

label that, among other things, identifies the vehicle's manufacturer (defined as the person who actually assembles the vehicle), the vehicle's date of manufacture, and the statement that the vehicle complies with all applicable Federal motor vehicle safety standards and, where applicable, Bumper and Theft Prevention Standards in effect on the date of manufacture. The label must also include the vehicle's gross vehicle and gross axle weight ratings (GVWR and GAWRs), vehicle identification number, and vehicle type classification (*i.e.*, passenger car, multipurpose passenger vehicle, truck, bus, trailer, motorcycle, low-speed vehicle). The regulations specify other labelling requirements for incomplete vehicle, intermediate, and final-stage manufacturers of vehicles built in two or more stages, such as commercial trucks that are built by adding work performing components, such as a cargo box or cement mixer, to a previously manufactured chassis or chassis-cab, and to persons who alter previously certified vehicles, other than by the addition, substitution, or removal of readily attachable components such as mirrors or tire and rim assemblies, or minor finishing operation such as painting, before the first purchase of the vehicle for purposes other than resale.

Affected Public: Motor vehicle manufacturers, including incomplete vehicle manufacturers and intermediate and final-stage manufacturers of vehicles built in two or more stages, vehicle alterers, and Registered Importers of motor vehicles that are not originally manufactured to comply with all applicable Federal motor vehicle safety standards.

Estimated Total Annual Burden: 542 hours and \$16,200 for supplying required VIN-deciphering information to NHTSA under part 565; 60,000 hours and \$12,000,000 for meeting the labeling requirements of part 567.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are Invited On: 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; the accuracy of the Agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Nancy Lummen Lewis,

Associate Administrator for Enforcement.

[FR Doc. 2014–30239 Filed 12–29–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, U.S. Department of Transportation.

ACTION: Notice; correction.

SUMMARY: This document corrects the docket number in a **Federal Register** notice published on Tuesday, November 25, 2014, that announced a request for public comment on proposed collection of information.

FOR FURTHER INFORMATION CONTACT: Mr. Randy Reid, U.S. Department of Transportation, NHTSA, Room W48–311, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Reid's telephone number is (202) 366–4383 and his email address is randy.reid@dot.gov.

Correction

In the **Federal Register** of November 25, 2014, in FR Doc. 2014–2127–0008, on page 70275, column 1 needs to be read:

U.S. DOT Docket No. NHTSA–2014–0124.

Correction

In the **Federal Register** of November 25, 2014, in FR Doc. 2014–2127–0008, on page 70275, column 2 before the Title: Consumer Complaint Information, needs to read:

OMB Control Number: 2127–0008

Issued on: November 25, 2014.

Randy Reid,

Chief, Correspondence Research Division, Office of Defects Investigation.

[FR Doc. 2014–30310 Filed 12–29–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0046; Notice 2]

Chrysler Group, LLC, Grant of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Grant of petition.

SUMMARY: Chrysler Group, LLC, (Chrysler), now known as Fiat Chrysler Automobiles NV, has determined that certain model year (MY) 2014 Jeep Cherokee multipurpose passenger vehicles (MPV), and MY 2013–2014 Dodge Dart passenger cars (PC) do not fully comply with paragraph S5.2.1 of Federal Motor Vehicle Safety Standard (FMVSS) No. 101, *Controls and Displays* and paragraph S5.5.5 of FMVSS No. 135,¹ *Light Vehicle Brake Systems*. Chrysler has filed an appropriate report dated March 4, 2014 pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*.

ADDRESSES: For further information on this decision contact Stuart Seigel, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–5287, facsimile (202) 366–5930.

SUPPLEMENTARY INFORMATION:

I. Chrysler's Petition: Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR part 556), Chrysler has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of Chrysler's petition was published, with a 30-Day public comment period, on June 30, 2014 in the **Federal Register** (79 FR 36868). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA–2014–0046."

II. Vehicles Involved: Affected are vehicles built for the U.S. territories, approximately 411 MY 2014 Jeep

¹ Subsequent to receiving Chrysler's petition, NHTSA was notified by the petitioner that it had inadvertently referred to FMVSS No. 105, a standard that does not apply to the subject vehicles, in its petition.