

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to section 512.8; and a certificate, pursuant to section 512.4(b) and part 512, Appendix A.

You are required to submit to the Office of the Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to section 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[].”

You are also required to submit to the Office of the Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to section 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the Agency under part 512. Please do not send a hard copy of a request for confidential treatment to NHTSA’s headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov or

you may contact him for a secure file transfer link. Manufacturers or any companies that already have a Confidential Business Information (CBI) Portal account or an Enterprise Account with NHTSA should use the CBI Portal for their submission. If you submit a CBI request, please also email a courtesy copy of the request to Andrew Magaletti at Andrew.Magaletti@dot.gov.

Will the Agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date.

How can I read the comments submitted by other people?

You may read the materials placed in the docket for this document (*e.g.*, the comments submitted in response to this document by other interested persons) at any time by going to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. You may also read the materials at the Docket Management Facility by going to the street address given above under **ADDRESSES**. The Docket Management Facility is open between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

Please note that even after the comment closing date, we will continue to file relevant information on the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the docket for new material.

Issued under authority delegated in 49 CFR 1.95.

Jonathan Morrison,
Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1520]

Updating and Expanding Guidance on Safe Development and Deployment of Automated Driving Systems

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

ACTION: Notice of public availability and request for public comment.

SUMMARY: NHTSA intends to issue comprehensive, updated guidance supporting the safe development and deployment of automated driving systems. The last agency guidance was published in 2017, titled *Automated Driving Systems 2.0: A Vision for Safety* (ADS 2.0). For this initiative, NHTSA will draw on its internal expertise and public feedback gathered through ongoing stakeholder engagement. NHTSA intends to release draft guidance documents on individual topics (or chapters) as they are available. The public is invited to comment on each chapter through this open docket. After reviewing public comments, the agency plans to consolidate all chapters into a final updated guidance document. The public comment period is open for one year and may be extended as necessary.

DATES: Comments must be submitted on or before July 31, 2027.

ADDRESSES: You may submit comments, identified by the docket number at the heading of this document, by one of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Suite W58–213, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: For additional information, please contact Ms. Debbie Sweet, Office of Automation Safety; Telephone: 202–366–1810; Email: debbie.sweet@dot.gov. Themailing address for this official is: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Table of Contents

- I. Background
- II. Updating Guidance
- III. Request for Comment

I. Background

In September 2016, NHTSA issued guidance titled, *Federal Automated Vehicles Policy* (FAVP), which offered best practices to guide manufacturers and other entities in the safe design, development, testing, and deployment of highly automated vehicles (HAVs). The FAVP was structured in four sections: Vehicle Performance Guidance for Highly Automated Vehicles, Model State Policy, NHTSA’s Current Regulatory Tools, and Modern Regulatory Tools. The guidance was developed after considerable input from a wide range of stakeholders and the

agency continued to gather feedback on the FAVP through a public docket and public meetings.

NHTSA analyzed the docket comments, public meeting proceedings, and information from stakeholder discussions, Congressional hearings, and State activities as the foundation for its 2017 guidance, *Automated Driving Systems 2.0: A Vision for Safety* (ADS 2.0). This guidance adopted the nomenclature of Automated Driving Systems (ADS) rather than HAVs to align with the taxonomy in the SAE standard J3016, and focused on SAE Automation Levels 3–5. The vehicle guidance from FAVP was updated in a section of ADS 2.0 with a new name, Voluntary Guidance for Automated Driving Systems. The topics included in this section were streamlined into 12 priority safety design elements, eliminating three elements from FAVP that were not performance based. ADS 2.0 clarified the voluntary nature of safety self-assessments and provided greater flexibility in how ADS entities might provide such information to the public. ADS 2.0 also clarified the State and Federal roles through technical assistance to States, a refined version of the Model State Policy from FAVP.

In subsequent years, DOT released *AV 3.0: Preparing for the Future of Transportation* and *AV 4.0: Ensuring American Leadership*, which discussed automation across a wider range of transportation modes, and broader government coordination of automation, respectively. However, ADS 2.0 remains the most recent NHTSA guidance on the safe and transparent development and testing of vehicles equipped with ADS.

II. Updating Guidance

Given the significant advancements in ADS technology and safety knowledge since 2017, NHTSA believes now is an appropriate time to update its technical guidance. To facilitate this update, the agency is committed to gathering broad stakeholder input that promotes the safe development and deployment of ADS-equipped vehicles, provides Federal leadership, and resolves existing industry ambiguities. Engaging with stakeholders representing a wide range of expertise will help NHTSA issue guidance that enhances safety while fostering ADS innovation.

This public docket is opened as the primary means of transparently communicating with the broader public as NHTSA develops the new guidance. The comment period is open for one year, and NHTSA will extend the comment period if necessary. Submissions to the docket will be

reviewed and assessed on a continual basis.

The initial submission to the docket by NHTSA is a list of the potential draft technical chapters the agency is considering including in the new guidance. NHTSA seeks comments on the chapter topics, including whether stakeholders believe the agency should address different or additional topics. NHTSA is also seeking public input on the priority order for developing guidance chapters. NHTSA requests comments on the potential chapter topics and prioritization within 30 days of publication of this notice but will continue to monitor comments received thereafter.

NHTSA currently plans to develop a substantive document for each topic area with in-depth discussion of the technical guidance for that subject matter, which would be included as chapters in a final, collated guidance document. Guidance is not legally binding. Conformity with guidance—as distinct from existing statutes and regulations—is entirely voluntary, and nonconformity will not affect rights and obligations under existing statutes and regulations. See 49 U.S.C. 30111(f); 49 CFR 5.87.

Although the docket is the official record of drafts and comments, NHTSA intends to hold periodic public meetings to discuss technical input for an updated guidance document.

III. Request for Comment

NHTSA seeks public comment on all agency documents submitted to this docket for the duration of the open comment period. Comments on the initial document addressing proposed chapter topics are requested within 30 days of the publication of this notice.

Issued under authority delegated in 49 CFR 1.95.

Jonathan Morrison,

Administrator.

[FR Doc. 2026–15484 Filed 7–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0010; Notice 2]

Mercedes-Benz USA, 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: Mercedes-Benz AG (MBAG) and Mercedes-Benz USA, LLC (MBUSA) (collectively, “Mercedes-Benz”) has determined that certain model year (MY) 2019–2020 Mercedes-Benz CLA-Class, A-Class, GLA-Class, and GLB-Class motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 135, *Light Vehicle Brake Systems*. Mercedes-Benz filed a noncompliance report dated January 27, 2020, and subsequently petitioned NHTSA on February 10, 2020, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the grant of Mercedes-Benz’s petition.

FOR FURTHER INFORMATION CONTACT:

Vince Williams, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–2319.

SUPPLEMENTARY INFORMATION:

I. Overview: Mercedes-Benz has determined that certain MY 2019–2020 Mercedes-Benz CLA-Class, A-Class, GLA-Class, and GLB-Class motor vehicles do not fully comply with the requirements of paragraph S5.5.5 of FMVSS No. 135, *Light Vehicle Brake Systems* (49 CFR 571.135). Mercedes-Benz filed a noncompliance report dated January 27, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*, and subsequently petitioned NHTSA on February 10, 2020, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of Mercedes-Benz’s petition was published with a 30-day public comment period, on May 6, 2020, in the **Federal Register** (85 FR 27024). NHTSA received one comment from the general public but the comment was removed because it wasn’t relevant to the noncompliance and didn’t address the petition. To view the petition and all supporting documents, log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2020–0010.”

II. Vehicles Involved: Approximately 27,375 of the following MY 2019–2020 Mercedes-Benz CLA-Class, A-Class, GLA-Class, and GLB-Class motor vehicles manufactured between August