notice (SORN) or privacy impact assessment (PIA), those should be cited and described here.

NHTSA's regulations in 49 CFR § 537.12 establish the procedures by which the agency will consider claims that CAFE information submitted to the agency should be treated as confidential information. The regulation provides that if a respondent claims its reports contain confidential information, the agency will consider that claim under this section.

49 CFR 537.5(c)(7) indicates that manufacturers can specify the data in their CAFE projections reporting (PMY and MMY reports) that should be treated as confidential business information, but manufacturers are required to justify this request. Additionally, manufacturers must follow the provisions of 49 CFR Part 512 in order to receive confidential treatment of their PMY and MMY reports. The information will remain confidential until all the vehicles produced by the manufacturer have been made available for sale (usually one year after the current model year).

49 CFR 536.5(c)(7) indicates that manufacturers can receive confidential business information treatment for their NHTSA Credit Template submissions, but manufacturers are required to follow the provisions of 49 CFR Part 512 per this section. The information will remain confidential indefinitely if these requirements are met.

This collection does not require a system of records notice (SORN) or a privacy impact assessment (PIA).

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.

There are no questions of a sensitive nature.

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.

The total number of burden hours associated with this collection is 4,576 hours. The total hours pertain to automobile manufacturers providing all of the required CAFE information to NHTSA. A breakdown of the calculation for the total hours is shown in Table 3 and explained in further detail in the following paragraphs.

The two largest information collections for the pre-model year and mid-model year reports each have an estimated 25 respondents per year. These respondents are the vehicle manufacturers that manufacture automobiles subject to the CAFE standards in 49 CFR parts 531 and 533 and they must report pursuant to 49 CFR part 537. For the remaining collections, the number of respondents varies each year, as the information is collected on an as-needed basis from the 25 respondents each year, except for the small volume petitions. NHTSA estimates that, on average, three small volume manufacturers will petition NHTSA for alternative standards in each year, and these three respondents will be unique from those 25 respondents who must submit pre-model year and mid-model year reports annually. Accordingly, NHTSA estimates there will be 28 unique respondents to the CAFE reporting requirements annually.

The average number of respondents claimed per report or submission type in this ICR is based on a 3-year average from model year 2026 through model year 2028. NHTSA is proposing changes such that certain reporting requirements will be discontinued starting in model year 2028. However, since those changes will largely impact years after the years for which NHTSA is seeking this ICR approval, those changes in reporting will be reflected in the next ICR for the CAFE.

Manufacturers use engineers, managers, legal, and clerical staff to prepare and submit CAFE reports to NHTSA. All manufacturers use electronic database systems to produce CAFE reports, and manufacturers can use those databases to export the compliance data required by Part 537. The template has been updated since the last rulemaking based on feedback from manufacturers on functionality. The burden hours associated with producing CAFE reports primarily involves engineers and managers reviewing the output of these database systems. NHTSA estimates that each PMY and MMY report takes each manufacturer approximately 51 hours. Therefore, NHTSA estimates that manufacturers spend a total of 1,275 hours (25 respondents × 51 hours) each year producing PMY reports and 1,275 hours (25 respondents × 51 hours) each year producing the required MMY CAFE reports.

Manufacturers may also be required to submit supplementary reports if the information in their MMY report needs to be corrected. NHTSA receives on average three supplementary reports from manufacturers each year requesting to make corrections to previously submitted reports. These revisions account for 93 (3 respondents x 31 hours) additional burden hours.

Starting with the 2017 compliance model year, manufacturers began incurring additional burden hours for incorporating information regarding AC technologies, OC technologies, and advanced technology that is applied to full-sized pickup trucks into pre-model year and mid-model year reports. However, this reporting burden will cease when these incentives are no longer applicable, which end in MY 2024 for advanced technology that is applied to full-sized pickup trucks and in MY 2026 for AC and OC technologies. This results in a reduction in burden for submitting pre-model year and mid-model year reports.

Manufacturers may also be required occasionally to submit existing production information (e.g., what engines are shared across vehicle models) to NHTSA for its analysis in modeling potential future economy improvements and standards. The production information is similar to the information submitted as part of EPA's final model year report (e.g., final model year vehicle volumes). NHTSA anticipates that each manufacturer may periodically spend 13 hours for each submission of information for NHTSA's analysis, which will result in a total burden of 325 hours annually (25 respondents x 13 hours) for the automotive industry.

On average, three small volume manufacturers submit petitions for alternative standards to NHTSA each year. These petitions are seeking relief from complying with conventional CAFE standards. These small volume manufacturers primarily include exotic sports car manufacturers (e.g., Aston Martin and McLaren). The associated burden hours involve attorneys, engineers, and managers collecting fuel economy performance and production information on their production vehicles and preparing petitions for submission to NHTSA. These professionals will spend approximately 89 hours to prepare each petition. As a result, the estimated total industry burden will be 267 annual hours (3 respondents x 89 hours) for preparing and submitting CAFE petitions for alternative standards to NHTSA.

Very few manufacturers incur burden each year in submitting documents to NHTSA for corporate relationship changes. On average, only one manufacturer each model year submits documents to NHTSA for corporate relationship changes. The burden hours associated with this activity primarily involves attorneys preparing documents. Minimal amounts of burden hours are necessary for engineers and managers to review documents and for clerical staff to submit them to NHTSA. The estimated total industry burden will be 19 annual hours (1 respondent x 19 hours) for preparing and submitting information on corporate relationship changes to NHTSA.

Nearly all vehicle manufacturers will incur burden hours in managing their CAFE credit accounts each year. Credit management is a significant activity for vehicle manufacturers that are addressing a current credit shortfall or are preparing to avoid one in the future. Manufacturers manage their credit accounts using engineers, managers, and attorneys to prepare documents and then clerical staff to submit credit allocation plans, credit transaction instructions and trade documents to NHTSA. Manufacturers submit credit transaction instructions to NHTSA at various times throughout the model year when transferring credit trades from one manufacturer to another or when submitting a credit allocation plan to NHTSA because of a credit shortfall. On average, based upon compliance data for MYs 2017 to 2025, NHTSA receives 25 credit transaction instructions from vehicle manufacturers each model year. There are an additional 11 credit shortfalls/credit allocation plans submitted each year. There are an additional 17 credit trades with accompanying credit trades documents, which has been reduced due to credit trades no longer being applicable starting in model year 2028. Both credit allocation plans and credit transaction requests have their labor hour burdens slightly reduced due to credit trades no longer being applicable starting in model year 2028. Therefore, NHTSA estimates that manufacturers will spend a total of approximately 374 hours for credit trade documents each year (17 respondents x 22 hours), 297 hours for credit allocation plans (11 respondents x 27 hours), and 250 hours for credit transaction requests (25 respondents x 10 hours).

NHTSA rarely receives carryback plans. A temporary increase in respondents for carryback plans occurred only for model years 2019 through 2021, maintaining the average at approximately one respondent per year. NHTSA estimates that on average 27 hours (1 respondent x 27 hours) will be incurred by any manufacturer preparing a credit carryback plans each year.

NHTSA requires all manufacturers engaging in trades to report the credit cost information, in order for NHTSA to determine the monetary and non-monetary values of credit trades. Manufacturers are required to submit this information every time they fill out a credit trade contract per 49 CFR 536.5(c)(5). In the 2021 NPRM, NHTSA had proposed a Credit Value Reporting Template to ease the process of reporting credit cost information. In response to comments, NHTSA decided to hold off on requiring the Credit Value Reporting Template. Credit cost information is still required in the format that manufacturers choose to submit to meet the requirements of this section, and the hourly burden remains the same even without a Credit Value Reporting Template. NHTSA currently receives an average of 25 credit trade contracts annually, but the average will drop off due to the removal of credit trading starting in model year 2028, resulting in an average of 17 respondents. Therefore, the total burden hours for submitting credit value information in conjunction with credit trade contracts is estimated to be 374 hours (17 reports x 22 hours).

The net combined hours for the industry to manage their credit accounts is estimated to be 1,322 hours annually (374 hours + 297 hours + 250 hours + 27 hours + 374 hours).

Table 3 provides a summary of the annual burden hours for each of the 12 information collections.

Table 3 – Manufacturer Annual Burden Hours

Report or Submission Title	Regulatory Requirement	Manufacturer Labor Hours					Fleet Labor Hours	
		Engineer	Manager	Legal	Clerical	Burden Per Respondent	Total Annual Responses	Total Fleet Hours
Pre-model Year Reports	537.5, 6 and 7, 537.7	41	7	1	2	51	25	1275
Mid-model Year Reports	537.5 and 6, 537.7	41	7	1	2	51	25	1275
Supplementary Reports	537.8	22	6	1	2	31	3	93
Information for setting future	49 USC 32902	8	4	0	1	13	25	325

CAFE standards								
Petitions for alternative CAFE standards	525.6 and 7	40	8	40	1	89	3	267
Reports on corporate relationship transactions	534.5(e), 534.6, and 536.8(c)	1	1	16	1	19	1	19
Credit Trade Contract	536.5(c) and 8	2	2	16	2	22	17	374
Credit Allocation Plan	536.5(d)	14	4	8	1	27	11	297
Credit Transaction Requests	536.5(e)	7	1	1	1	10	25	250
Credit Carry-back Plan	536.7	16	2	8	1	27	1	27
Credit Value Reporting	536.5(c)	2	2	16	2	22	17	374
Totals		194	44	108	16	362	153	4,576

The estimated total annual labor hour cost associated with 4,576 burden hours for CAFE reporting is $437,468.62. The cost is based upon the estimated burden hours and current average labor rates for engineers, managers, attorneys, and clerical staff to prepare and send CAFE information to NHTSA. Table 4 provides the breakdown of the associated costs based upon individual hourly mean wage estimates from the Bureau of Labor Statistics for 2024 National Industry-Specific Occupational Employment and Wage Statistics[6], which are adjusted for employee compensation costs.

The Bureau of Labor Statistics (BLS) estimates that the hourly mean wage for Engineers (Engineer) (BLS Occupation code 17-2199) in the Motor Vehicle Manufacturing Industry is $54.54.

The Bureau of Labor Statistics (BLS) estimates that the hourly mean wage for Administrative Services Managers (Manager) (BLS Occupation code 11-3012) in the Motor Vehicle Manufacturing Industry is $69.75.

The Bureau of Labor Statistics (BLS) estimates that the hourly mean wage for Lawyers (Legal) (BLS Occupation code 23-1011) in the Motor Vehicle Manufacturing Industry is $117.96.

The Bureau of Labor Statistics (BLS) estimates that the hourly mean wage for Other Office and Administrative Support Workers (Clerical) (BLS Occupation code 43-9000) in the Motor Vehicle Manufacturing Industry is $30.34.

In addition to base hourly wages, respondents also incur costs associated with employee compensation. The Bureau of Labor Statistics estimates that private industry workers' wages represent 70.3% of total labor compensation costs.[7] Therefore, NHTSA estimates the modified hourly wages used in Table 4 as follows:

[6] Bureau of Labor Statistics for 2024 National Industry-Specific Occupational Employment and Wage Statistics NAICS 336100 – Motor Vehicle Manufacturing, available at https://data.bls.gov/oes/#/industry/336100 (accessed on August 21, 2025)

[7] Employer Costs for Employee Compensation by ownership (March 2025), available at https://www.bls.gov/news.release/archives/ecec_06132025.pdf (accessed August 21, 2025).

- Engineer (17-2199): $77.58
- Manager (11-3012): $99.22
- Legal (23-1011): $167.80
- Clerical (43-9000): $43.16

Table 4 – Manufacturer Annual Labor Costs*,**

Report or Submission Title	**Regulatory Requirement**	**Hourly Labor Costs**				**Total Costs per Activity***					**Annual Costs (All MFRs)****
		Engineer	Manager	Legal	Clerical	Engineer	Manager	Legal	Clerical	Total Cost	Total Annual Cost
Pre-model Year Reports	537.5, 6 and 7, 537.7	$77.58	$99.22	$167.80	$43.16	$3,180.85	$694.52	$167.80	$86.32	$4,129.49	$103,237.20
Mid-model Year Reports	537.5 and 6, 537.7	$77.58	$99.22	$167.80	$43.16	$3,180.85	$694.52	$167.80	$86.32	$4,129.49	$103,237.20
Supplementary Reports	537.8	$77.58	$99.22	$167.80	$43.16	$1,706.80	$595.31	$167.80	$86.32	$2,556.22	$7,668.65
Information for setting future CAFE standards	49 U.S.C. 32902	$77.58	$99.22	$167.80	$43.16	$620.65	$396.87	$0.00	$43.16	$1,060.68	$26,517.07
Petitions for alternative CAFE standards	525.6 and 7	$77.58	$99.22	$167.80	$43.16	$3,103.27	$793.74	$6,711.81	$43.16	$10,651.98	$31,955.93
Reports on corporate relationship transactions	534.5(e), 534.6, and 536.8(c)	$77.58	$99.22	$167.80	$43.16	$77.58	$99.22	$2,684.72	$43.16	$2,904.68	$2,904.68
Credit Trade Contract	536.5(c) and 8	$77.58	$99.22	$167.80	$43.16	$155.16	$198.44	$2,684.72	$86.32	$3,124.64	$53,118.83
Credit Allocation Plan	536.5(d)	$77.58	$99.22	$167.80	$43.16	$1,086.15	$396.87	$1,342.36	$43.16	$2,868.53	$31,553.88
Credit Transaction Requests	536.5(e)	$77.58	$99.22	$167.80	$43.16	$543.07	$99.22	$167.80	$43.16	$853.24	$21,331.08
Credit Carry-back Plan	536.7	$77.58	$99.22	$167.80	$43.16	$1,241.31	$198.44	$1,342.36	$43.16	$2,825.26	$2,825.26
Credit Value Reporting	536.5(c)	$77.58	$99.22	$167.80	$43.16	$155.16	$198.44	$2,684.72	$86.32	$3,124.64	$53,118.83
Totals						$15,361.19	$4,365.58	$18,121.88	$690.53	$38,228.85	$437,468.62

* Based upon the labor hours in Table 3
** Based upon the number of manufacturers involved in each activity as described in Table 3

13. <u>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.</u>

There are no costs to respondents or record keepers other than labor costs associated with the burden hours.

14. <u>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.</u>

The annual cost to the government to administer CAFE reporting is $185,153.08. This includes the annual cost of burden hours and maintenance of the database features used gather and store this information. The cost of database maintenance related to collecting this information is estimated at $85,000. This includes general IT maintenance, licensing costs, and server costs. The cost of the government burden hours is $100,153.08. The cost breakdown for the burden hours is shown in Table 5. Table 5 includes the labor costs and hours for NHTSA and explains each activity. The Government labor costs in Table 5 are based upon calendar year 2025 hourly wage rates from the Office of Personnel Management, which are adjusted to the applicable rates for the Washington, D.C. locality.[8]

Table 5 – Government Annual Burden Hours and Costs

Activity	Annual Government Labor Hours per Activity					Annual Government Total Costs per Activity*				
	Engineer	Manager	Legal	Clerical	Total Government Hours	Engineer (GS13/01 @ $56.52/hr)	Manager (GS15/01 @ $78.56/hr)	Legal (GS14/01 @ $66.79/hr)	Clerical (GS05/01 @ $21.63/hr)	Total Cost
NHTSA reviews CAFE reports for accuracy and completeness.	110	0	0	80	190	$6,217.20	$0.00	$0.00	$1,730.40	$7,947.60
NHTSA stores and maintains data for NHTSA users.	0	0	0	101	101	$0.00	$0.00	$0.00	$2,184.63	$2,184.63
NHTSA produces public reports on its Public Information Center (PIC) https://one.nhtsa.gov/cafe_pic/CAFE_PIC_Credit_LIVE.html.	202	98	0	194	494	$11,417.04	$7,698.88	$0.00	$4,196.22	$23,312.14
NHTSA reviews and processes petitions for alternative standards, including issuing and issues a Federal Register Notice either approving or denying the small volume manufacturers proposed less stringent alternative CAFE standard.	200	80	200	5	485	$11,304.00	$6,284.80	$13,358.00	$108.15	$31,054.95
NHTSA reviews and provide a final determination on the status of corporate relationships and responds to corporate changes.	16	8	40	0	64	$904.32	$628.48	$2,671.60	$0.00	$4,204.40
NHTSA reviews trade documents for completeness and transfers traded credits from one manufacturer's credit account to another.	80	0	0	0	80	$4,521.60	$0.00	$0.00	$0.00	$4,521.60
NHTSA issues credit shortfall letters and after receiving credit allocation plans executes the manufacturers credit transaction requests in its credit account to resolve its credit shortfall.	176	88	0	0	264	$9,947.52	$6,913.28	$0.00	$0.00	$16,860.80
NHTSA reviews credit transaction instructions and executes the manufacturers credit transaction requests in its credit accounts.	30	0	0	0	30	$1,695.60	$0.00	$0.00	$0.00	$1,695.60
NHTSA sends credit account balance letters to manufacturers.	80	40	8	8	136	$4,521.60	$3,142.40	$534.32	$173.04	$8,371.36

[8] 2025 hourly wage rates from the Office of Personnel Management, available at https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/24Tables/html/DCB_h.aspx. (accessed August 21, 2025)

Totals	1,493	541	537	392	2,963	$50,528.88	$24,667.84	$16,563.92	$8,392.44	$100,153.08

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

NHTSA now estimates the total annual burden associated with this ICR to be 4,576 hours, which is a decrease of 285 hours from the previous estimate of 4,861 hours. This reduction reflects the combined effects of the reporting modifications proposed in the Notice of Proposed Rulemaking (NPRM) stage of the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022–2031 Passenger Cars and Light Trucks*[9] and as a result of information requirements that were ended by previous rulemaking. Cost to respondents is estimated to stay the same at $0.

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.

The information collected for Credit Trade Contracts, Credit Allocation Plans, Credit Transaction Reports, and Credit Carryback Plans will be used to generate the Credit Status Report on the Public Information (PIC) Site. This is an ongoing project and data is published continuously as it is finalized for the MY. The Credit Status Report shows the credit balance for each manufacturer, by fleet, for each MY.

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.

We plan on displaying the expiration date on all ICR components where a template is available to include the expiration date. For the other ICR components, the requirements are only in the regulations, NHTSA is seeking approval not to display the expiration date as doing so would require rulemaking. The ICR components for which we are seeking not to display the expiration date include:

- Credit Allocation Plan
- Petition for an alternative CAFE standard for Small Volume Manufacturers
- Information for setting future CAFE standards

18. Explain each exception to the topics of the certification statement identified in "Certification for Paperwork Reduction Act Submissions." The required certifications can be found at 5 CFR 1320.9.[10]

[9] December 5, 2025, 90 FR 56438

[10] 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

No exceptions to the certification statement are made.

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.