the review of comments filed in response to the document. Having input from interested parties will allow the Commission to better evaluate options and alternatives to minimize any significant economic impact on small entities that may result from the proposed cybersecurity IoT labeling program and the inquiries and alternatives discussed in the document. The Commission's evaluation of this information will shape the final alternatives it considers to minimize any significant economic impact that may occur on small entities, the final conclusions it reaches and any final rules it promulgates in this proceeding.

E. Legal Basis

96. The proposed action is taken under authority found in sections 1, 2, 4(i), 4(n), 301, 302, 303(b), 312, 333, and 503 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 152, 154(i), 154(n), 301, 302a, 303(b), 312, 333, 503; and the IoT Cybersecurity Improvement Act of 2020, 15 U.S.C. 278g–3a to 278g–3e.

F. Federal Rules That May Duplicate, Overlap, or Conflict With the Proposed Rules

97. None.

Federal Communications Commission.

Katura Jackson,

Federal Register Liaison Officer.

[FR Doc. 2023–18357 Filed 8–24–23; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 531, 533, 535, and 537

[NHTSA–2023–0022]

RIN 2127–AM55

Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Notice of proposed rulemaking; correction.

SUMMARY: This document corrects technical errors in the proposed rule that appeared in the **Federal Register** on August 17, 2023, entitled ''Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035.'' That document proposed new Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks to be manufactured in model years (MYs) 2027–2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) to be manufactured in MYs 2030–2035.

DATES: Comments for the proposed rule published on August 17, 2023, at 88 FR 56128, must be received on or before October 16, 2023.

FOR FURTHER INFORMATION CONTACT: Joseph Bayer, CAFE Program Division Chief, Office of Rulemaking, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: *joseph.bayer@dot.gov;* phone: (202) 366–9540.

SUPPLEMENTARY INFORMATION: Prior to publication of the proposal for new CAFE standards for passenger cars and light trucks and new fuel efficiency standards for HDPUVs, NHTSA noticed several minor typographical errors that could not be corrected prior to printing. The needed corrections to the preamble replace the target function coefficient numbers in Table II–3, Table III–4, Table III–12, Table III–13, Table III–15, Table III–16, Table III–18, Table III–19, Table III–21, and Table III–22. NHTSA notes that these modifications do not change the values but simply provide additional significant figures for the coefficients. For the reader's reference, NHTSA has also made the corresponding changes to the target coefficient tables in the accompanying Technical Support Document (TSD) and Preliminary Regulatory Impact Assessment (PRIA), which are found in the docket for this rulemaking and on the agency's website. The needed correction to the proposed regulatory text clarifies that NHTSA is proposing to eliminate 5-cycle and alternative approvals for off-cycle fuel consumption incentive values (FCIVs) starting in MY 2027. This document also corrects the proposed regulatory text to clarify that multipliers for advanced, innovative, and off-cycle technologies for heavy-duty pickup trucks and vans are available through model year 2027.

I. Preamble Corrections

In proposed rule FR Doc. 2023–16515, beginning on page 56128 in the issue of August 17, 2023, make the following corrections, in the **SUPPLEMENTARY INFORMATION** section.

1. On page 56260, Table III–3 is corrected to read as follows:

TABLE III–3—PASSENGER CAR CAFE TARGET FUNCTION COEFFICIENTS FOR NO-ACTION ALTERNATIVE [450]

	2027	2028	2029	2030	2031	2032
a (mpg)	66.95	66.95	66.95	66.95	66.95	66.95
b (mpg)	50.09	50.09	50.09	50.09	50.09	50.09
c (gpm per s.f)	0.000335	0.000335	0.000335	0.000335	0.000335	0.000335
d (gpm)	0.001196	0.001196	0.001196	0.001196	0.001196	0.001196

2. On page 56261, Table III–4 is corrected to read as follows:

[450] The Passenger Car Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1, Equation 1–1.

TABLE III–4—LIGHT TRUCK CAFE TARGET FUNCTION COEFFICIENTS FOR NO-ACTION ALTERNATIVE [451]

	2027	2028	2029	2030	2031	2032
a (mpg)	53.73	53.73	53.73	53.73	53.73	53.73
b (mpg)	32.30	32.30	32.30	32.30	32.30	32.30
c (gpm per s.f)	0.000374	0.000374	0.000374	0.000374	0.000374	0.000374
d (gpm)	0.003272	0.003272	0.003272	0.003272	0.003272	0.003272

3. On page 56266, Table III–12 is corrected to read as follows:

TABLE III–12—PASSENGER CAR CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC1LT3 [467]

	2027	2028	2029	2030	2031	2032
a (mpg)	67.63	68.31	69.00	69.70	70.40	71.11
b (mpg)	50.60	51.11	51.63	52.15	52.68	53.21
c (gpm per s.f)	0.000332	0.000328	0.000325	0.000322	0.000319	0.000316
d (gpm)	0.001184	0.001172	0.001161	0.001149	0.001138	0.001126

4. On page 56266, Table III–13 is corrected to read as follows:

TABLE III–13—LIGHT TRUCK CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC1LT3 [468]

	2027	2028	2029	2030	2031	2032
a (mpg)	55.39	57.10	58.87	60.69	62.56	64.50
b (mpg)	33.30	34.33	35.39	36.48	37.61	38.78
c (gpm per s.f)	0.000363	0.000352	0.000342	0.000331	0.000321	0.000312
d (gpm)	0.003173	0.003078	0.002986	0.002896	0.002809	0.002725

5. On page 56267, Table III–15 is corrected to read as follows:

TABLE III–15—PASSENGER CAR CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC2LT4 [469]

	2027	2028	2029	2030	2031	2032
a (mpg)	68.32	69.71	71.14	72.59	74.07	75.58
b (mpg)	51.12	52.16	53.22	54.31	55.42	56.55
c (gpm per s.f)	0.000328	0.000322	0.000315	0.000309	0.000303	0.000297
d (gpm)	0.001172	0.001149	0.001126	0.001103	0.001081	0.001060

6. On page 56267, Table III–16 is corrected to read as follows:

TABLE III–16—LIGHT TRUCK CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC2LT4 [470]

	2027	2028	2029	2030	2031	2032
a (mpg)	55.96	58.30	60.73	63.26	65.89	68.64
b (mpg)	33.64	35.05	36.51	38.03	39.61	41.26
c (gpm per s.f)	0.000359	0.000345	0.000331	0.000318	0.000305	0.000293
d (gpm)	0.003141	0.003015	0.002894	0.002779	0.002668	0.002561

[451] The Light Truck Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1, Equation 1–1.

[467] The Passenger Car Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[468] The Light Truck Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[469] The Passenger Car Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[470] The Light Truck Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

7. On page 56269, Table III–18 is corrected to read as follows:

TABLE III–18—PASSENGER CAR CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC3LT5 [471]

	2027	2028	2029	2030	2031	2032
a (mpg)	69.02	71.16	73.36	75.63	77.97	80.38
b (mpg)	51.64	53.24	54.89	56.58	58.33	60.14
c (gpm per s.f)	0.000325	0.000315	0.000306	0.000297	0.000288	0.000279
d (gpm)	0.001160	0.001125	0.001092	0.001059	0.001027	0.000996

8. On page 56269, Table III–19 is corrected to read as follows:

TABLE III–19—LIGHT TRUCK CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC3LT5 [472]

	2027	2028	2029	2030	2031	2032
a (mpg)	56.55	59.53	62.66	65.96	69.43	73.09
b (mpg)	34.00	35.79	37.67	39.65	41.74	43.94
c (gpm per s.f)	0.000355	0.000338	0.000321	0.000305	0.000290	0.000275
d (gpm)	0.003108	0.002953	0.002805	0.002665	0.002531	0.002405

9. On page 56270, Table III–21 is corrected to read as follows:

TABLE III–21—PASSENGER CAR CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC6LT8 [473]

	2027	2028	2029	2030	2031	2032
a (mpg)	71.23	75.77	80.61	85.75	91.23	97.05
b (mpg)	53.29	56.69	60.31	64.16	68.26	72.61
c (gpm per s.f)	0.000315	0.000296	0.000278	0.000262	0.000246	0.000231
d (gpm)	0.001124	0.001057	0.000993	0.000934	0.000878	0.000825

10. On page 56270, Table III–22 is corrected to read as follows:

TABLE III–22—LIGHT TRUCK CAFE TARGET FUNCTION COEFFICIENTS FOR ALTERNATIVE PC6LT8 [474]

	2027	2028	2029	2030	2031	2032
a (mpg)	58.40	63.48	69.00	74.99	81.52	88.60
b (mpg)	35.11	38.16	41.48	45.09	49.01	53.27
c (gpm per s.f)	0.000344	0.000317	0.000291	0.000268	0.000247	0.000227
d (gpm)	0.003010	0.002769	0.002548	0.002344	0.002156	0.001984

II. Proposed Regulatory Language Corrections

In proposed rule FR Doc. 2023–16515, beginning on page 56128 in the issue of August 17, 2023, make the following corrections, in the Regulatory Text section.

■ 1. On page 56385, column 1, in § 531.6, correct paragraph (b)(3) and paragraph (b)(4) introductory text to read as follows:

§ 531.6 [Corrected]

* * * * *

(b) * * *

(3) *Off-cycle technologies using 5-cycle testing.* Through MY 2026, a manufacturer may increase its fleet average fuel economy performance through the use of off-cycle technologies tested using the EPA's 5-cycle methodology in accordance with 40 CFR 86.1869–12(c). The fuel consumption improvement is determined in accordance with 40 CFR 600.510–12(c)(3)(ii).

(4) *Off-cycle technologies using the alternative EPA-approved methodology.* Through MY 2026, a manufacturer may seek to increase its fuel economy performance through use of an off-cycle technology requiring an application request made to the EPA in accordance with 40 CFR 86.1869–12(d).

* * * * *

[471] The Passenger Car Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[472] The Light Truck Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[473] The Passenger Car Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

[474] The Light Truck Function Coefficients 'a','b','c', and 'd' are defined in Draft TSD Chapter 1.2.1.

■ 2. On page 56387, column 1, in § 533.6, correct paragraph (c)(4) and paragraph (c)(5) introductory text to read as follows:

§ 533.6 [Corrected]

* * * * *

(c) * * *

(4) *Off-cycle technologies using 5-cycle testing.* Through MY 2026, a manufacturer may increase its fleet average fuel economy performance through the use of off-cycle technologies tested using the EPA's 5-cycle methodology in accordance with 40 CFR 86.1869–12(c). The fuel consumption improvement is determined in accordance with 40 CFR 600.510–12(c)(3)(ii).

(5) *Off-cycle technologies using the alternative EPA-approved methodology.* Through MY 2026, a manufacturer may seek to increase its fuel economy performance through use of an off-cycle technology requiring an application request made to the EPA in accordance with 40 CFR 86.1869–12(d).

* * * * *

■ 3. On page 56388, column 3, in § 535.5, correct paragraph (a)(9) to read as follows:

§ 535.5 [Corrected]

(a) * * *

(9) *Advanced, innovative and off-cycle technologies.* For vehicles subject to Phase 1 standards, manufacturers may generate separate credit allowances for advanced and innovative technologies as specified in § 535.7(f)(1) and (2). For vehicles subject to Phase 2 standards, manufacturers may generate separate credits allowance for off-cycle technologies in accordance with § 535.7(f)(2). Separate credit allowances for advanced technology vehicles cannot be generated; instead, manufacturers may use the credit multipliers specified in § 535.7(f)(1)(ii) through model year 2027.

* * * * *

Issued on August 21, 2023, in Washington, DC, under authority delegated in 49 CFR 1.95.

Ann Carlson,

Acting Administrator.

[FR Doc. 2023–18310 Filed 8–24–23; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 531, 533, 535, and 537

[NHTSA–2023–0022]

RIN 2127–AM55

Public Hearing for Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035

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

ACTION: Notice of public hearing.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing a virtual public hearing to be held September 28, 2023, on its proposal for the ''Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035,'' which was signed on July 28, 2023. This hearing also allows the public to provide oral comments regarding the Draft Environmental Impact Statement that accompanies the proposal. An additional session will be held on September 29, if necessary, to accommodate the number of people that sign up to testify.

DATES: NHTSA will hold a virtual public hearing on September 28, 2023. An additional session will be held on September 29, if necessary, to accommodate the number of people that sign up to testify. The hearing will convene at 9 a.m. Eastern time and will conclude when the last pre-registered speaker has testified but no later than 6 p.m. Eastern time. All hearing attendees, including those who do not intend to provide testimony, should preregister by September 22, 2023. Please refer to the **SUPPLEMENTARY INFORMATION** section for additional information on the public hearing.

ADDRESSES: The link to register will be available at *https://www.nhtsa.gov/cafe*. Additional information regarding the hearing appears below under **SUPPLEMENTARY INFORMATION**.

FOR FURTHER INFORMATION CONTACT: For questions regarding how to register to attend the hearing, please contact NHTSA's Office of Communications at *NHTSA.Communication@dot.gov*. For any other questions about this notice, please contact Mark Totten, Office of Rulemaking, NHTSA, at (202)-209–3170.

SUPPLEMENTARY INFORMATION: NHTSA, on behalf of the DOT, is proposing new corporate average fuel economy (CAFE) standards for passenger cars and light trucks for MYs 2027–2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) for MYs 2030–2035. This proposal responds to NHTSA's statutory obligation to set CAFE and HDPUV standards at the maximum feasible level that the agency determines vehicle manufacturers can achieve in each MY, in order to improve energy conservation. Specifically, NHTSA is proposing new fuel economy standards for passenger cars and light trucks and fuel efficiency standards for model years (MYs) 2027–31 that increase at a rate of 2 percent per year for passenger cars and 4 percent per year for light trucks, and new fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) for MYs 2030–2035 that increase at a rate of 10 percent per year. NHTSA is also setting forth proposed augural standards for MY 2032 passenger cars and light trucks, which would increase at 2 percent and 4 percent year over year, respectively, as compared to the prior year's standards. In addition, NHTSA is also proposing certain technical amendments to clarify and streamline our compliance regulations. The proposal was signed on July 28, 2023, and was published in the **Federal Register** on August 17, 2023. A notice of availability for the accompanying Draft Environmental Impact Statement (Draft EIS) was published in the **Federal Register** on August 04, 2023 (88 FR 51812). The Draft EIS is available on NHTSA's CAFE website, *https://www.nhtsa.gov/cafe,* and is also available in Docket ID No. NHTSA–2022–0075

Participation in Virtual Public Hearing

NHTSA will begin pre-registering speakers for the hearing upon publication of this document in the **Federal Register**. To register to speak at the virtual hearing, please follow the instructions below. The last day to pre-register to speak at the hearing will be September 22, 2023.

- *To watch the hearing (without providing oral comments):* Click the link at *https://www.nhtsa.gov/cafe* and register. Indicate NO on the registration page that you do not wish to provide testimony. Within 24 hours of registering, you will be emailed your link to join.