

crashes. ODI's analysis found evidence of PMM activation in approximately 13 percent of crashes where log data was reviewed for SUA crashes. The effectiveness of the PMM activations have been limited by the fact that the original PMM implementation is designed for conditions where the vehicle is traveling straight forward or rearward toward the collision obstacle. Most SUA crashes reviewed in this petition evaluation involved dynamic steering inputs (*i.e.*, vehicles with steering angles of 180 degrees or greater when the SUA occurs) which the original implementation of PPM was not designed to address.

3.8 Complaint Vehicle Service History Review

ODI requested service histories for the accelerator pedal assemblies, motor control systems and brake systems for 204 of the vehicles cited by the petitioner. Only two vehicles had faults diagnosed in those components: One motor fault resulting in a vehicle stall allegation and the other an APPS fault that appears to have resulted from damage incurred by the force of the driver's foot on the pedal during the crash event.

One of the VOQs identified by the petitioner reported feeling a jerk forward when approaching a stop sign, then a complete loss of power (VOQ 11164094). The data logs from the vehicle show no increase in speed and the system cutting motor torque to zero in response to a drive inverter fault. ODI does not consider this incident a valid example of SUA.

Another vehicle had an accelerator pedal assembly replaced to repair a crash induced fault in one of the pedal tracks (VOQ 11180431). The data log shows increased drive motor torque in response to manual application of the accelerator pedal to 88.4 percent. After the fault in the pedal assembly was detected, motor torque was cut to zero within 0.04 seconds.

The service history analysis indicates that component faults are not a factor in the SUA incidents reported to NHTSA. The data logs for the two incidents that did involve component faults demonstrated that system failsafe torque cut logic worked as designed.

5.0 Conclusion

After reviewing the available data, ODI has not identified evidence that would support opening a defect investigation into SUA in the subject vehicles. The evidence shows that SUA crashes in the complaints cited by the petitioner have been caused by pedal misapplication. There is no evidence of

any fault in the accelerator pedal assemblies, motor control systems, or brake systems that has contributed to any of the cited incidents. There is also no evidence of a design factor contributing to increased likelihood of pedal misapplication.

NHTSA is authorized to issue an order requiring notification and remedy of a defect if the Agency's investigation shows a defect in design, construction, or performance of a motor vehicle that presents an unreasonable risk to safety. 49 U.S.C. 30102(a)(9), 30118. Given the fact that the event data do not provide evidence that the subject SUA was caused by a vehicle-based defect, it is unlikely that an order concerning the notification and remedy of a safety-related defect would be issued due to any investigation opened upon grant of this petition. Therefore, and upon full consideration of the information presented in the petition and the potential risks to safety, the petition is denied. The denial of this petition does not foreclose the Agency from taking further action if warranted or the potential for a future finding that a safety-related defect exists based upon additional information the Agency may receive.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.95 and 501.8.

Jeffrey Mark Giuseppe,

Associate Administrator for Enforcement.

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DEPARTMENT OF TRANSPORTATION

[Docket Number: DOT-OST-2020-0254]

Request for Information for the Inclusive Design Reference Hub

Correction

In notice document 2020-27994 appearing on pages 83152-83154 in the issue of Monday, December 21, 2020, make the following correction:

(1) On page 83152, in the first column, in the **DATES** section, change "January 20, 2021" to read "January 21, 2021."

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Request for Comment; Uniform Interagency Transfer Agent Registration and Deregistration Forms

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on a continuing information collection as required by the Paperwork Reduction Act of 1995 (PRA). An agency may not conduct or sponsor, and a respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The OCC is soliciting comment on the renewal of its collection titled "Uniform Interagency Transfer Agent Registration and Deregistration Forms."

DATES: Comments must be submitted on or before March 15, 2021.

ADDRESSES: Commenters are encouraged to submit comments by email, if possible. You may submit comments by any of the following methods:

- *Email:* prainfo@occ.treas.gov.
- *Mail:* Chief Counsel's Office,

Attention: Comment Processing, Office of the Comptroller of the Currency, Attention: 1557-0124, 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

- *Hand Delivery/Courier:* 400 7th Street SW, Suite 3E-218, Washington, DC 20219.
- *Fax:* (571) 465-4326.

Instructions: You must include "OCC" as the agency name and "1557-0124" in your comment. In general, the OCC will publish comments on www.reginfo.gov without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

You may review comments and other related materials that pertain to this information collection beginning on the