

replacement light sources to be designated as acceptable replacements, the replacement light sources are required to comply with the dimensional and performance information in the docket for its type. A manufacturer may also request modification of a light source for which information has previously been placed in the public docket. The information helps to standardize headlamp bulbs for performance interchangeability.

Affected Public: This information collection affects manufacturers of a motor vehicles, original equipment headlamps, or original equipment headlamp replaceable light sources, which intend to manufacture a replaceable light source as original equipment or to incorporate a

replaceable light source in its headlamps or motor vehicles.

Number of respondents: 1 annually.

Frequency: On Occasion.

Estimated Total Annual Burden

Hours: 4 hours.

NHTSA estimates that compiling and submitting the required information will take, on average, 4 hours per submission. NHTSA estimates, based on past submissions, that the agency will receive approximately 1 submission per year. Therefore, NHTSA estimates the total burden associated with this information collection to be 4 hours per year.

NHTSA estimates the labor cost associated with this collection of information by (1) applying the appropriate average hourly labor rate published by the Bureau of Labor

Statistics (BLS), (2) dividing by 0.702¹ (70.2%), for private industry workers to obtain the total cost of compensation, and (3) multiplying by the estimated burden hours for each respondent type. NHTSA estimates the hourly cost associated with compiling and submitting documentation under part 564 to be \$60.26² per hour using the mean hourly wage estimate published by BLS for compliance officers in the motor vehicle manufacturing industry (Standard Occupational Classification # 13-1041). Therefore, NHTSA estimates that the total labor cost associated with 564 submissions is \$241.04 per submission for a total of \$241.04 per year for all submissions. Table 1 below provides a summary of the estimated burden hours and labor costs associated with those submissions.

TABLE 1—BURDEN ESTIMATES

Annual number of respondents	Annual submissions	Estimated burden per submission (hours)	Average hourly labor cost	Labor cost per submission	Total burden hours	Total labor costs
1	1	4	\$60.26	\$241.04	4	\$241.04

Estimated Total Annual Burden Cost: \$0.

NHTSA estimates that there are no costs to respondents other than labor costs associated with the burden hours.

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 proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department’s estimate of the burden of the proposed information collection; (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 automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. chapter 35; as amended, 49 CFR 1.95 and DOT Order 1351.29.

Ryan R. Posten,

Associate Administrator, Rulemaking.

[FR Doc. 2022–16023 Filed 7–25–22; 8:45 am]

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¹ See Table 1. Employer Costs for Employee Compensation by ownership (Mar. 2020), available at https://www.bls.gov/news.release/archives/ecec_06182020.pdf (accessed March 11, 2022).

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0042]

Agency Information Collection Activities; Notice and Request for Comment; Consolidated Child Restraint System Registration for Defect Notifications and Labeling

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

ACTION: Notice and request for comments on a request for extension of a currently approved information collection.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for an extension of a currently approved information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit

² The hourly wage is estimated to be \$42.30 per hour. National Industry-Specific Occupational Employment and Wage Estimates NAICS 336100—Motor Vehicle Manufacturing, May 2020, https://www.bls.gov/oes/2020/may/naics4_336100.htm,

public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval and solicits public comments on continuation of the requirements for the collection of information entitled “Consolidated Child Restraint System Registration for Defect Notifications and Labeling” (OMB Control Number: 2127–0576) and the accuracy of the agency’s revised estimates of the burden of the information collections.

DATES: Comments must be submitted on or before September 26, 2022.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA–2022–0042 through any of the following methods:

- *Electronic Submissions:* Go to the Federal eRulemaking Portal at <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9

(accessed August 20, 2021). The Bureau of Labor Statistics estimates that wages represent 70.4 percent of total compensation to private workers, on average. Therefore, NHTSA estimates the total hourly compensation cost to be \$60.09.

a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Instructions: All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <https://www.transportation.gov/privacy>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets via internet.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Cristina Echemendia, U.S. Department of Transportation, NHTSA, 1200 New Jersey Avenue SE, West Building, Room W43–447, NRM–130, Washington, DC 20590. Cristina Echemendia's telephone number is 202–366–6345. Please identify the relevant collection of information by referring to its OMB Control Number (2127–0576).

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the 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) how to enhance the quality, utility, and clarity of the information to be

collected; and (d) how to minimize the burden of the collection of information on those who are to respond, 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. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

Title: “Consolidated Child Restraint System Registration for Defect Notifications and Labeling.”

OMB Control Number: 2127–0576.

Form Number(s): NHTSA 1053A, NHTSA 1053B.

Type of Request: Extension of a currently approved collection.

Type of Review Requested: Regular.

Requested Expiration Date of

Approval: 3 years from date of approval.

Summary of the Collection of Information: This information collection provides that manufacturers of child restraint systems (CRSs): (1) produce registration cards, labels and printed instructions (brochures), (2) collect CRS owner registration information, and (3) create and keep registration records so that, in the event of a safety recall, manufacturers can provide direct notification to owners. Child restraint manufacturers are required to provide an owner's registration card for purchasers of child safety seats in accordance with title 49 of the Code of Federal Regulations (CFR), part 571—section 213, “Child restraint systems.” The registration card is perforated into two-parts (see Figures 1 and 2). The top part contains a message and suitable instructions to be retained by the purchaser. The bottom part is to be returned to the manufacturer by the purchaser. The bottom part includes prepaid return postage, the pre-printed name/address of the manufacturer, the pre-printed model and date of manufacture, and spaces for purchasers to fill in their name and address.

Optionally, child restraint manufacturers are permitted to add to the registration form: (a) Specified statements informing child restraint system (CRS) owners that they may register online; (b) the internet address for registering with the company; (c) revisions to statements reflecting use of the internet to register; and (d) a space for the consumer's email address. For those CRS owners with access to the internet, online registration may be a preferred method of registering a CRS.

In addition to the registration card supplied by the manufacturer, NHTSA has implemented a CRS registration

system to assist those individuals who have either lost the registration card that came with the CRS or purchased a previously owned CRS. Upon the owner's request, NHTSA provides a substitute registration form that can be obtained either by mail or from the internet¹ (see Figure 3). When the completed registration is returned to the agency, it is then submitted to the CRS manufacturer. In the absence of a substitute registration system, many owners of child passenger safety seats, especially any second-hand owners, might not be notified of safety defects and non-compliances, and would not have the defects and non-compliances remedied.

Child seat owner registration information is retained in the event that owners need to be contacted for defect recalls or replacement campaigns. Chapter 301 of title 49 of the United States Code specifies that if either NHTSA or a manufacturer determines that motor vehicles or items of motor vehicle equipment contain a defect that relates to motor vehicle safety or fail to comply with an applicable Federal Motor Vehicle Safety Standard, the manufacturer must notify owners and purchasers of the defect or noncompliance and must provide a remedy without charge. In title 49 of the Code of Federal Regulations (CFR), part 577, defect and noncompliance notification for equipment items, including child restraint systems, must be sent by first class mail to the most recent purchaser known to the manufacturer.

Child restraint manufacturers are also required to provide printed instructions in a brochure containing step-by-step information on how the restraint is to be used. Without proper use, the effectiveness of these systems is greatly diminished. Each child restraint system must also have a permanent label. A permanently attached label gives “quick look” information on whether the restraint meets the safety requirements, recommended installation and use, and warnings against misuse. CRSs equipped with internal harnesses to restrain children, and with components to attach to a child restraint anchorage system, are also required to be labeled with a child weight limit for using the lower anchors to attach the child restraint to the vehicle. The child weight limit depends upon the weight of the CRS.

Description of the Need for the Information and Proposed Use of the Information: CRS manufacturers are

¹ <https://www.nhtsa.gov/equipment/car-seats-and-booster-seats/car-seat-registration>.

required to label each CRS and provide brochures with safety information and instructions on the proper use of the restraint. Such information would mitigate the risk of misuse and consequently reduce injuries to and fatalities of children in crashes. This collection supports the Department of Transportation's (DOT) strategic goal for safety, by working towards the elimination of transportation related deaths and injuries involving children.

FMVSS No. 213 requires that each CRS has an owner registration form attached. It permits information regarding online product registration to be included on the owner registration form required under the standard. This enhances the opportunity for restraint owners to register their CRSs online, which may increase registration rates and the effectiveness of recall campaigns. Manufacturers are also permitted to supplement (but not replace) recall notification via first-class mail with email notification, which increases the likelihood that owners learn of a recall. Manufacturers are also required to include a U.S. telephone number on a CRS label for the purpose of enabling consumers to register their products by telephone.

Increasing CRS registrations is an important part to protecting young children and infants. By registering CRSs, product manufacturers will be able to directly contact owners in the event of any safety recalls.

Affected Public: Businesses, Individual Consumers.

Estimated Number of Respondents: 38 Manufacturers, 2,835,200 Consumers.

Frequency: On occasion.

Estimated Total Annual Burden Hours: 109,939 hours.

The total burden hours for this collection consist of: (1) the hours spent by consumers filling out the registration form, (2) the hours spent collecting registration information and (3) the hours spent determining the maximum allowable child weight for lower anchor use and adding the information to the existing label and instruction manual.

(1) *Annual Burden for filling out registration card.* NHTSA estimates that 16,000,000 CRSs are currently sold each year by 38 CRS manufacturers. Of the CRSs sold each year, NHTSA estimates that 2,369,660 are registered using registration cards and 465,540 are registered online. A consumer spends approximately 60 seconds (1 minute) filling out the registration form. The estimated annual number of burden hours for consumers to fill out the registration form is 47,253 hours (= 2,835,200 × (60 seconds/3,600 seconds/hour)).

(2) *Annual Burden for Reporting (collecting registration information).* Manufacturers must spend about 90 seconds (1.5 min) to enter the information from each returned registration card; while, online registrations are considered to have no burden for the manufacturer, as the information is entered by the purchaser. Therefore, the estimated annual number of burden hours for CRS registration information collection is 59,242 hours (= 2,369,660 × (90 seconds/3,600 seconds/hour)).

(3) *Annual Burden for Reporting (determining maximum allowable child weight).* About 12,400,000 of the CRSs sold each year are equipped with internal harnesses. About half of the CRSs equipped with internal harnesses sold annually (6,200,000 = 12,400,000 × 0.5) would require a label with the

maximum allowable child weight for using the lower anchors. Manufacturers must spend about 2 seconds to determine the maximum allowable child weight for lower anchor use and to add the information to the existing label and instruction manual. Therefore, the total annual burden hours for the information on the maximum allowable child weight in the existing label and instruction manual is 3,444 hours (= 6,200,000 × (2 seconds/3,600 seconds/hour)).

The estimated total annual number of burden hours is 109,939 (= 47,253 + 59,242 + 3,444) hours. The total estimated hour burden increased from 99,330 hours to 109,939 hours (a 10,609-burden hour increase). The increase in burden is due to an increase in CRS sales. In 2018, NHTSA estimated that approximately 14,500,000 CRSs are sold each year while NHTSA's estimate in 2022 increased to 16,000,000 CRSs.

Estimated Total Annual Burden Cost: \$8,000,000.

The total burden cost for this collection consist of printing and material costs of labels and registration cards.

Printing and Material Costs of Labels and Registration Cards

The total annual cost to the respondents is estimated to be \$8,000,000. NHTSA estimates that the printing and material cost of \$0.20 per CRS labels and \$0.30 per CRS registration card. The total annual cost to respondents is calculated by multiplying the printing and material cost (\$0.50 = \$0.20 + \$0.30) by the estimated 16,000,000 responses (CRSs produced) per year (\$0.50 × 16,000,000). The total estimated annual burden costs are detailed in the table below:

Number of CRS produced annually	Printing and material cost per CRS—labels	Printing and material cost per CRS—registration card	Annual printing and material cost
16,000,000	\$0.20	\$0.30	\$8,000,000.00

The total estimated burden cost increased from \$0 to \$8,000,000 (a \$8,000,000 burden cost increase). The increase in burden is due to the addition of printing and material costs for labels and registration cards which had not been taken into consideration in the past.

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 proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (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 automated collection techniques or other forms of information technology.

BILLING CODE 4910-59-P

The diagram shows a registration form divided into two sections. The top section is 5 inches wide and 3 inches high. It contains the following text:

FOR YOUR CHILD'S CONTINUED SAFETY

Please take a few moments to promptly fill out and return the attached card [or register online using the direct link to the manufacturer's registration website provided].

Although child restraint systems undergo testing and evaluation, it is possible that a child restraint could be recalled.

In case of recall, we can reach you only if we have your name and address, so please send in the card [or register online] to be on our recall list.

Please fill this card out and mail it NOW, for register online at (insert manufacturer's registration website) while you are thinking about it.

The card is already addressed and we've paid the postage.

Tear off and mail this part

The bottom section is also 5 inches wide and 3 inches high. It contains the following text:

Consumer: Just fill in your name and address and e-mail address (optional).

Your Name _____

Your Street Address _____

City _____ State _____ Zip Code _____

E-mail Address (optional) _____

CHILD RESTRAINT REGISTRATION CARD

RESTRRAINT MODEL XXX
SERIAL NUMBER YYYY
MANUFACTURED ZZ-ZZ-20ZZ

Annotations on the right side of the form include:

- References to online registration are optional.
- Preprinted message to consumer, bold typeface, caps and lower case minimum 12 point type.
- FOLD/PERFORATION
- References to e-mail address are optional.
- Minimum 10% screen tint.
- Preprinted or stamped child restraint system model name or number and date of manufacture.

Figure 1 – Registration form for child restraint systems – product identification number and purchaser information side

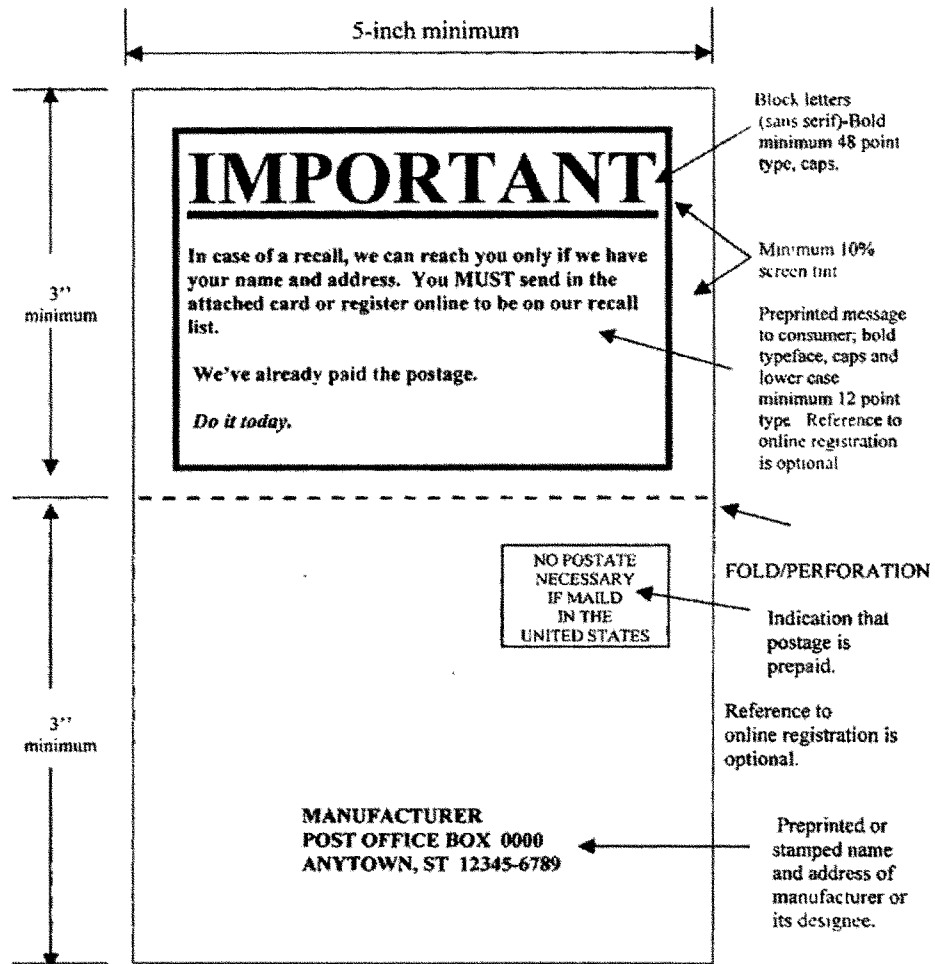


Figure 2 – Registration form for child restraint systems – address side

**CHILD SAFETY SEAT REGISTRATION FORM
FOR YOUR CHILD'S CONTINUED SAFETY**

Although child safety seats undergo testing and evaluation, it is possible that your child seat could be recalled. In case of a recall it is important that the manufacturer be able to contact you as soon as possible so that your seat can be corrected.

All child safety seats manufactured since March 1993 have a registration form so that owners can provide their names/addresses to the manufacturer. In case of a safety recall, the manufacturer can use that information to send recall letters to owners. Also, child safety seat manufacturers have agreed to maintain owner names/addresses for child safety seats manufactured before March 1993, so they can notify those consumers in the event of a future safety recall. However, in order for the manufacturer to know which child safety seat you own, all of the information on the lower half of this page must be provided.

If you would like the National Highway Traffic Safety Administration (NHTSA) to give your name and address to the manufacturer of your child safety seat, so that you can be notified of any future safety recalls regarding your child safety seat, fill out this form. Please type or print clearly, sign and mail this postage-paid, pre-addressed form.

If you have any questions, or need help with any child safety seat or motor vehicle safety issue, call the U.S. Department of Transportation's toll-free Vehicle Safety Hotline at 1-888-434-9393 (Washington, DC AREA RESIDENTS, 202-366-0123).

Your Name: _____ Telephone: _____

Your Street Address: _____

City: _____ State: _____ Zip Code: _____

IMPORTANT: The following information is essential and can be found on labels on your child seat.

Child Seat
Manufacturer: _____

Child Seat Model
Name & Number: _____

Child Seat
Date of
Manufacture: _____

I AUTHORIZE NHTSA TO PROVIDE A COPY OF THIS REPORT TO THE CHILD SAFETY SEAT MANUFACTURER.

SIGNATURE: _____ DATE: _____

Please mail to:
U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT Vehicle Safety Hotline
800 368 5811
Washington, DC 20590

The Privacy Act of 1974 - Public Law 93-579, As Amended: This information is requested pursuant to the authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or statistical summary thereof, may be used in support of the agency's action.

Figure 3 – Illustration of a child restraint system registration form

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

Raymond R. Posten,
Associate Administrator for Rulemaking.
[FR Doc. 2022-16022 Filed 7-25-22; 8:45 am]

BILLING CODE 4910-59-C

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Gains and Losses From Section 1256 Contracts and Straddles

AGENCY: Internal Revenue Service (IRS),
Treasury.

ACTION: Notice and request for
comments.

SUMMARY: The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on continuing information collections, as required by the Paperwork Reduction Act of 1995. The IRS is soliciting comments