

less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5–1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid, 35 FR 6458, 6463 (April 22, 1970) and 36 FR 12857 (July 3, 1971).

On February 1, 2013, FMCSA announced in a Notice of Final Disposition titled, “Qualification of Drivers; Application for Exemptions; National Association of the Deaf,” (78 FR 7479), its decision to grant requests from 40 individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers. Since that time the Agency has published additional notices granting requests from hard of hearing and deaf individuals for exemptions from the Agency’s physical qualification standard concerning hearing for interstate CMV drivers.

III. Qualifications of Applicants

Hassan Abdi

Mr. Abdi, 30, holds a class A CPL in Minnesota.

Matthew Acken

Mr. Acken, 35, holds a class D license in Utah.

Ryan Bailey

Mr. Bailey, 28, holds a class E license in Florida.

Gage Burchett

Mr. Burchett, 28, holds a class D license in Virginia.

Andrew Cho

Mr. Cho, 26, holds a class D license in New York.

Jeffrey Daniel

Mr. Daniel, 52, holds a class C license in Nevada.

Tyler Davis

Mr. Davis, 25, holds a class C license in Texas.

Gabriel Despanie

Mr. Despanie, 61, holds a class A license in Louisiana.

Zachrey Gill

Mr. Gill, 23, holds a class E license in Michigan.

Nicholas Grabanski

Mr. Grabanski, 27, holds a class C license in Texas.

Michael Hartman

Mr. Hartman, 56, holds a class D license in Oklahoma.

Andrew Hatch

Mr. Hatch, 41, holds a class D license in Iowa.

Joshua Johnson

Mr. Johnson, 28, holds a class R license in Colorado.

William Lavender

Mr. Lavender, 64, holds a class A license in Ohio.

MarcKenzie Loriston

Mr. Loriston, 31, holds a class E license in Florida.

Ronald Pridgen

Mr. Pridgen, 57, holds a class C license in North Carolina.

Zachary Reagan

Mr. Reagan, 40, holds a class C license in Texas.

Michael L. Smith

Mr. Smith, 66, holds a class A license in North Carolina.

Carlos Sotelo Sanchez

Mr. Sanchez, 26, holds a class C license in California.

Matthew Spainhoward

Mr. Spainhoward, 34, holds a class D license in Kentucky.

IV. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2020–27650 Filed 12–15–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0055; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming Model Year 2018 Harley Davidson Tri Glide Motorcycles Are Eligible for Importation

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

ACTION: Receipt of petition.

SUMMARY: This document announces the National Highway Traffic Safety Administration (NHTSA) receipt of a petition for a decision that model year (MY) 2018 Harley Davidson Tri Glide motorcycles that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 2018 Harley Davidson Tri Glide motorcycles) and are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is January 15, 2021.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard along with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477–78).

FOR FURTHER INFORMATION CONTACT: Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA (202–366–1012).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same MY as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice of each petition that it receives in the **Federal Register**, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Skytop Rover Co., Inc., (Registered Importer R–6–343), of Philadelphia, Pennsylvania has petitioned NHTSA to decide whether nonconforming MY 2018 Harley Davidson Tri Glide motorcycles are eligible for importation into the United States. The vehicles which Skytop Rover Co., Inc. believes are substantially similar are MY 2018 Harley Davidson Tri Glide motorcycles sold in the United States and certified by their manufacturer as conforming to all applicable FMVSS and are capable of being readily altered to conform to all applicable FMVSS.

Skytop Rover Co., Inc. submitted information with its petition intended to demonstrate that non-U.S. certified MY 2018 Harley Davidson Tri Glide motorcycles, as originally manufactured, conform to many applicable FMVSS, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that the non-U.S. certified MY 2018 Harley Davidson Tri Glide motorcycles, as originally manufactured, conform to: FMVSS Nos. 106, *Brake Hoses*, 111, *Rear Visibility*, 116, *Motor Vehicle Brake Fluids*, 119, *New Pneumatic Tires for Motor Vehicles with a GVWR of More Than 4,536 kilograms (10,000 pounds) and Motorcycles*, 122, *Motorcycle Brake Systems*, 123, *Motorcycle Controls and Displays*, 205, *Glazing Materials*, and the requirements of 49 CFR part 565, *Vehicle Identification Requirements*.

The petitioner also contends that the subject non-U.S. certified vehicles are capable of being readily altered to meet the following FMVSS, in the manner indicated:

FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment*: Rear lamps, headlight, side and rear reflectors, and turn signal lenses will need to be replaced. FMVSS No. 120, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of More Than 4,536 kilograms (10,000 pounds)*: A tire placard will be added.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.
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