

NHTSA notes that if MBUSA wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden that Part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes, the effects of which might be characterized as de minimis, it should consult the agency before preparing and submitting a petition to modify.

Under authority delegated in 49 CFR part 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0084]

Data Modernization Sampling Information

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

ACTION: Announcement of webinar.

SUMMARY: NHTSA has redesigned the National Automotive Sampling System (NASS). Through this notice, NHTSA is announcing a public webinar to provide information about the two new surveys that will replace NASS: Crash Report Sampling System (CRSS) and Crash Investigation Sampling System (CISS). NHTSA will describe the samples designs and answer questions related to the samples. The webinar will be available via the web and requires internet access.

DATES: NHTSA will hold the webinar on April 29, 2015, from 1:30 p.m. to 3:00

p.m., EDT. The presentation will be available through internet access only via the web. NHTSA will post specific information on how to participate via the Internet on the NHTSA Web site at www.nhtsa.gov one week before the event.

FOR FURTHER INFORMATION CONTACT: For information concerning the webinar or access via the Internet, please contact Raj Subramanian, National Center for Statistics and Analysis, NHTSA (telephone: 202-366-3365 or email: raj.subramanian@dot.gov).

SUPPLEMENTARY INFORMATION: The webinar will allow interested persons to learn more about NHTSA's newly designed nationally representative samples that will replace NASS.

Background

NHTSA is undertaking a modernization effort to upgrade the National Automotive Sampling System (NASS) by improving the information technology infrastructure, updating and prioritizing the data collected, reselecting the sample sites and sample sizes, re-examining the electronic formats in which the crash data files are made available to the public, and improving data collection methods and quality control procedures, among other activities. This project is called the Data Modernization (DataMod) Project.

NASS collects crash data on a nationally representative sample of police-reported motor vehicle traffic crashes and related injuries. NASS data are used by Federal, State, and local government agencies, as well as by industry and academia in the U.S. and around the world. The data enable stakeholders to make informed regulatory, program, and policy decisions regarding vehicle design and traffic safety. The NASS system currently has two components: The General Estimates System (GES) and the Crashworthiness Data System (CDS). While the GES captures information on all types of traffic crashes, the CDS focuses on more severe crashes involving passenger vehicles to better document the consequences to vehicles and occupants in crashes—*i.e.*, crashworthiness.

NASS was originally designed in the 1970's, and has not received significant revision since that time with regard to the type of data collected and the sites for data collection. Over the last three decades NHTSA understands that the scope of traffic safety studies has expanded and the data needs of the transportation community have increased and significantly changed. In addition, the distribution of the U.S.

population has shifted over the past four decades, and there is a growing need for the collection of information that addresses issues of crash avoidance. Recognizing the importance of this data, NHTSA is pursuing the DataMod Project to enhance the quality of the data collected and the overall effectiveness of the NASS.

As part of the Data Modernization project, NHTSA has redesigned the NASS. It will be replaced with two new surveys:

- CRSS will be a records-based data collection system similar to the current GES and will continue to provide the annual, nationally representative estimates of police-reported motor vehicle crashes overall. In addition, CRSS will provide estimates by type of vehicle, and for a broad range of vehicle and crash characteristics that are needed to fully describe current highway safety and to track motor vehicle crash trends.

- CISS is an investigation-based system similar to the current CDS and will collect accurate, detailed information about a nationally representative selection of passenger vehicle crashes that involve a passenger vehicle towed from the crash scene. Researchers will investigate crashes a few days after the crash gathering information from a variety of sources: crash site inspection, vehicle inspections, interviews, medical records and others. CISS will have enhanced pre-crash data and data on the presence and use of crash avoidance technologies.

Information on the current NASS sample, coding instructions, and descriptive materials can be reviewed on NHTSA's Web site at: <http://nhtsa.gov/NASS>. Information on the Data modernization project and the report to Congress on *NHTSA's Review of the National Automotive Sample System* can be reviewed at: <http://www.nhtsa.gov/NCSA>.

Public Webinar

NHTSA is hosting a public webinar to inform vehicle manufacturers and suppliers, the medical community, researchers, safety advocates and the general public about the new sample designs for CRSS and CISS. NHTSA will present a technical overview of the new sample designs covering the following topics:

Draft Topics

1. Welcome and Opening Remarks
2. Webinar Outline
3. Data Modernization
 - a. MAP-21
 - b. Data Needs
4. Sample Redesign: Why and How?

- a. Current Systems: GES and CDS three-stage designs
- b. Independence between CRSS and CISS samples
- 5. The CISS Sample Design
 - a. Scope
 - b. Frame, Stratification, Formation and Selection of each of the three stages (PSU, PJ and PAR)
 - c. Sample Allocation
- 6. The CRSS Sample Design
 - a. Scope
 - b. Frame, Stratification, Formation and Selection of each of the three stages (PSU, PJ and PAR)
 - c. Sample Allocation
- 7. Improvements in CISS/CRSS
 - a. Scalability and Flexibility
 - b. Precision of Estimates
 - c. MOS aligned with Data Needs
- 8. Ongoing and Upcoming Activities in Survey Modernization
 - a. Estimation Protocols
 - b. Calibration
 - c. Analytic Guidelines
- 9. Questions

The webinar will be open to the public. NHTSA will present the new sample designs starting at 1:30 p.m. The presentation will be about one hour. After the presentation NHTSA has scheduled 30 minutes to answer questions from the participants on the sample designs.

Participants may access the Webinar via the Internet and telephone. The telephone access number and other information on how to participate via the Internet will be posted on the NHTSA Web site at www.nhsta.gov one week before the event. For questions, contact Raj Subramanian at raj.subramanian@dot.gov or 202-366-3385.

Under authority delegated by 49 CFR 1.95.

Terry Shelton,

Associate Administrator, National Center for Statistics and Analysis.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Maserati North America Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Maserati North America Inc.'s, (Maserati) petition for an exemption of the Ghibli vehicle line in accordance

with 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft 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 the parts-marking requirements of the 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard).

DATES: The exemption granted by this notice is effective beginning with the 2016 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43-439, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated February 5, 2015, Maserati requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Ghibli vehicle line beginning with MY 2016. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Maserati provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Ghibli vehicle line. Maserati stated that all of its vehicles will be equipped with a passive, Sentry Key Immobilizer System (SKIS), a Vehicle Alarm System (VTA) and a Keyless Ignition System as standard equipment beginning with the 2016 model year. Key components of its SKIS antitheft device will include an Engine Power Control Module, Fuel Delivery and a Starter Motor Circuit. Maserati's keyless ignition system will consist of a Key Fob with Remote Keyless Entry (RKE) Transmitter, RFHub and Keyless Ignition Node (KIN). Key components of Maserati's VTA system are a hood ajar switch, security indicator, RFHub/Kin and FOBK, an intrusion and inclination sensor, door ajar switches, an intrusion module and a central body controller. Maserati also stated that its VTA system will include an audible and visual feature that will provide perimeter protection that will monitor the vehicle doors, ignition switch and deck lid for unauthorized

tampering, and an ultrasonic intrusion sensor, designed to detect motion within the vehicle. Maserati further stated that if unauthorized tampering with any of these protected areas is detected, the vehicle's horn/siren will sound and some of its exterior lamps will flash.

Maserati stated that the immobilizer device is automatically activated when the ignition is changed from the run position to the off position. Once activated, only the use of a valid key can disable immobilization and allow the vehicle to run. Specifically, Maserati stated that the device is deactivated by performing an unlock actuation via the RKE transmitter or by starting the vehicle with a valid RFHub key. Maserati stated that to start the vehicle, the driver must press and hold the brake pedal while pressing the START/STOP button. The system takes over and engages the starter causing the starter motor to run and disengage automatically when the engine is running. Maserati stated that the RFHub contains and controls the SKIS, preventing the engine from running more than 2 seconds unless a valid FOBK key is used to start the engine. Maserati also stated that the vehicle's key fob with RKE transmitter, RFHub and the KIN contains over 50,000 possible electronic key combinations and allows the driver to operate the ignition switch with the push of a button as long as the RKE transmitter is in the passenger compartment.

Maserati's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In addressing the specific content requirements of 543.6, Maserati provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Maserati conducted tests based on its own specified standards. Maserati provided a detailed list of the tests conducted (*i.e.*, low and high temperature exposure on system components, resistance for humidity, ice, water immersion, dust exposure, and drop shock on surfaces). Maserati also stated that the VTA, including the immobilizer device and its related components must meet design and durability requirements for full vehicle useful life (10 years/120k miles). Maserati stated that it believes that its device is reliable and durable because it complied with specified requirements for each test.

Maserati stated that based on MY 2010 theft data published by NHTSA, its