Authority: 23 U.S.C. 148 and 315.

Issued on: May 13, 2015.

Gregory G. Nadeau,

Deputy Administrator, Federal Highway Administration.

[FR Doc. 2015–12021 Filed 5–18–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Unified Carrier Registration Plan Board of Directors Meeting.

TIME AND DATE: The meeting will be held on June 10, 2015, from 9:00 a.m.to 12:00 Noon, Eastern Daylight Time.

PLACE: This meeting will be open to the public at the Read House Hotel, 827 Broad Street, Chattanooga, TN 37402 and via conference call. Those not attending the meeting in person may call 1–877–422–1931, passcode 2855443940, to listen and participate in this meeting.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827–4565.

Issued on: May 12, 2015.

Larry W. Minor,

Associate Administrator, Office of Policy, Federal Motor Carrier Safety Administration.

[FR Doc. 2015–12209 Filed 5–15–15; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Jaguar Land Rover North America, LLC

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Jaguar Land Rover North America LLC's, (Jaguar Land Rover) petition for an exemption of the Jaguar XF vehicle line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard.* This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541).

DATES: The exemption granted by this notice is effective beginning with model year (MY) 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Hisham Mohamed, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43–437, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Mohamed's phone number is (202) 366–0307. His fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated March 23, 2015, Jaguar Land Rover requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the MY 2016 Jaguar XF vehicle line. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard,* based on the installation of an antitheft device as standard equipment for an entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Jaguar Land Rover provided a detailed description and diagrams of the identity, design, and location of the components of the antitheft device for the XF vehicle line. Jaguar Land Rover stated that its XF vehicles will be equipped with a passive, transponder based, electronic engine immobilizer device as standard equipment beginning with the 2016 model year. Key components of its antitheft device will include a power train control module (PCM), instrument cluster, body control module (BCM), remote frequency receiver (RFR), remote frequency actuator (RFA), immobilizer antenna unit (IAU), Smart Key, door control units (DCU), and a visual and audible perimeter alarm system. Jaguar Land Rover also stated that the audible and visual perimeter alarm system will be installed as standard equipment and can be armed with the Smart Key or programmed to be passively armed. Jaguar Land Rover further stated that the siren will sound and the vehicle's exterior lights will flash if unauthorized entry is attempted by opening the hood, doors or luggage compartment. Jaguar Land Rover's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

Jaguar Land Rover stated that the Smart Key is programmed and synchronized to the vehicle through means of an identification key code and a randomly generated secret code that are unique to each vehicle. Jaguar Land Rover further stated that the immobilizer device is armed automatically when the Smart Key is removed from the vehicle.

Jaguar Land Rover also stated that there are three methods the driver can approach the vehicle and start the engine. Method one is through automatic detection of the Smart Key via a remote frequency challenge response sequence. Jaguar stated that when the driver approaches the vehicle and pulls the driver's door handle (after authentication of the correct Smart Key), the doors will unlock. Specifically, when the ignition start button is pressed, a search to find and authenticate the Smart Key commences within the vehicle interior. If successful, this information is passed by a coded data transfer to the BCM via the Remote Function Actuator. The BCM in turn, will pass the ''valid key'' status to the instrument cluster, via a coded data transfer. The BCM sends the key valid message to the PCM which initiates a coded data transfer authorizing the engine to start. Method two is accomplished by unlocking the vehicle with the Smart Key unlock button. As the driver approaches the vehicle, the Smart Key unlock button is pressed and the doors will unlock. Once the driver presses the ignition start button, the operation process is the same as method one. Method three is accomplished by using the emergency key blade. If the Smart Key has a discharged battery or is damaged, there is an emergency key blade that can be removed from the Smart Key and used to unlock the doors. When the ignition start button is pressed a search is commenced to find and authenticate the Smart Key within the vehicle. Once the Smart Key is docked in the correct position and the ignition start button is pressed again, the BCM and Smart key completes a coded data exchange via the IAU. If successful, the BCM passes the valid key status to the instrument cluster, via a coded data transfer. The BCM then sends the key valid message to the PCM which initiates a coded data transfer. If