

Carrier, Driver and Vehicle Safety Standards; Telephone: 202-366-4325. Email: [MCPSD@dot.gov](mailto:MCPSD@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the CDL requirements of 49 CFR 383.23 for a maximum 2-year period if it finds that “such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.” The procedures and standards for exemptions are prescribed in part 381 of the Federal Motor Carrier Safety Regulations (FMCSRs) (49 CFR part 350 *et seq.*). The Agency must provide an opportunity for public comment on the request. The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reason for granting or denying the exemption renewal, and, if granted, the specific person or class of persons receiving the exemption, and the regulatory provision or provisions from which exemption is granted. The notice must specify the effective period of the exemption (up to 2 years), and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

Daimler manufactures CMVs in the U.S. for sale in this country. From time to time, it applies to FMCSA for CDL exemptions allowing individual Daimler employees to operate CMVs on U.S. roads. The employees are engineering executives who design and test advanced CMV safety and emissions technology. They reside in Germany but come to the U.S. three or four times a year to test drive prototype Daimler CMVs in the “real world” environment of U.S. roads. Under 49 CFR 383.23, operators of CMVs are required to hold a CDL issued by a State. Daimler employees are residents of Germany and cannot obtain a CDL in the U.S. because they are not residents of a State. They are duly licensed to operate CMVs in Germany, have years of experience driving CMVs in Europe, and maintain exemplary records of driving safety. Daimler has explained in prior exemption applications that the German knowledge and skills tests and training program that these drivers have undergone are comparable to the CDL licensing programs of the States. Daimler asserts that its CMV drivers operating under the exemption in the U.S. will achieve a level of safety that is equivalent to, or greater than, the level of safety would be obtained by complying with the U.S. requirement for

a CDL. Previous exemptions require a U.S. CDL-holder to accompany the Daimler employee operating a CMV. Daimler’s prior applications and this Agency’s analysis of them are in the docket of this matter referenced above. Most recently, on March 20, 2015, the Agency granted a similar exemption to Daimler driver Martin Zeilinger (80 FR 16511).

On July 22, 2014, FMCSA granted Daimler and its driver Sven Ennerst a one-year exemption from § 383.23 (79 FR 42626). The exemption will expire July 22, 2015. Mr. Ennerst is a Daimler engineering executive and holds a valid German commercial driver’s license. Daimler’s original application outlines Mr. Ennerst’s CMV driving qualifications and experience, and is in the docket.

**Daimler Application for Renewal**

By letter dated February 18, 2015, Daimler applied for renewal of this exemption for Sven Ennerst for the two-year period beginning July 22, 2015. A copy of the request for renewal is in the docket. Daimler states that Mr. Ennerst typically drives CMVs no more than 200 miles per day over a two-day period, and that only 10 percent of his driving is on two-lane State highways. The rest of his driving is on interstate highways.

**Method To Ensure an Equivalent or Greater Level of Safety**

As in each of Daimler’s exemption requests, FMCSA carefully considered the merits of this application and the driver’s demonstrated knowledge and skill in CMV operations. The Agency has received no information indicating that the terms and conditions of Mr. Ennerst’s 2014 exemption have not been satisfied fully. FMCSA has previously determined that the process for obtaining a German commercial license is comparable to, or as effective as, the requirements of part 383, and adequately assesses the driver’s ability to operate CMVs in the U.S.

**Public Comment**

On April 16, 2015, FMCSA published notice of this application and provided a period of 60 days for public comment (80 FR 20561). No comments were received.

**FMCSA Decision**

Based upon the merits of this application, including Mr. Ennerst’s extensive CMV driving experience, safety record, and successful completion of the training and testing requisite to a German CDL, FMCSA has concluded that exemption would likely achieve a level of safety that is equivalent to or

greater than the level that would be achieved absent such exemption. Consequently, the Agency renews the exemption from the CDL requirement of § 383.23 previously granted to Daimler and Mr. Ennerst. Mr. Ennerst may drive CMVs in this country without a U.S. State-issued CDL for two additional years unless this exemption is revoked earlier by the FMCSA.

**Terms and Conditions**

The exemption remains subject to the same terms and conditions originally imposed by FMCSA: (1) Daimler and the driver must comply with all other applicable provisions of the FMCSRs, (2) the driver must be in possession of this exemption document and a valid German CDL, (3) the driver must be employed by and operate the CMV within the scope of his duties for Daimler, (4) Daimler must notify FMCSA within 5 business days in writing of any accident, as defined in 49 CFR 390.5, involving this driver, and (5) Daimler must notify FMCSA in writing if this driver is convicted of a disqualifying offense under § 383.51 or § 391.15 of the FMCSRs. The exemption will be revoked if: (1) Mr. Ennerst fails to comply with the terms and conditions of the exemption; (2) the exemption results in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would be inconsistent with the goals and objectives of 49 U.S.C. 31315 and 31136. The exemption expires on July 22, 2017.

Issued on: July 20, 2015.

**T.F. Scott Darling, III**,  
*Chief Counsel.*

[FR Doc. 2015-18676 Filed 7-29-15; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2011-0126]

**Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review**

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for

review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on January 2, 2015 [80 FR 99].

**DATES:** Comments must be submitted on or before August 31, 2015.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** Kil-Jae Hong, NHTSA, 1200 New Jersey Avenue SE., W52-232, NPO-520, Washington, DC 20590. Ms. Hong's telephone number is (202) 493-0524 and email address is [kil-jae.hong@dot.gov](mailto:kil-jae.hong@dot.gov).

**SUPPLEMENTARY INFORMATION:** In compliance with the Paperwork Reduction Act of 1995, NHTSA conducted a qualitative phase of Consumer Research which included Focus Groups. Based upon the qualitative phase research results, NHTSA developed the communications materials its Fuel Economy Consumer Education Program. This notice announces that the ICR for a quantitative study of the communications materials, abstracted below, has been forwarded to OMB requesting review and comment. The ICR describes the nature of the information collection and its expected burden. This is a request for new collection.

*Title:* 49 CFR 575—Consumer Information Regulations (sections 103 and 105) Quantitative Research.

*OMB Number:* Not Assigned.

*Type of Request:* New collection.

*Abstract:* The Energy Independence and Security Act of 2007 (EISA), enacted in December 2007, included a requirement that the National Highway Traffic Safety Administration (NHTSA) develop a consumer information and education campaign to improve consumer understanding of automobile performance with regard to fuel economy, Greenhouse Gases (GHG) emissions and other pollutant emissions; of automobile use of alternative fuels; and of thermal management technologies used on automobiles to save fuel. A critical step in developing the consumer information program was to conduct proper market research to understand consumers' knowledge surrounding these issues, evaluate potential consumer-facing messages in terms of clarity and understand the communications channels in which these messages

should be present. The research allowed NHTSA to refine messaging to enhance comprehension and usefulness and help guide the development of an effective communications plan. The consumer market research informed NHTSA that digital assets would be the best format and distribution through web and mobile channels would be the best media. The assets being tested during this quantitative study are a result from the qualitative focus groups, and include an animated infographic, video, and fact sheets.

*Affected Public:* Passenger vehicle consumers.

*Estimated Total Annual Burden:* 666.67 hours.

*Number of Respondents:* 2,000.

The estimated annual burden hour for the online survey is 666.67 hours. Based on the Bureau of Labor and Statistics' median hourly wage (all occupations) in the May 2013 National Occupational Employment and Wage Estimates, NHTSA estimates that it would cost an average of \$16.87 per hour if all respondents were interviewed on the job. Therefore, the agency estimates that the cost associated with the burden hours is \$11,247 (\$16.87 per hour x 666.67 interviewing hours).

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. Comment to OMB is most effective if OMB receives it within 30 days of publication.

**Colleen Coggins,**

*Acting Senior Associate Administrator, Policy and Operations.*

[FR Doc. 2015-18648 Filed 7-29-15; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Denial of Motor Vehicle Defect Petition

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

**ACTION:** Denial of a petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a petition, DP14-004, submitted by the Center for Auto Safety (the petitioner) to the Administrator of NHTSA by a letter dated August 21, 2014, under 49 CFR part 552. The petition requests the agency to initiate a safety defect investigation into alleged failures of Totally Integrated Power Modules (TIPMs) installed in sport utility vehicles, trucks, and vans built by Chrysler FCA (Chrysler) beginning in the 2007 model year. The petitioner alleges that TIPM defects may result in the following safety defect conditions: Engine stall, airbag non-deployment, failure of fuel pump shutoff resulting in unintended acceleration, and fire.

After conducting a technical review of: (1) Consumer complaints and other material submitted by the petitioner; (2) information provided by Chrysler in response to information requests regarding TIPM design, TIPM implementation and the complaints submitted by the petitioner; and (3) Chrysler safety recalls 14V-530 and 15V-115 addressing a fuel pump relay defect condition that may result in engine stall while driving in certain vehicles equipped with TIPM body control modules; and the likelihood that additional investigations would result in a finding that a defect related to motor vehicle safety exists, NHTSA has concluded that further investigation of the issues raised by the petition is not warranted. The agency, accordingly, has denied the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kareem Habib, Vehicle Control Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone 202-366-8703. Email [Kareem.Habib@dot.gov](mailto:Kareem.Habib@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Introduction

Interested persons may petition NHTSA requesting that the agency initiate an investigation to determine whether a motor vehicle or item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 CFR 552.1. Upon receipt of a properly filed petition, the agency conducts a technical review of the petition, material submitted with the petition, and any additional information. § 552.6. After considering the technical review and taking into account appropriate factors, which may include, among others, allocation of agency resources, agency priorities, and