

no annual reporting or recordkeeping burdens associated with Part 563, except for the owner's manual statement requirement which is incorporated into the consolidated owner's manual requirements information collection (OMB Control Number 2127-0541). Vehicle manufacturers are not required to retain or report information gathered by EDRs because the devices themselves continuously monitor vehicle systems and determine when to record, retain, and/or overwrite information. The information is collected automatically by electronic means. Data are only required to be locked and cannot be overwritten when a recordable event occurs (e.g., an air bag deploys in a crash event). When recordable events do occur, EDRs only capture data for a few seconds. NHTSA estimates that there is no annual hourly burden associated with the information standardization requirements of part 563.

**Estimated Total Annual Burden Cost:** NHTSA initially estimated negligible costs for the 2006 final rule that established part 563 for several key reasons. First, in 2005, approximately 64 percent of new light vehicles already incorporated EDRs within their existing air bag control systems. This meant the rule primarily required these systems to capture information they were already processing. Second, the agency limited the scope of required EDR data elements and associated requirements to the minimum necessary to achieve its objectives. At the time, NHTSA assessed that the industry's existing EDR technology largely satisfied the aims of part 563, negating the need for costly additional sensors or hardware. NHTSA stated in the 2006 final rule that the most significant potential costs may result from data storage upgrades.

NHTSA estimated that 99.5 percent of model year 2021 light vehicles had compliant EDRs, indicating that manufacturers had largely absorbed the costs of meeting the original part 563 requirements. Given this near-universal adoption, NHTSA continues to believe that the currently effective part 563 requirements impose no additional or negligible costs. Consequently, the cost burden for this information collection is discussed qualitatively.

Part 563 applies only to vehicles voluntarily equipped with EDRs. Therefore, any burden is based on the cost difference between compliant and non-compliant EDRs. In assessing additional burden for compliant EDRs, NHTSA considered: (1) the added cost of meeting the 10-day data crash survivability requirement; and (2) the added cost of meeting the data format requirements. Part 563 requires that an

EDR must remain functional during and after the compliance tests specified in FMVSS Nos. 208 and 214, and the stored data must be downloadable 10 days after the crash test. While this ensures a basic level of functionality and survivability, it does not guarantee EDR survival in extremely severe events such as fires or submersion. The potential burden for data survivability could include expenses for an additional power supply and enhancements to the Controller Area Network (CAN), such as wiring, data bus, and harness. However, prior to part 563, the agency had not documented widespread EDR survivability issues, except in rare and extreme circumstances. Thus, NHTSA does not anticipate vehicle manufacturers incurring additional costs to ensure the retrieval of essential data elements 10 days after the crash test.

NHTSA believes the current part 563 requirements align with industry EDR practices and international EDR requirements in terms of the minimum duration and sample rate for recorded data elements. Regarding the data storage for part 563 requirements, the adequacy of existing memory in non-compliant EDRs remains unknown due to proprietary concerns. However, EDRs have been nearly universally adopted in the vehicle fleet and manufacturers have not had issues meeting the minimum data capture requirements. Manufacturers may continue to equip EDRs that voluntarily capture a broader range of data elements than the part 563 minimum. Manufacturers can also continue capturing EDR data at longer durations and higher sample rates than the current minimum requirements if they believe there are added benefits for additional data elements at increased sample rates or durations.

**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 1.49; and DOT Order 1351.29A.

**David Hines,**

*Acting Associate Administrator for Rulemaking.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2025-0127]

#### Agency Information Collection Activities; Notice and Request for Comment; 49 CFR Part 595, Subpart B, Retrofit Air Bag Switches

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

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

**SUMMARY:** NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for reinstatement with modification of a previously 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 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 associated with the process of obtaining authorization for the installation of retrofit air bag switches.

**DATES:** Comments must be submitted on or before September 22, 2025.

**ADDRESSES:** You may submit comments identified by the Docket No. NHTSA-2025-0127 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 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 Ms. Carla Rush (email: [carla.rush@dot.gov](mailto:carla.rush@dot.gov)). For legal issues, you may contact Mr. Eli Wachtel (email: [eli.wachtel@dot.gov](mailto:eli.wachtel@dot.gov)). You can reach these officials by phone at 202–366–1810. Please identify the relevant collection of information by referring to its OMB Control Number.

**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:* 49 CFR part 595, subpart B, Retrofit Air Bag Switches.

*OMB Control Number:* 2127–0588.

*Form Number(s):* HS Forms 603 and 2035.

*Type of Request:* Reinstatement with modification of a previously approved information 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 is associated with the process of obtaining authorization for the installation of retrofit air bag switches. The modifications to the previously approved information collection include accounting for the installation return form that the air bags switch installers must return to NHTSA, updating the estimated number of requests per year, accounting for printing costs, and allowing electronic submission of the request form.

*Description of the Need for the Information and Proposed Use of the Information:* The completed retrofit air bag switch request form serves a variety of purposes. First, it seeks to ensure that the vehicle owner has read the agency's air bag information brochure. Second, the request form includes a list of the eligibility criteria for a retrofit on-off switch with a check box next to each justification, and the applicant must select which justification they are requesting an air bag switch under as part of completing the request form. Third, by requiring that the vehicle owner initial a statement about the safety consequences of turning off an air bag, the form seeks to ensure that the authorization is made with full knowledge of those consequences. Fourth, by requiring the owners to certify the accuracy of the information provided on the form and to acknowledge the applicability of 18 U.S.C. 1001, the form will increase the likelihood of accurate certifications.

The submission of the completed air bag switch installation forms by the dealers and repair businesses to NHTSA, as required by the regulation, will serve several agency purposes. They will aid the agency in monitoring the number of air bag switch installations performed. The completed installation forms will enable NHTSA to

determine whether the dealers and repair businesses are complying with the terms of the exemption, which include a requirement that the dealers and repair businesses only perform approved retrofit air bag switch installations. Finally, submission of the completed installation forms to NHTSA will provide a record of what vehicles have an installed retrofit air bag switch.

*Affected Public:* Private individuals, motor vehicle dealers, and repair businesses.

*Estimated Number of Respondents:* 300.

*Frequency:* Once.

*Estimated Total Annual Burden Hours:* NHTSA estimates that the time to complete the air bag switch request form is 0.5 hour and the time to complete the switch installation return form is 0.1 hour. Based on the previously approved information collection, on average we receive 150 air bag switch request forms annually.<sup>1</sup> We are assuming that everyone who submits a switch request form would be approved and would have a switch installed. This means that we would expect 150 installation return forms to be filled out. Therefore, the total estimated burden hours for this collection of information is 90 hours (See Table 1).

To calculate the labor cost associated with filling out the forms associated with this information collection NHTSA used the median wage estimate for all occupations for the respondents that would be filling out the forms. The Bureau of Labor Statistics (BLS) estimates that this median hourly wage is \$23.80 in 2024 dollars.<sup>2</sup> We did not attribute a labor cost for the burden associated with filling out the installation return forms because the form is completed during the air bag switch installation. Therefore, NHTSA estimates the total labor cost associated with the 90 burden hours to be \$1,785 annually. Table 1 provides a summary of the burden estimates and the estimated burden hours and labor costs associated with each individual form.

<sup>1</sup> There has been a recent decline in air bag switch requests; however, that can be attributed to Coronavirus Disease 2019 (COVID-19) and the expiration date of the previously approved information collection, listed on the form is February 2020.

<sup>2</sup> Bureau of Labor Statistics, May 2024 National Occupational Employment and Wage Estimates, median wage for all occupations, available at [https://www.bls.gov/oes/current/oes\\_nat.htm#00-0000](https://www.bls.gov/oes/current/oes_nat.htm#00-0000).

TABLE 1—ESTIMATED ANNUAL BURDEN HOURS AND LABOR COST

Information collection	Number of respondents	Total annual burden hours per respondent	Hourly labor cost	Total annual labor cost per respondent	Total annual burden hours	Total annual labor cost
Appendix B—Switch Request Form .....	150	0.5	\$23.80	\$11.90	75	\$1,785.00
Appendix C—Switch Return Form .....	150	0.1	.....	0.00	15	\$0.00
Total .....	300	.....	.....	.....	90	1,785.00

*Estimated Total Annual Burden Cost:* In order to provide the agency with the information requested the respondents must mail, fax, or email the forms. In the previously approved information collection email submission was not an option and there were respondents that used fax to avoid mail delays. We believe that with this information collection respondents will largely opt to use the email submission option. NHTSA estimates there will be no additional costs to respondents that choose to submit the forms electronically. Therefore, assuming all the respondents will mail the forms to NHTSA will be a conservative cost burden estimate (overestimate). Using the above estimates of the number of forms submitted (300 annually), the estimated cost of printing and mailing the forms first-class by individuals (\$1.53 per form), yields a cost burden to the respondents of \$459.00 annually.

*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 1.49; and DOT Order 1351.29A.

**David Hines,**

*Acting Associate Administrator for Rulemaking.*

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**UNITED STATES SENTENCING COMMISSION**

**Requests for Applications; Practitioners Advisory Group**

**AGENCY:** United States Sentencing Commission.

**ACTION:** Notice.

**SUMMARY:** In view of upcoming vacancies in the voting membership of the Practitioners Advisory Group, the United States Sentencing Commission hereby invites any individual who is eligible to be appointed to one of the vacancies to apply. The voting memberships covered by this notice are three circuit memberships (for the Third Circuit, the Sixth Circuit, and the District of Columbia Circuit) and two at-large memberships. An applicant for voting membership of the Practitioners Advisory Group should apply by sending a letter of interest and a resume to the Commission as indicated in the **ADDRESSES** section below.

**DATES:** Application materials for voting membership of the Practitioners Advisory Group should be received not later than September 19, 2025.

**ADDRESSES:** An applicant for voting membership of the Practitioners Advisory Group should apply by sending a letter of interest and a resume to the Commission by electronic mail or regular mail. The email address is [pubaffairs@ussc.gov](mailto:pubaffairs@ussc.gov). The regular mail address is United States Sentencing Commission, One Columbus Circle NE, Suite 2–500, South Lobby, Washington, DC 20002–8002, Attention: Public Affairs—PAG Membership.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Dukes, Senior Public Affairs Specialist, (202) 502–4597. More information about the Practitioners Advisory Group is available on the Commission’s website at [www.ussc.gov/advisory-groups](http://www.ussc.gov/advisory-groups).

**SUPPLEMENTARY INFORMATION:** The United States Sentencing Commission is an independent agency in the judicial branch of the United States Government. The Commission promulgates sentencing guidelines and

policy statements for federal courts pursuant to 28 U.S.C. 994(a). The Commission also periodically reviews and revises previously promulgated guidelines pursuant to 28 U.S.C. 994(o) and submits guideline amendments to the Congress not later than the first day of May each year pursuant to 28 U.S.C. 994(p).

The Practitioners Advisory Group is a standing advisory group of the United States Sentencing Commission established pursuant to 28 U.S.C. 995 and Rule 5.4 of the Commission’s Rules of Practice and Procedure. Under the charter for the advisory group, the purpose of the advisory group is (1) to assist the Commission in carrying out its statutory responsibilities under 28 U.S.C. 994(o); (2) to provide to the Commission its views on the Commission’s activities and work, including proposed priorities and amendments; (3) to disseminate to defense attorneys, and to other professionals in the defense community, information regarding federal sentencing issues; and (4) to perform other related functions as the Commission requests. The advisory group consists of not more than 17 voting members, each of whom may serve not more than two consecutive three-year terms. Of those 17 voting members, one shall be Chair, one shall be Vice Chair, 12 shall be circuit members (one for each federal judicial circuit other than the Federal Circuit), and three shall be at-large members.

To be eligible to serve as a voting member, an individual must be an attorney who (1) devotes a substantial portion of his or her professional work to advocating the interests of privately-represented individuals, or of individuals represented by private practitioners through appointment under the Criminal Justice Act of 1964, within the federal criminal justice system; (2) has significant experience with federal sentencing or post-conviction issues related to criminal sentences; and (3) is in good standing of the highest court of the jurisdiction or jurisdictions in which he or she is admitted to practice. Additionally, to be