

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****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 September 3, 2010 [FR Doc. 2010–22008].

DATES: Comments must be submitted on or before April 22, 2011.

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 e-mail address is *kil-jae.hong@dot.gov*.

SUPPLEMENTARY INFORMATION:**National Highway Traffic Safety Administration**

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

OMB Number: Not Assigned.

Type of Request: Request for public comment on collection of information request.

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 is 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 will allow NHTSA to refine messaging to enhance comprehension and usefulness and will guide the development of an effective communications plan. NHTSA proposes a multi-phased research project to gather the data and apply analyses and results from the project to develop the consumer information program and education campaign.

Affected Public: Passenger vehicle consumers.

Estimated Total Annual Burden: 128.

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.

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. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Gregory A. Walter,

Senior Associate Administrator, Policy and Operations.

[FR Doc. 2011–6849 Filed 3–22–11; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket NHTSA–2010–00062]

Consumer Information; Program for Child Restraint Systems; Correction

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

ACTION: Request for comments; correction.

SUMMARY: NHTSA published in the **Federal Register** of February 25, 2011 a request for comments notice detailing observations from an agency pilot study conducted to determine reasonable conditions for participation in a new consumer information program, as part of the New Car Assessment Program, to

help caregivers find a child restraint system (“child safety seat”) that fits their vehicle. This document corrects the public comments submission due date.

DATES: Comments should be submitted early enough to ensure that they are received no later than April 26, 2011.

FOR FURTHER INFORMATION CONTACT: For non-legal issues related to the Vehicle-Child Restraint System (CRS) Fit program, you may contact Ms. Jennifer N. Dang, Office of Crashworthiness Standards (*Telephone:* 202–493–0598). For legal issues, you may contact Ms. Deirdre Fujita, Office of Chief Counsel (*Telephone:* 202–366–2992). You may send mail to these officials at the National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., West Building, Washington, DC 20590–0001.

SUPPLEMENTARY INFORMATION: NHTSA published in the **Federal Register** of February 25, 2011 (76 FR 10637), a request for comments notice describing the new consumer information program that will help caregivers find a child restraint system that fits their vehicle. In that document, on page 10637, in the **DATES** section, it states that “comments should be submitted early enough to ensure that they are received no later than March 28, 2011.” In that section, change the date from “March 28, 2011” to “April 26, 2011.”

Issued on: March 17, 2011.

Joseph S. Carra,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2011–6729 Filed 3–22–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Petition for Exemption From the Vehicle Theft Prevention Standard; Ford Motor Company**

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Ford Motor Company's (Ford) petition for an exemption of the C-MAX vehicle line in accordance with § 543.9(c)(2) of 49 CFR part 543, *Exemption from the Theft Prevention Standard*. This petition is granted because the agency has determined that the anti-theft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with