

Thus, the scope of ODI's review was directed to those GLC300 vehicles.

NHTSA has based its decision on a review of the material cited by the Petitioner in his petition, information submitted by Mercedes-Benz in response to an Agency request, and other pertinent information in NHTSA's databases.

Summary of the Petition

The Petitioner alleged that Model Year (MY) 2023 Mercedes-Benz GLC300 vehicles equipped with the 48-volt ISG system can experience a failure resulting in the illumination of warning lights and an inability to start a vehicle. The Petitioner enclosed the following information with the petition:

- A description of the check engine light illuminating;
- A description of communications with a dealership about illumination of the check engine light;
- Copies of select Mercedes-Benz Service Campaign Bulletins;
- A listing of Mercedes-Benz vehicles that are covered under a recall for ISG–48V system issues;
- Excerpts from internet consumer chats that reported no-start conditions;
- A service invoice at a Mercedes-Benz dealership;
- Listings of Mercedes-Benz Xentry system communications; and
- Listings of allegedly related NHTSA recalls.

Office of Defects Investigation Analysis

ODI conducted the following actions while evaluating the Petition:

- Examined the Petition and its enclosures;
- Reviewed the Petitioner's vehicle history;
- Sent an Information Request letter to Mercedes-Benz and reviewed Mercedes-Benz's response to that letter; and
- Searched for similar complaint traffic in NHTSA's consumer complaints database.

In its August 24, 2023 response to NHTSA's Information Request letter, Mercedes-Benz stated that:

- The cause of the condition reported by the Petitioner was a software deviation in the Central Powertrain Controller (CPC);
- The CPC is separate from and independent of the 48V mild hybrid ISG system;
- The CPC condition in question may cause intermittent no-start conditions; and
- Mercedes-Benz has an active software campaign to correct the CPC software deviation.

ODI conducted a search of NHTSA's consumer complaint database and did not find support for a related stalling trend in the subject vehicles.

Based on available information, it appears that the defect alleged by the Petitioner may be caused by a software error in the CPC software, which is a system separate and independent from the 48-volt system.

ODI concentrated its evaluation on conditions that could lead to a loss of motive power during a drive cycle, and the CPC condition only takes place during a vehicle's startup. Based on this distinction, coupled with the absence of a loss of motive power while driving in the Petitioner's vehicle, and an absence of other applicable loss of motive power allegations in the subject vehicle population in general, ODI finds no basis on which to open a related safety defect investigation at this time.

Mercedes-Benz has an ongoing service campaign to resolve the CPC software error, which caused the illumination of the engine lights and the no-start condition.

After thoroughly assessing the material submitted by the Petitioner, information in NHTSA's databases, and information submitted by Mercedes-Benz in response to an ODI Information Request regarding the Petitioner's allegations, and in consideration of the action Mercedes-Benz is taking to address the software issue, NHTSA does not find that a formal investigation is warranted at this time. Accordingly, the Agency is denying the petition. As with all potential motor vehicle safety risks, NHTSA will continue to review any new information or incidents as they are submitted to the Agency.

Authority: 49 U.S.C. 30162(d) and 49 CFR part 552; delegations of authority at CFR 1.95(a) and 49 CFR part 501.¹

Eileen Sullivan,

Associate Administrator for Enforcement.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Hazardous Materials: Notice of Applications for Modification to Special Permits

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of applications for modification of special permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations, notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein.

DATES: Comments must be received on or before January 31, 2025.

ADDRESSES: Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Donald Burger, Chief, Office of Hazardous Materials Safety General Approvals and Permits Branch, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH–13, 1200 New Jersey Avenue Southeast, Washington, DC 20590–0001, (202) 366–4535.

SUPPLEMENTARY INFORMATION: Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

Copies of the applications are available for inspection in the Records Center, East Building, PHH–13, 1200 New Jersey Avenue Southeast, Washington, DC or at <http://regulations.gov>.

This notice of receipt of applications for special permit is published in accordance with part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

¹ The authority to determine whether to approve or deny defect petitions under 49 U.S.C. 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.

Issued in Washington, DC, on January 8, 2025.

Donald P. Burger,
Chief, General Approvals and Permits Branch.

SPECIAL PERMITS DATA

Application No.	Applicant	Regulation(s) affected	Nature of the special permits thereof
12098-M	Missions Systems Orchard Park Inc.	173.301(f), 173.302a(a)(1)	To modify the special permit to reflect current testing and inspection criteria, replacing references to cancelled government and industry standards. (modes 1, 2, 4).
14287-M	Troxler Electronic Laboratories, Inc.	173.469, 173.476(a)	To modify the special permit to authorize additional gauges. (mode 1).
14951-M	Hexagon Lincoln, LLC	173.301(f), 173.302(a)	To modify the special permit to no longer reference "working pressure" in paragraph 2.a. (modes 1, 2, 3).
15404-M	Proserv UK Ltd	173.201, 173.302a, 173.304a, 173.301(f).	To modify the special permit by authorizing additional cylinder designs. (modes 1, 2, 3, 4).
21005-M	Federal Cartridge Company ..	173.63(b)	To modify the special permit to increase the number of articles authorized to be packed per inner packaging to 20. (modes 1, 2, 3, 4, 5).
21023-M	Tire Seal, Inc	173.304(d)	To modify the special permit to authorize a flammable gas. (modes 1, 2, 3, 4, 5).
21129-M	Northrop Grumman Systems Corp.	173.301, 173.302	To modify the special permit with Part numbers which have been updated and the developmental changes associated with the tanks. (mode 1).
21191-M	Joyson Safety Systems Acquisition LLC.	172.203(a), 172.301(c), 173.166(e)(6).	To modify the special permit to include NHTSA Recall #24V-756, 20V-736, 21E-080, 21V-504, 21V-632, 24E-024 and 24V-198. (modes 1, 2, 3).
21318-M	Mercedes-Benz Ag	173.185(b)(5)	To modify the special permit to authorize an additional battery and packaging types. (mode 4).
21677-M	Unipart North America Limited	172.101(j)	To modify the special permit to authorize an additional lithium ion battery. (mode 4).

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Hazardous Materials: Notice of Applications for New Special Permits

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of applications for special permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations, notice is hereby given that the Office of Hazardous Materials Safety

has received the application described herein.

DATES: Comments must be received on or before February 18, 2025.

ADDRESSES: Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Donald Burger, Chief, Office of Hazardous Materials Safety General Approvals and Permits Branch, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH-13, 1200 New Jersey Avenue Southeast, Washington, DC 20590-0001, (202) 366-4535.

SUPPLEMENTARY INFORMATION: Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

Copies of the applications are available for inspection in the Records Center, East Building, PHH-13, 1200 New Jersey Avenue Southeast, Washington, DC.

This notice of receipt of applications for special permit is published in accordance with part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on January 8, 2025.

Donald P. Burger,
Chief, General Approvals and Permits Branch.

SPECIAL PERMITS DATA

Application No.	Applicant	Regulation(s) affected	Nature of the special permits thereof
21892-N	Electronic Fluorocarbons, LLC	173.304a(a)	To authorize the transportation in commerce of anhydrous ammonia in DOT 3AAX cylinders. (modes 1, 2, 3).