

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****[Docket No. NHTSA–2025–0014; Notice 1]****Spartan Fire, LLC, Receipt of Petition for Decision of Inconsequential Noncompliance****AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).**ACTION:** Receipt of petition.

SUMMARY: Spartan Fire, LLC (Spartan) has determined that certain model year (MY) 2015–2023 Spartan Fire Gladiator and Spartan Fire Metro Star emergency vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, *Lamps, Reflective Devices, and Associated Equipment*. Spartan filed a noncompliance report dated January 28, 2025, and subsequently petitioned NHTSA (the “Agency”) on February 18, 2025, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces receipt of Spartan’s petition.

DATES: Send comments on or before September 28, 2026.

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 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.

When the petition is granted or denied, notice of the decision will also be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

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:

Kelley Adams-Campos, Safety Compliance Engineer, NHTSA, Office of Vehicle Safety Compliance, (202) 366–7479.

SUPPLEMENTARY INFORMATION:

I. Overview: Spartan determined that certain MY 2015–2023 Spartan Fire Gladiator and Spartan Fire Metro Star do not fully comply with paragraph S7.6.13 and Table XII of FMVSS No. 108, *Lamps, Reflective Devices, And Associated Equipment* (49 CFR 571.108) and filed a noncompliance report on January 28, 2025, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Spartan petitioned NHTSA on February 18, 2025, 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*.

This notice of receipt of Spartan’s petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or another exercise of judgment concerning the merits of the petition.

II. Vehicles Involved: Approximately 35 MY 2015–2023 Spartan Fire Gladiator and Spartan Fire Metro Star emergency vehicles, manufactured between April 25, 2016, and February 29, 2024, were reported by the manufacturer.

III. Rule Requirements: Paragraph S7.6.13 of FMVSS No. 108 includes the requirements relevant to this petition. Paragraph S7.6.13 requires each backup lamp to conform to the photometry requirements of Table XII. Table XII limits each backup lamp to 300 candela (cd), in a multiple lamp system, and to 600 cd in a single lamp system.

IV. Noncompliance: Spartan states that the subject vehicles are equipped with “scene lights” installed as backup lamps which are not designed as backup lamps and may be too bright, exceeding the maximum photometric intensity allowed for backup lamps by Table XII of FMVSS 108.

V. Summary of Spartan’s Petition: The following views and arguments presented in this section, “V. Summary of Spartan’s Petition,” are the views and arguments provided by Spartan. They have not been evaluated by the Agency and do not reflect the views of the Agency. Spartan describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

Spartan gives two reasons why this noncompliance is inconsequential to motor vehicle safety:

1. Spartan states that emergency vehicles are frequently operated in environments with limited visibility due to inclement weather or smoke. Spartan states that compliant backup lamps do not provide enough light in such conditions for the vehicle operator to have enough visibility when backing up. In support of these claims, Spartan states that its customers and/or dealers specified the subject “scene lights” be installed “for backup lamps.”

2. Spartan states that emergency vehicles benefit from “maximum conspicuity” during emergency situations. Spartan asserts that the subject “backup lamps,” which exceed the maximum allowed photometric intensity, serve to provide additional conspicuity for bystanders and passing vehicles at the scene when the subject vehicles are backing up.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to

file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject vehicles that Spartan no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after Spartan notified them that the subject noncompliance existed.

(Authority: 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0072]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Novel Human-Machine Interface Designs

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: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This ICR is for a new collection of information for which NHTSA intends to seek OMB approval for a one-time voluntary experiment on drivers' interactions with commercially available vehicles with different human machine interface (HMI) features/designs. A **Federal Register** notice with a 60-day comment period soliciting

comments on the following information collection was published on April 3, 2026. Five comments were received.

DATES: Comments must be submitted on or before September 28, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to OMB at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Dr. Jeffrey Dressel, 202–366–7409, National Highway Transportation Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from OMB before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: Novel Human-Machine Interface (HMI) Designs.

OMB Control Number: New.
Form Number(s): NHTSA Forms 1814—Eligibility Questionnaire; 1815—Informed consent; 1816—Vehicle Technology Questionnaire; and 1817—Exit Questionnaire.

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: This ICR is to request approval to conduct seven new voluntary information collections as part of a one-time research study of drivers' interactions with commercially available vehicles with different HMI features/designs. NHTSA of the DOT is seeking to conduct the research study involving up to 35 licensed drivers between the ages of 18 and 55 from the greater Phoenix, Arizona area. The information collections involve reporting and include: (1) an eligibility questionnaire to be administered to up

to 100 potential research respondents; (2) an informed consent form to be administered to up to 35 research participants; (3, 4, 5) study drives with vehicles 1, 2, and 3; (6) the same vehicle technology questionnaire after each study drive; and (7) an exit interview (including the time for a debrief).

Participants' naturalistic driving data will be collected in three study-provided vehicles using GoPro cameras and a device to measure where drivers are looking (eye tracker). Three vehicle makes and models will be used to reflect a range of HMI designs, and all participants will drive each vehicle on an approximately 20-minute test route through urban surface streets in the Phoenix, Arizona area. Before completing the study drives, research participants will complete a 15-minute introduction and informed consent procedure, and for each vehicle, a 15-minute eye tracker setup and calibration, and a 15-minute vehicle and task familiarization and training briefing. After each 20-minute study drive, participants will complete a 10-minute vehicle technology questionnaire. At the end, participants will complete a 10-minute exit questionnaire and a 10-minute final debriefing.

NHTSA will use the information collected from the research study to produce a technical report that will provide summary figures and tables, as well as the results of statistical analysis of the information. No identifying information or individual responses will be reported. The technical report will be shared across the DOT, and members of the general public would have access to the aggregated information when the final report is published. The report may also be of interest to vehicle manufacturers and component suppliers (e.g., developers of in-vehicle displays). This collection will be used to assess gaps in the understanding of driver behavior and performance with respect to new HMI features (e.g., fully digital instrument panel, large display screens, virtual controls, infotainment systems, etc.) in current production vehicles.

Description of the Need for the Information and Proposed Use of the Information: Vehicles equipped with Advanced Driver Assistance Systems (ADAS) and even higher levels of automation have the potential to reduce traffic crashes and save lives. Technologies such as forward collision warning systems, lane centering/keeping assist, adaptive cruise control, lane departure warning systems, traffic jam assistance systems, etc., are becoming increasingly common on even moderately priced new vehicles.