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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-0167]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Consolidated Labeling Requirements for Motor Vehicles (except the VIN)

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

ACTION: Notice and request for comments on a reinstatement with modification of a previously-approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of labeling information on nine Federal Motor Vehicle Safety Standards (FMVSS) for which NHTSA intends to seek OMB approval. The labeling requirements include brake fluid warning for vehicles with a GVWR greater than 3,500 kilograms (7,716 pounds), brake fluid warning for vehicles with a GVWR of 3,500 kilograms (7,716 pounds) or less, glazing labeling, air bag warning labels, seat belt labeling, compressed natural gas (CNG) vehicle fuel label, CNG fuel container labels, hydrogen fueled vehicle fueling label, and hydrogen fuel container labels. NHTSA is also requesting a modification of this collection to include three existing label requirements that were not previously included in this ICR and two recently established labeling requirements. The label requirements added to this ICR are for requirements contained in 49 CFR Parts 571.208, 303, 304, 307, and 308. A Federal Register Notice with a 60-day comment

period soliciting comments on the following information collection was published on April 8, 2026. No comments were received.

DATES: Comments must be submitted on or before [INSERT DATE 30 DAYS AFTER THE DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review – Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Mr. James Myers, Office of Crashworthiness Standards. You can reach this official by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, West Building, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public, and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with those requirements, this notice announces that the following information collection request is being submitted to OMB.

Title: "Consolidated Labeling Requirements for Motor Vehicles (except the VIN)."

OMB Control Number: 2127–0512.

Form Number: N/A

Type of Request: Reinstatement and modification of a previously-approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: 49 U.S.C. 30111 authorizes the issuance of Federal motor vehicle safety standards (FMVSS). The agency, in prescribing a FMVSS, considers available relevant motor vehicle safety data, and consults with other agencies, as it deems appropriate. Further, the statute mandates that in issuing any FMVSS, the agency considers whether the standard is "reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed," and whether such a standard will contribute to carrying out the purpose of the Act.

This document describes a collection of labeling information on nine Federal Motor Vehicle Safety Standards (FMVSS) for which NHTSA intends to seek OMB approval. NHTSA is also requesting a modification of this collection to include three existing label requirements that were not previously included in this ICR and two recently established labeling requirements. The associated standards are the only standards requesting this information, meaning there is no duplication of effort. These collections provide consumers with information on safety and proper use. The information is present on every product affected by each standard. Collecting the information less frequently or not at all would increase the safety risk posed to consumers. The Secretary is authorized to invoke such rules, as deemed necessary to carry out these requirements. Using this authority, the agency issued the following FMVSS, specifying labeling requirements to aid the agency in achieving many of its safety goals:

FMVSS No. 105, "Hydraulic and electric brake systems,"

FMVSS No. 135, "Light vehicle brake systems,"

FMVSS No. 205, "Glazing materials,"

FMVSS No. 208, "Occupant crash protection,"

FMVSS No. 209, "Seat belt assemblies,"

FMVSS No. 303, "Fuel system integrity of compressed natural gas vehicles,"

FMVSS No. 304, “Compressed natural gas fuel container integrity,”

FMVSS No. 307, “Fuel system integrity of hydrogen vehicles,” and

FMVSS No. 308, “Compressed hydrogen storage system integrity.”

Description of the Need for the Information and Proposed Use of the Information:

All labeling included in this collection is placed on motor vehicle equipment at the time it is manufactured. All safety labeling requirements are necessary for vehicle use on the nation's highways. The lack of labeling could allow improper items of motor vehicle equipment to be installed on motor vehicles and could be the subject of failures or inadequate injury mitigations - increasing the risk for vehicle crashes, severe injuries, and even deaths. Lack of air bag warning labels could encourage placement of children in the front passenger seating position, where the child would be less safe in an accident than if placed in a back-row seating position. The lack of CNG vehicle and container labeling could result in improper use of CNG containers resulting in a fire or explosion. The lack of hydrogen vehicle and hydrogen storage system container labeling could result in improper use of hydrogen containers resulting in a fire or explosion.

As for the identification of glazing manufacturers, the collection of information is only required one time. Absence of this DOT code mark would mean the glazing material would be available to the public without manufacturer’s proof that the material passed minimum safety standards. Additionally, if the information were not collected, the ability to determine the identification of the glazing manufacturer in crashes involving defects would be placed in jeopardy.

60-Day Notice: A Federal Register notice with a 60-day comment period soliciting public comments on the following information collection was published on April 8, 2026 (91 FR 17832). The closing date for comments was June 8, 2026. No comments were received on the information collection.

Affected Public: Vehicle manufacturers and Vehicle Parts Suppliers.

Estimated Number of Respondents: 115 Vehicle Manufacturers and 85 Vehicle Parts Suppliers.

Frequency: On occasion.

Estimated Number of Responses: NHTSA anticipates that approximately 22 glazing manufacturers per year will contact the agency and request a manufacturer's identification number for their production facility. These glazing manufacturers must submit one application, one time, identifying their company's production facility. In turn, the agency responds by assigning them a unique manufacturer's number for their facility. For other collections in this notice, no response is necessary from manufacturers. These labels are only required to be placed on each master cylinder reservoir, glazing pane, sun visor, dashboard, each seat belt, each CNG vehicle, each motor vehicle CNG container, each hydrogen vehicle, and each motor vehicle hydrogen storage system container intended for retail sale in the United Sates. Therefore, the number of respondents is limited to the glazing manufacturers requesting a manufacturer identification number.

Estimated Total Annual Burden Hours: 35,126 hours

FMVSS Nos. 105 and 135 require that each vehicle have a brake fluid warning statement in letters at least one-eighth of an inch high on the master cylinder reservoirs. The lettering shall be permanently affixed, engraved, or embossed and located so as to be visible by direct view. If not engraved or embossed, it should be a color that contrasts with its background. Vehicle manufacturers provide warning statements on hydraulic brake reservoirs for an estimated 1,000 vehicle models[1]. Although the required statements have been in use for many years, there is an annual 2-hour burden for manufacturers to have a Mechanical Drafter[2] reverify that their statements still meet the regulatory requirements. The annual burden for this reverification is 2,000 hours (1,000 vehicle model lines * 2 hours per model line) and $95,660 (1,000 vehicle

[1] 1,000 vehicle model lines equals 656 heavy vehicle models with a GVWR greater than 3,500 kilograms (7,716 pounds) and 344 light vehicle models with a GVWR 3,500 kilograms (7,716 pounds) or less.

[2] The Bureau of Labor Statistics (BLS) estimates the mean hourly wage for a Mechanical Drafter, occupational code 17-3013, to be $33.62. (https://www.bls.gov/oes/current/oes173013.htm, accessed February 12, 2025). Further, the BLS estimates the hourly wage to represent only 70.3% of the total compensation for workers.

models * 2 hours per label * $33.62 labor rate per hour ÷ 70.3% of labor rate as fraction of total wage compensation).

FMVSS No. 205 provides labeling requirements for glazing and motor vehicle manufacturers. In accordance with the standard, each new motor vehicle glazing manufacturer must request a unique identifying number. This number is used in their self-certification label, which also identifies the glazing type, and is permanently attached to each piece of motor vehicle glazing. Certain specialty glazing items, such as standee windows in buses, roof openings, and interior partitions made of plastic require that the manufacturer affix an additional, removable label to each item. This removable label specifies cleaning instructions to minimize the loss of transparency. Other information may be provided by the manufacturer.

Glazing manufacturers are required to have a DOT manufacturer's code mark for each of their glazing production facilities. This code mark is part of the manufacturer's certification label applied to glazing covered by FMVSS No. 205. An annual average of 22 glazing manufacturers completes an online request for a new DOT manufacturer's code mark. New code mark applications take an hour for a Project Management or Business Operations Specialist[3], to complete. This places an annual burden on applicants of 66 hours (22 manufacturers * 3 hours per manufacturer) and $4,736 (66 hours * $50.44 per hour wage ÷ 70.3% of labor rate as total wage compensation) to obtain new DOT manufacturer's code marks. In addition, it is estimated a Mechanical Drafter will require 40.0 hours to develop a certification label template for a new code mark, for an annual burden of 880 hours (22 manufacturers * 40.0 hours per manufacturer) and $42,090 (22 manufacturers * 40 hours per manufacturer * $33.62 per hour wage ÷ 70.3% of labor rate as total wage compensation). All glazing manufacturers will annually require 2.0 hours for a Mechanical Drafter to insert and verify correct information for each certification label for

[3] The Bureau of Labor Statistics (BLS) estimates the mean hourly wage for a Project Management or Business Operations Specialists, occupational code 13-1198, to be $50.44. U.S. Bureau of Labor Statistics, Occupational Employment and Wages, May 2023, occupant category 13-1082 *Project Management Specialists* https://www.bls.gov/oes/2023/may/oes131082.htm, accessed February 12, 2025

the estimated 10,463[4] glazing model lines produced annually, for a burden of 20,926 hours (2.0 hours per glazing certification label * 10,463 glazing model needing certification label) and $1,000,891 (10,463 glazing model labels * 2.0 hours per glazing model label * $33.62 per hour wage ÷ 70.3% of labor rate as total wage compensation).

Certain types of glazing material, generally used in standee partitions of transit buses, require a cleaning label. Although the required statements have been in use for many years, there is an annual 2-hour burden for manufacturers to have a Mechanical Drafter reverify their statements still meet the regulatory requirements. This adds a burden of 72 hours and $3,444 (36 glazing cleaning labels[5,6] * 2.0 hours per cleaning label * $33.62 per hour wage ÷ 70.3% of labor rate as total wage compensation). The total annual labor and opportunity costs associated with the burden hours due to the labeling requirements of FMVSS No. 205 is 21,944 hours and $1,051,161.

FMVSS No. 208, specifies requirements for both active and passive occupant crash protection systems for passenger cars, multipurpose passenger vehicles, trucks, and small buses. A label is to be affixed to either side of the sun visor at each front outboard seating position that is equipped with an inflatable restraint. The label warns of dangers a deploying air bag poses to children 12 and under. Each vehicle that is equipped with an inflatable restraint for the passenger position shall have a label attached to a location on the dashboard or steering wheel hub that is clearly visible from all front seating positions. These labels advise occupants to always use seat belts, the back seat is the safest place for children, and to never place a rear-facing child seat in

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[4] It is estimated that there are 147 passenger vehicle models requiring 8 glazing model numbers, 197 light truck models requiring 15 glazing model numbers, 56 medium/heavy truck models requiring 9 glazing model numbers, 150 light and medium bus models requiring 8 glazing models, 450 motorcycle models requiring 1 glazing model, 108 slide-in camper models requiring 2 glazing model numbers, 438 camper models requiring 7 glazing model numbers, 9 pick-up bed cover window sets requiring 3 glazing models, and 33 low speed vehicle models requiring 4 glazing model numbers. The total estimated number of glazing model numbers is 10,463 [(147 * 8) + (197 * 15) + (56 * 9) + (150 * 8) + (475 * 1) + (108 * 2) + (438 * 7) + (9 * 3) + (33*4)].

[5] There are 36 manufacturers producing transit buses. Source: David Czerwinski et al., *The US Transit Bus Manufacturing Industry* (Mineta Transportation Institute, 2016), 10.

[6] Each manufacturer can use a common cleaning label for all of their vehicle models

the front. Additionally, if a vehicle manufacturer recommends periodic maintenance or replacement of an inflatable restraint system installed in a vehicle, that vehicle must be labeled with the recommended schedule for maintenance or replacement.

It is estimated that vehicle manufacturers provide air bag warning labels for 550 vehicle models. Text and graphics for the warning labels are supplied in the Regulatory text, and these labels have been in use for many years. A Mechanical Drafter performs the 1 hour of annual work per vehicle model necessary to confirm the label design prior to it being printed onto sun visors. The annual burden to manufacturers for the warning label reviews is 550 hours (550 vehicle model lines * 1 hour per model line) and $26,307 (550 vehicle models[7] * 1 hour per label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation).

Vehicle manufacturers provide an estimated 550 vehicle models with dashboard warning labels. Text and graphics for the dashboard labels are supplied in the Regulatory text, and these labels have been in use for many years. A Mechanical Drafter performs the 1 hour of annual work per vehicle model necessary to confirm the dashboard label design. The annual burden to manufacturers for the dashboard label reviews is 550 hours (550 vehicle model lines * 1 hour per model line) and $26,307 (550 vehicle models[8] * 1 hour per label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation).

No vehicle manufacturers are currently using air bags that require replacement or periodic maintenance. Since no manufacturers equip vehicles with air bags requiring maintenance or replacement, there is no annual administrative burden to include such information on any vehicle label. The combined total annual labor and opportunity costs associated with the burden hours to

[7] NHTSA estimates there are 550 vehicle models requiring sun visor labels annually (147 passenger car, 197 light truck, 56 medium/heavy truck, and 150 large/medium bus models). Vehicle model data from 2020 Wards Intelligence data.

[8] NHTSA estimates there are 550 vehicle models requiring sun visor labels annually (147 passenger car, 197 light truck, 56 medium/heavy truck, and 150 large/medium bus models). Vehicle model data from 2020 Wards Intelligence data.

vehicle manufacturers from the dashboard and sun visor warning labels is 1,100 hours and $52,614.

FMVSS No. 209 requires safety belts to be labeled with the year of manufacture, the model, and the name or trademark of the manufacturer[9]. Additionally, seat belt assemblies for use only in specifically stated motor vehicles, other than a seat belt assembly installed in a motor vehicle by an automobile manufacturer, shall either be permanently and legibly marked or labeled with the following statement, or the statement shall be in the instruction sheet required for seat belt assemblies not installed in a motor vehicle by an automotive manufacturer:

This seat belt assembly is for use only in [insert specific seating position(s), e.g., "front right"] in [insert specific vehicle make(s) and model(s)][10].

It is estimated manufacturers choose to include this statement in installation instruction sheets required for spare parts as a more cost-efficient method compared to labeling all seat belt assemblies for a particular vehicle model.

It is estimated that vehicle manufacturers provide labels on 4,894[11] different seat belt assembly models. Manufacturers have provided seat belt assemblies with the required labels for many years. It is estimated each manufacturer has a generalized label template which only requires population with the correct model number and manufacturing date. There is an annual 2.0-hour burden for manufacturers to have a Mechanical Drafter put the correct information into a label template to create a model specific label. The annual burden for this label creation is 9,788 hours (4,894 seat belt models * 2 hours per model label) and $468,160 (4,894 seat belt models * 2 hours per model label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation).

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[9] FMVSS No. 209, S4.1(j)

[10] FMVSS No. 209, S4.1(k)

[11] For the estimated 147 passenger car, 197 light truck, 150 medium/heavy truck, 156 medium/heavy bus, 438 camper models, and 33 low speed vehicle models there are an estimated average of 5, 7, 5, 3, 2, and 5 unique seat belt assemblies, respectively, per vehicle type. Additionally, it is estimated there are approximately 500 non-OEM aftermarket seat belt assembly models sold annually. Each seat belt assembly has 1 label per seat belt assembly model. This equates to a total of 4,894 unique seat belt assembly model labels.

FMVSS No. 303 specifies requirements for the integrity of motor vehicle fuel systems using compressed natural gas (CNG), including the CNG fuel systems of bi-fuel, dedicated, and dual fuel CNG vehicles. Each CNG must have a permanent label which lists the CNG service pressure and a statement directing vehicle users/operators to instructions for inspection and service life of the fuel container. It is estimated that CNG vehicle manufacturers provide labels on 37 different CNG vehicle models. Manufacturers have provided CNG vehicles with the required labels for many years, it is estimated each manufacturer has a generalized label template which only requires population with the service pressure. Each manufacturer only needs two different labels since there are only two service pressures, 3,000 and 3,600 psi, for refueling CNG vehicles. There is an annual 1.0-hour burden for manufacturers to have a Mechanical Drafter put the correct information into a label template to create a model specific label. The annual burden for this label creation is 74 hours (37 CNG vehicle model labels * 1 hour per model label * 2 labels per manufacturer) and $3,539 (37 CNG vehicle model labels * 1 hour per model label * 2 labels per manufacturer * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation). These hours and cost burdens represent a new addition to this information collection request because they were inadvertently omitted from previous clearances.

FMVSS No. 304 specifies requirements for the integrity of compressed natural gas (CNG) motor vehicle fuel containers. Each CNG fuel container must have a permanent label containing information relating to the proper use, installation, and maintenance of the CNG container. It is estimated that CNG container manufacturers provide labels on 100 different CNG container models. Manufacturers have provided CNG containers with the required labels for many years. It is estimated each manufacturer has a generalized label template which only requires population with the correct model number and manufacturing date. Each manufacturer only needs two different labels since there are only two service pressures, 3,000 and 3,600 psi, for refueling CNG vehicles. However, each vehicle model will require only 1 label. There is an annual 1.0-

hour burden for manufacturers to have a Mechanical Drafter put the correct information into a label template to create a model specific label. The annual burden for this label creation is 200 hours (100 CNG container model labels * 1.0 hours per model label) and $9,566 (200 CNG container models labels * 1.0 hours per model label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation). These hours and cost burdens represent a new addition to this information collection request because they were inadvertently omitted from previous clearances.

FMVSS No. 307 specifies requirements for the integrity of motor vehicle fuel systems using compressed hydrogen as a fuel source. Each hydrogen vehicle must have a permanent label which lists the fuel type, service pressure, and a statement directing vehicle users/operators to instructions for inspection and service life of the fuel container. It is estimated that vehicle manufacturers will provide labels on 10 different hydrogen vehicle models. Since manufacturers have provided CNG vehicles with similar required labels for many years, it is estimated that manufacturers will have a generalized label template which only requires only minor adjustments for hydrogen and then population with the service pressure. There is an annual 1.0-hour burden for manufacturers to have a Mechanical Drafter put the correct information into a label template to create a model specific label. The annual burden for this label creation is 10 hours (10 hydrogen vehicle model labels * 1 hour per model label) and $478 (10 hydrogen vehicle model labels * 1 hour per model label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation). These hours and cost burdens represent a new addition to this information collection request because the standard was promulgated after the request's previous approval.

FMVSS No. 308 specifies requirements for the integrity of compressed hydrogen storage systems (CHSS). Each hydrogen container must have a permanent label containing manufacturer contact information, the container serial number, manufacturing date, date of removal from service, and applicable BP_O burst pressure. It is estimated that vehicle manufacturers will provide labels on 10 different hydrogen container models. Since manufacturers have provided CNG

containers with similar labels for many years, it is estimated that manufacturers will have a generalized label template which only requires only minor adjustments for hydrogen and then population with their current contact information, the container serial number, manufacturing date, date of removal from service, and applicable BP_O burst pressure. There is an annual 1.0-hour burden for manufacturers to have a Mechanical Drafter put the correct information into a label template to create a model specific label. The annual burden for this label creation is 10 hours (10 hydrogen container model labels[12] * 1.0 hour per model label) and $478 (10 hydrogen container models labels * 1.0 hour per model label * $33.62 labor rate per hour ÷ 70.3% of labor rate as total wage compensation). These hours and cost burdens represent a new addition to this information collection request because the standard was promulgated after the request's previous approval.

Table 1: Estimated annual labor and opportunity costs associated with the burden hours

FMVSS	Type Respondent	Estimated Yearly Burden Hours	Labor Rate	Estimated Yearly Cost Burden
105	Brake reservoir cap manufacturers	1312	$47.83	$62,753
135	Brake reservoir cap manufacturers	688	$47.83	$32,907
205	New glazing manufacturer – DOT ID	66	$71.75	$4,736
	Glazing manufacturers – new templates	880	$47.83	$42,090
	Glazing manufacturers – label design	20,926	$47.83	$1,000,891
	Glazing manufacturers – bus cleaning labels	72	$47.83	$3,444
208	Vehicle manufacturers – replacement air bags	0	$47.83	$0.00
	Vehicle manufacturers – sun visor label	550	$47.83	$26,307
	Vehicle manufacturers – dashboard label	550	$47.83	$26,307
209	Seat belt manufacturers	9,788	$47.83	$468,160
303	CNG Vehicle manufacturers	74	$47.83	$3,539
304	CNG Fuel Container Manufacturers	200	$47.83	$9,566
307	Hydrogen vehicle manufacturers	10	$47.83	$ 478

[12] NHTSA estimates there are annually 10 motor vehicle hydrogen containers requiring labels (3 passenger car models, 4 medium/heavy trucks models, and 3 transit bus models). Each vehicle model will have only one unique label that is applied to each of that model's containers.

308	Compressed hydrogen container manufacturers	10	$47.83	$ 478
Total		35,126		$1,681,656

Estimated Total Annual Burden Cost: $23,608,215 (rounded)

NHTSA estimates it costs manufacturers producing vehicles covered by FMVSS Nos. 105 and 135 an additional $0.01839 per reservoir plug or cap for the added material and contrasting color needed to put the required label statement on each part. For the purpose of this evaluation, an estimate of 1,295,694 reservoir plugs and caps[13] per year is used for vehicles covered by FMVSS No. 105 and 14,694,582 reservoir plugs and caps[14] per year is used for vehicles covered by FMVSS No. 135. Allowing for an added 10% production for spare parts, the total annual cost to apply labels to the reservoir plugs and caps is $323,467 ((1,295,694 +14,694,582) * 1.1 * $0.01839). This cost also reflects manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

FMVSS No. 205 requires a certification label on each motor vehicle glazing panel. For the purpose of this evaluation, a point estimate of 124,754,397 glazing panels[15] per year is used to estimate annualized costs. Two different methods are used to affix the required markings to glazing panels. One method utilizes a ceramic paint process. It is estimated that 90% of glazing panels are marked using this method, costing on average $0.01839 per glazing panel. The remaining 10% of the panels are marked using a sand blasting method, costing on average

[13] There is one cap or plug per vehicle covered by FMVSS No. 105. There are 806,800 medium/heavy trucks, 20,000 medium/large buses, and 468,894 RV campers produced annually which are covered by this standard. The total covered vehicles, or total cap and plugs, is 1,295,694 (806,800 + 20,000 + 468,894).

[14] There is one cap or plug per vehicle covered by FMVSS No. 135. It is estimated that there are 14,694,582 reservoir caps required for the 3,094,840 passenger cars and 11,599,743 light truck vehicles produced annually which are covered under FMVSS No. 135.

[15] It is estimated that there are 3,094,840 passenger cars each with 8 glazing units, 11,599,743 light truck vehicles each with 8 glazing units, 491,573 medium/heavy truck vehicles each with 6 glazing units, 20,000 medium and heavy bus vehicles each with 8 glazing units, 550,000 motorcycles each with 1 glazing unit, 11,000 slide-in campers each with 3 glazing units, 464,757 campers each with 7 glazing units, 8,000 pick-up bed covers each with 4 glazing units, and 55,000 low speed vehicles with 4 glazing units. The total estimated number of glazing units is 124,754,397 [(3,094,840 * 8) + (11,599,743 * 8) + (491,574 * 6) + (20,000 * 8) + (550,000 * 1) + (11,000 * 3) + (464,757 * 7) + (8,000 * 4) + (55,000 * 4)].

$0.05517 per glazing panel. This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part. Allowing for an added 10% production for spare parts, the total annual cost to apply labels to the glazing panels is $3,028,388.28 (0.90 * 124,754,397 * 1.1 * 0.01839 + 0.10 * 124,754,397 * 1.1 * 0.05517).

FMVSS No. 205 also requires a cleaning label, removable by hand, to be affixed to certain types of glazing panels. It is estimated that this type of glazing is used as standee partitions in transit buses. There are an estimated 5,300 transit buses produced annually, with an average of two partitions per bus, at an estimated cost of $0.895 per label. This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part. Allowing an added 10% production for spare parts, the total annual cost to apply these removable labels to the glazing panels is $15,653.20 (5,300 * 1 * 3 * 1.1 * $0.8950).

FMVSS No. 208 requires air bag warning labels to be in covered vehicles. Each of the covered 15,206,157[16] vehicles are required to have an air bag warning label at each front outboard seating position equipped with an inflatable restraint. These vehicles are also required to have an air bag warning label, which need not be permanent, attached to a location on the dashboard or the steering wheel hub that is clearly visible from all front seating positions. Each sun visor label is estimated to cost $0.228. The dash warning label is estimated to cost $0.472. Total annual cost for the required air bag warning labels is $15,517,429 ((30,392,314 * 1.1 * $0.228) + (15,206,157 * 1.1 * 0.472)).

FMVSS No. 209 requires each motor vehicle seat belt assembly to have a label. An estimate of 100,510,374 seat belt assemblies[17] per year is used to determine annualized costs. It is further

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[16] NHTSA estimates there are total of 15,206,156 vehicles requiring air bag labels annually. This total includes 3,094,840 passenger cars; 11,599,743 light truck vehicles, 491,573 medium and heavy trucks; and 20,000 medium and heavy buses. Buses only have one front outboard seating position requiring an air bag warning label. The total number of sun visors requiring warning labels is 30,392,314 (2 * (3,094,840 + 11,599,743 + 491,573) + 20,000).

[17] It is estimated that there are 3,094,840 passenger cars each with 5 unique seat belt assemblies; 11,599,743 light truck vehicles each with 7 unique seat belt assemblies; 491,574 medium/heavy truck vehicles each with 5 glazing units, 20,000 medium and heavy bus vehicles each with 3 unique seat belt assemblies; 464,757 campers each with 2 unique seat belt assemblies; and 50,000 universal seat belt assemblies (not specific to a vehicle). The total estimated

estimated that an additional 10% of the seat belt assemblies are produced as spare parts. NHTSA estimates manufacturers have a $0.0423 cost burden per label applied to each seat belt assembly. The total annual cost to make and apply labels to the seat belt assemblies is $4,676,747.70 (100,510,374 * 1.1 * $0.04230). This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

FMVSS No. 303 requires CNG vehicle manufacturers to attach a permanent label to each CNG vehicles. An estimate of 10,000 CNG vehicles produced annually is used to determine annualized costs. NHTSA estimates manufacturers create and apply labels to CNG vehicles at a cost of $0.7300 per label. The total annual cost to make and apply labels to the CNG vehicles is $7,300.00 (10,000 * $0.7300). This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

FMVSS No. 304 requires each CNG fuel container to have a label. An estimate of 40,000 CNG fuel containers is used to determine annualized costs. NHTSA estimates each applied label costs manufacturers $0.7300 to apply the label to a container. The total annual cost to make and apply labels to the CNG containers is $29,200.00 (40,000 * $0.73). This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

FMVSS No. 307 requires each hydrogen powered vehicle to have a label containing specified information. It is estimated that 3,239 hydrogen powered vehicles are produced each year. NHTSA estimates manufacturers create and apply labels to hydrogen vehicles at a cost of $0.7300 per label. The total annual cost to make and apply labels to hydrogen vehicles is $2,364.47 (3,239 * $0.7300). This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

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number of seat belt assemblies is 100,510,374 [(3,094,840 * 5) + (11,599,743 * 7) + (491,574 * 5) + (20,000 * 3) + (464,757 * 2) + (50,000)].

FMVSS No. 308 requires each hydrogen storage container unit to have a label. An estimate of 10,500 hydrogen containers[18] produced per year is used to determine annualized costs. NHTSA estimates each applied label costs manufacturers $0.73. The total annual cost to make and apply labels to the hydrogen containers is $7,665.00 (10,500 * $0.73). This cost also reflects the manufacturer's allocation of capital expenditures and equipment depreciation to the cost of each part.

The total estimated annual burden costs are detailed in Table 2.

Table 2: Summary estimate of total annualized cost to respondents or recordkeepers

FMVSS No.	Brief Title	Total Yearly Cost
105	Hydraulic and electric brake systems	$26,211
135	Light vehicle brake systems	$297,257
205	Glazing Material	$3,044,041
208	Occupant Crash Protection	$15,517,429
209	Seat Belt Assemblies	$4,676,748
303	CNG Vehicles	$7,300
304	CNG Fuel Containers	$29,200
307	Hydrogen Vehicles	$2,364
308	Hydrogen Storage System	$7,665
Total		$23,608,215

Since last NHTSA requested approval for this collection, the estimated hour burden has increased to 35,126hours and cost has increased to $25,289,871. These increased hours and costs account for a change in the estimated number of vehicles and vehicle models that will be produced each year, an increase in the estimated hourly labor costs, and the addition of five FMVSSs to this collection.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including: (a) whether the proposed collection of information is necessary for the

[18] An estimated 3 labels are required for each of the 2,978 hydrogen powered passenger cars, 6 labels for each of the 100 hydrogen powered medium/heavy trucks, and 6 labels for each of the 161 hydrogen powered transit buses. One label will be at the fueling port of each vehicle and the remaining labels will each be on the vehicles' hydrogen storage containers, one label per container.

proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

Shashi Kuppa,
Acting Associate Administrator
Rulemaking

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