Form Approved: O.M.B. No. 2127-0576
EXPIRATION DATE: mm/dd/yyyy

CHILD SAFETY SEAT REGISTRATION FORM
FOR YOUR CHILD'S CONTINUED SAFETY

Although child safety seats undergo testing and evaluation by the manufacturer and must also meet the requirements of Federal Motor Vehicle Safety Standard No. 213; Child Restraint Systems, it is possible that your child seat could be recalled by the manufacturer.

In the event of a safety recall, manufacturers are required to notify all registered owners by first class mail that their child seat is included in the recall. Therefore, it is very important that the manufacturer of your child seat has your current mailing address, and all of the information necessary to properly identify your child seat.

The National Highway Traffic Safety Administration (NHTSA) encourages owners of child safety seats to **fill out the manufacturer's registration card attached to the child safety seat and send it directly to the manufacturer**. However, if you would like NHTSA to forward your registration information to the manufacturer, please provide all of the information requested on the lower half of this form, sign it and mail or fax (202-366-8546) it to: U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Defects Investigation, Child Restraint Registration (NVS-216), 1200 New Jersey Avenue, SE, Washington, DC 20590.

If you have any questions, or need help with any child seat, please call the U.S. Department of Transportation's toll-free Vehicle Safety Hotline at 1-888-327-4236 or visit our Website at www.safercar.gov.

Name: _____

Address: _____

City: State: Zip Code:

Child Seat Manufacturer: _____

Model Number: _____ Manufacture Date: _____

I AUTHORIZE NHTSA TO PROVIDE A COPY OF THIS FORM TO THE CHILD SEAT MANUFACTURER IDENTIFIED ABOVE

(SIGNATURE REQUIRED): _____

Paperwork Reduction Act Burden Statement
A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2127-0576. Public reporting for this collection of information is estimated to be approximately 6 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Ave., Washington, D.C. 20590.

NHTSA 1053A

Figure 3 – Illustration of a child restraint system registration form

[FR Doc. 2026–17384 Filed 8–25–26; 8:45 am]
BILLING CODE 4910–59–C

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0788]

Agency Information Collection Activities; Notice and Request for Comment; Title of Collection: Driver Monitoring System (DMS)—Applied Research To Develop Test Procedure for Drowsiness

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

ACTION: Notice and request for comments on a request for approval of a new information collection.

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new 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 on Driver Monitoring System (DMS)—Applied Research to Develop Test Procedure for Drowsiness.

DATES: Comments must be submitted on or before October 26, 2026.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA–2019–0146 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 W58, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

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 Jeremiah Singer, Office of Vehicle Safety Research, National Highway Traffic Safety Administration, W46–430, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Phone: 202–366–7409.

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: Driver Monitoring System (DMS)—Applied Research to Develop Test Procedure for Drowsiness.

OMB Control Number: New.

Form Number(s): NHTSA Forms 2117, 2118, 2119, 2120, 2122, 2123, 2124, 2125, 2126, and 2127.

Type of Request: Approval of a new information collection request.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: Three years from date of approval.

Summary of the Collection of Information: The National Highway Traffic Safety Administration (NHTSA) an operating mode of the U.S. Department of Transportation is seeking approval for a one-time voluntary information collection from 48 licensed drivers of various ages for a research study to identify approaches, procedures, and metrics to evaluate drowsy driver DMS performance with human subjects. Factors of interest include methods to induce drowsiness, test drive methods (*i.e.,* driving simulator, closed course), measures to identify drowsiness, level of drowsiness to detect, sensitivity and specificity of detection, and driver characteristics and testing conditions that are important for inclusion. This collection will not develop an objective test procedure for use in a Federal Motor Vehicle Safety Standard. The data collection will include integrated studies that feature test track driving in the Phoenix, Arizona area and a driving simulator driving in Iowa City, Iowa. For the test track portion of the study, participants will be assigned to one of three drive times (11 p.m., 1:30 a.m., 4 a.m.), will be asked to wake at least 16 hours before the start of the study drive, and will also be asked to refrain from napping or consuming caffeine within the final 13 hours before their study drive. The test track portion of the data collection will include a consenting process, a food, drink, and activity log, a breathalyzer test, a 2-hour study drive during dark, nighttime conditions, and a final debrief. The participants' driving data will be collected in the study-provided vehicle using a GoPro camera, an infrared (IR) camera, and a driver monitoring system (DMS). NHTSA expects to provide screening questionnaires to 100 potential participants to determine their eligibility for the test track portion of the study. Recruiting participants for the test track portion of the study has an estimated burden of approximately 25 hours for the screening questions. While the goal is 24 final participants, the research team will ensure eligibility and interest of 36 participants to account for potential attrition. Total burden for the test track portion of the study is 133 hours and the average over the three-year approval is 44 hours.

For the driving simulator portion of the study, NHTSA expects to provide screening questionnaires to 150 potential participants to determine their eligibility for the study. Recruiting participants for the driving simulator portion of the study has an estimated burden of approximately 22.5 hours for the screening questions. While the goal is 24 final participants, the research team will ensure eligibility and interest of 100 participants to account for potential attrition. Prior to the overnight visit, participants will be asked to wake at least 16 hours before the start of their study drive (*e.g.,* wake at 7 a.m. for a 11 p.m. drive time) and to refrain from napping, exercise, caffeine, alcohol, and other drug use before the visit. Participants will complete questionnaires throughout the visit that collect information regarding demographics, sleep and food intake over the last 24 hours, and how they feel related to sleepiness and well-being. Participants will complete a 10-minute screening drive then wait in a conference room until their scheduled study drive time. Participants will drive

for two hours in the simulator. During the drive, participants will complete sleepiness questionnaires every 10 minutes on the simulator's integrated display. The total burden for the driving simulator portion of the study is 187.5 hours and the average over the three-year approval is 62.5 hours. The total expected burden for this collection (test track + driving simulator driving) is 320.5 hours. This collection will be used to conduct a final evaluation of the test protocol for DMS detection and classification of drowsiness to aid NHTSA's goal for the protocol to be deployed by different groups of testers (manufacturers, researchers, regulators) to evaluate DMS efficacy. NHTSA will use the information to produce a technical report that will provide summary figures and tables, as well as the results of data analysis of the information. No personally identifiable information or individual responses will be reported or published. The technical report will be made available to the public through the NHTSA website and the National Transportation Library. This project involves approval by an institutional review board, which the contractor will obtain before contacting potential participants. This data collection will directly support NHTSA's goal of developing a test protocol that different groups of testers (manufacturers, researchers, government entities) can implement with a robust and validated approach to inducing different levels of drowsiness, collecting ground truth and driving data, and using the data to evaluate DMS efficacy.

Description of the Need for the Information and Proposed Use of the Information: NHTSA's mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. Drowsiness plays a large and often underestimated role in traffic crashes, injuries, and deaths in the United States. While driver drowsiness is recorded as a factor in only about 2.5%of fatal crashes nationwide, research by the American Automobile Association's Foundation for Traffic Safety (AAA FTS) has estimated that as many as 6–10% of all police-reported crashes and 16%–21% of fatal crashes may involve driver drowsiness. In 2016, NHTSA released the Drowsy Driving Research and Program Plan that described efforts related to quantifying the problem, building public awareness and education, developing policy, identifying high-risk populations, and advancing vehicle technology and infrastructure. One technology solution is a driver monitoring system (DMS), which refers to technologies intended to detect impairment and/or classify the state of the driver, whether drowsy, distracted, or otherwise impaired.

There is no consensus approach to how DMS should be tested for drowsiness detection. Testing has been conducted across a range of sample sizes and population characteristics in varied and often poorly controlled environments. As more DMS systems are deployed, it is critical that developers, manufacturers, designers, and other evaluators be able to assess them in a rigorous, repeatable way. The European New Car Assessment Procedures (Euro NCAP) [1] specify that DMS manufacturers should provide data that support the ability of their systems to classify a driver as drowsy based on subjective ratings, microsleep detection (specifically eyelid closures), and sleep detection (eyelid closures longer than 3 seconds). However, Euro NCAP does not specify the conditions under which DMS should be evaluated, including the type of driving task, specific driver characteristics, and environmental conditions. Furthermore, the criteria used to define drowsiness reflect the late stages of drowsiness, once drivers are near sleep and where countermeasures may no longer be effective. Whereas severe drowsiness may be relatively easy to detect due to clear symptoms (*e.g.,* long eye closures), countermeasures may be more useful when the driver is mildly or moderately drowsy. This data collection will directly support NHTSA's goal of developing a test protocol that different groups of testers (manufacturers, researchers, government entities) can implement with a robust and validated approach to inducing different levels of drowsiness, collecting ground truth and driving data, and using the data to evaluate DMS efficacy.

Affected Public: Study volunteers in the Phoenix, Arizona and Iowa City, Iowa area. The study plans to recruit participants aged 18 and older. Efforts will be made to enroll a diverse age sample that broadly represents the age of the U.S. driving population and includes those at greater risk of crashing (*e.g.,* less than 25 years of age and greater than 65 years of age).

Estimated Number of Respondents: The total number of estimated respondents is 66 (36 test track participants and 30 driving simulator participants). For the test track portion of the study, we anticipate screening 100 potential participants to obtain 36 individuals who meet study inclusion criteria. It is estimated that 35% of those who begin the screening process will be eligible and agree to participate in the test track portion. As such, we anticipate conducting a maximum of 100 individual eligibility interviews to recruit the necessary participants for the test track portion of the study. While the goal is 24 final participants, the research team will ensure eligibility and interest of up to 36 participants to account for potential attrition. For the driving simulator portion of the study, we anticipate screening 150 potential participants to obtain 30 individuals who meet study inclusion criteria. It is estimated that 67% of those who begin the screening process will be eligible and agree to participate in the study. We anticipate conducting a maximum of 150 individual eligibility interviews to recruit the necessary participants for the driver simulator portion of the study. While the goal is 24 final participants, the research team will ensure eligibility and interest of 30 participants to account for potential attrition. Based on experience with similar studies, the screening process via phone provides sufficient information to participants to determine their interest in the study, thus little to no attrition is expected during the informed consent process.

Frequency: This study is a one-time information collection.

Estimated Number of Responses: Each respondent will complete the full study procedure one time. The study procedure contains multiple information collections, with different collections applicable to test track participants and driving simulator participants. Table 1 provides the full list of collections, including which ones apply to test track and which apply to driving simulator.

Estimated Annual Burden Hours: 106.8

The annual estimated burden is 106.8 hours. This is calculated as follows. First, as stated above, the research team will ensure eligibility and interest of 100 participants for the test track portion of the study and 150 participants for the driving simulator portion of the study to account for potential attrition, and therefore burden calculations are reflective of 250 participants in order to provide a conservative estimate. This estimate includes 47.5 hours for 250 potential participants to complete the initial screening for the test track and driving simulator portions of the study. Second, the test track study tasks include a 15-minute food, drink, and activity log, a 5-minute breathalyzer test, a 15-minute vehicle familiarization and KSS

[1] Euro NCAP (2023). Assessment Protocol–Safety Assist (Implementation 2023, version 10.1.2)

training, a 120-minute study drive, and a 10-minute final debriefing. The burden estimate for the test track portion of the study is 133 hours, including 9 hours for the consenting process and 99 hours to complete all test track tasks. Third, the driving simulator study tasks include a 5-minute food, drink, and activity log, a 1-minute demographic questionnaire, a 2-minute wellness questionnaire, a 15-minute simulator training and acclimation procedure, a waiting period (averaging 150-minutes), a 1-minute KSS questionnaire, a 125-minute driving behavior assessment, and a 2-minute end of visit release agreement. The burden estimate for the driving simulator portion of the study is 187.5 hours, including 7.5 hours for the consenting process and 157.50 hours to complete all driver simulator tasks. The total burden estimate is the sum of both the test track and the driving simulator driving activities and includes screening, consenting, and completing all of the test track and driving simulator driving activities for a total estimate of 320.5 hours. The details are presented in Table 1 below.

TABLE 1–ANNUAL COMBINED STUDY BURDEN HOURS

Form No.	Information collection	Annual number of respondents	Time per response (minutes)	Opportunity cost per response [2]	Frequency of response	Annual burden hours	Annual opportunity costs [3]
2117	Eligibility Questionnaire—simulator.	150/50	9	4.94	1	7.5	246.90
2118	Eligibility Questionnaire—closed course.	100/33	15	8.23	1	8	271.59
2119	Informed Consent—simulator.	30/10	15	8.23	1	2.5	82.30
2120	Informed Consent—closed course.	36/12	15	8.23	1	3	98.76
N/A	Intake & Eligibility Confirmation—simulator.	30/10	10	5.49	1	1.67	54.87
2122	Sleep and Food Intake—simulator.	30/10	5	2.74	1	0.84	27.43
2123	Sleep and Food Intake Form—closed course.	36/12	15	8.23	1	3	98.76
2124	Demographic Questionnaire—simulator.	30/10	1	0.55	1	0.17	5.49
2125	Wellness Questionnaire—simulator.	30/10	2	1.10	3	1	32.92
N/A	Breathalyzer Test	36/12	5	2.74	1	1	32.88
N/A	Simulator Training & Acclimation (Pre-Drive Orientation, Screening Drive).	30/10	15	8.23	1	2.5	82.30
N/A	Waiting Period	30/10	150	82.30	1	25	823.00
2126	Karolinska Sleepiness Scale (KSS)—simulator.	30/10	1	0.55	1	0.17	5.49
N/A	Driving Behavior Assessment (Study Drive with integrated KSS)—simulator.	30/10	125	68.58	1	20.84	685.83
N/A	Study Drive (Vehicle Familiarization/KSS Training, Test Track Drive, KSS Ratings)—closed course.	36/12	135	74.07	1	27	888.84
2127	End of Visit Release Agreement—simulator.	30/10	2	1.10	1	0.34	10.97
N/A	Debrief	36/12	10	5.49	1	2	65.88
Total ...	.....	.....	.....	.....	.....	106.8	3,514.21

Estimated Total Annual Burden Cost: 0.

Participation in this study is voluntary, and there are no costs to respondents beyond the time spent completing the questionnaires and visits to the study facility. Further, there is no preparation of data required or expected of respondents, thus there are no record keeping costs to the respondents. Participants do not incur capital and start-up costs, nor do they incur fuel costs as the vehicles being driven during the study are not the participants vehicles. For individuals who participate in the test track portion of the study, they will be offered 400 as compensation for completing the study requirements, plus up to 25 in transportation compensation to cover their ride to and from the test facility. For the driving simulator portion of the study, participants will be offered 230, 290, or 350 as compensation for completing the study requirements, depending on their overnight visit start time. Previous experience indicates that anything less than the proposed total compensation would likely result in failure to recruit enough participants to provide meaningful results. This level of

[2] Costs are calculated on the fraction of the hourly wage with rounding being done only on the final computed number.

[3] Cost rounded to the hundredth's place.

compensation is in line with past similar efforts given the activities it requires of participants while not being coercive. This compensation amount also helps offset any transportation costs (*e.g.,* travel time, gas, etc.) that participants may incur.

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.

Cem Hatipoglu,

Associate Administrator for Vehicle Safety Research

[FR Doc. 2026–17423 Filed 8–25–26; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Superfund Tax on Chemical Substances; Request To Modify List of Taxable Substances; Notice of Filing for Poly(divinylbenzene-ethylvinylbenzene); x=1.33x10^{17}, y=3.27x10^{16}

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of filing and request for comments.

SUMMARY: This notice of filing announces that a petition has been filed requesting that poly(divinylbenzene-ethylvinylbenzene) ($(C_{10}H_{10})_x(C_{10}H_{12})_y$; x=1.33x10^{17}, y=3.27x10^{16}), also known as ''DVB-EVB,'' be added to the list of taxable substances. This notice of filing also requests comments on the petition. This notice of filing is not a determination that the list of taxable substances is modified.

DATES: Written comments and requests for a public hearing must be received on or before October 26, 2026.

ADDRESSES: Commenters are encouraged to submit public comments or requests for a public hearing relating to this petition electronically via the Federal eRulemaking Portal at *https://www.regulations.gov* (indicate public docket number IRS–2026–1025 or Poly(divinylbenzene-ethylvinylbenzene); x=1.33x10^{17}, y=3.27x10^{16} by following the online instructions for submitting comments. Comments cannot be edited or withdrawn once submitted to the Federal eRulemaking Portal. Alternatively, comments and requests for a public hearing may bemailed to: Internal Revenue Service, Attn: CC:PA:01:PR (Notice of Filing for Poly(divinylbenzene-ethylvinylbenzene); x=1.33x10^{17}, y=3.27x10^{16}, Room 5203, P.O. Box 7604, Ben Franklin Station, Washington, DC 20044. All comments received are part of the public record and subject to public disclosure. All comments received will be posted without change to *https://www.regulations.gov,* including any personal information provided. You should submit only information that you wish to make publicly available. If a public hearing is scheduled, notice of the time and place for the hearing will be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Jacob W. Peeples at (202) 317–6855 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Request To Add Substance to the List

(a) *Overview.* A petition was filed pursuant to Rev. Proc. 2022–26 (2022–29 I.R.B. 90), *as modified by* Rev. Proc. 2023–20 (2023–15 I.R.B. 636), requesting that DVB-EVB be added to the list of taxable substances under section 4672(a) of the Internal Revenue Code (List). The petition requesting the addition of DVB-EVB to the List is based on weight and contains the information detailed in paragraph (b) of this document. The information is provided for public notice and comment pursuant to section 9 of Rev. Proc. 2022–26. The publication of petition information in this notice of filing is not a determination and does not constitute Treasury Department or IRS confirmation of the accuracy of the information published.

(b) *Petition Content.*

(1) *Substance name:* Poly(divinylbenzene-ethylvinylbenzene) ($(C_{10}H_{10})_x(C_{10}H_{12})_y$; x=1.33x10^{17}, y=3.27x10^{16})

The substance is also known as DVB-EVB.

(2) *Petitioner:* Purolite LLC is an importer of DVB-EVB.

(3) *Proposed classification numbers:*

(i) *HTSUS number:* 3903.90.5000.

(ii) *Schedule B number:* 3903.90.0000

(iii) *CAS number:* 9043–77–0.

(4) *Petition filing dates:*

(i) *Petition filing date for purposes of making a determination:* November 18, 2025.

(ii) *Petition filing date for purposes of section 11.02 of Rev. Proc. 2022–26, as modified by section 3 of Rev. Proc. 2023–20:* April 1, 2025.

(5) *Description from petition:* DVB-EVB is a copolymer composed of divinylbenzene (''DVB'') and ethylvinylbenzene (''EVB'') monomers. DVB-EVB is mainly used for the production of ion exchange resins, but can also be used as a column packing material in liquid chromatography, a separation medium in thin-layer chromatography, and an adsorbent.

(6) *Process identified in petition as predominant method of production of substance:* The predominant method of producing DVB-EVB is through the polymerization of DVB and EVB monomers. DVB is produced by the dehydrogenation of diethylbenzenes. Diethylbenzenes arise as side-products of the alkylation of benzene with ethylene. EVB is produced by the partial dehydrogenation of diethylbenzenes.

(7) *Stoichiometric material consumption equation, based on process identified as predominant method of production:* (x+y) C_6H_6 (benzene) + 2(x+y) C_2H_4 (ethylene) → $(C_{10}H_{10})x(C_{10}H_{12})y$ (DVB-EVB) + (2x+y) H_2 (hydrogen).

(8) *Tax rate calculated by Petitioner, based on Petitioner's conversion factors for taxable chemicals used in production of substance:*

(i) *Tax rate:* $10.03 per ton.

(ii) *Conversion factors:* 0.60 for benzene and 0.43 for ethylene.

(9) *Public docket number:* IRS–2026–1025.

Michael H. Beker,

Senior Counsel (Energy, Credits, and Excise Tax), IRS Office of Chief Counsel.

[FR Doc. 2026–17430 Filed 8–25–26; 8:45 am]

BILLING CODE 4831–GV–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Superfund Tax on Chemical Substances; Request To Modify List of Taxable Substances; Notice of Filing for Methylene Diphenyl Diisocyanate; n=2.0–3.0

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of filing and request for comments.