

TABLE 2—ANNUAL BURDEN ESTIMATES BY INFORMATION COLLECTION—Continued
[Part 2—Survey research]

Information collection	Annual number of respondents	Frequency of response	Time per response (minutes)	Cost per response	Annual burden hours	Annual opportunity cost (AHE = \$37.01)	Loaded annual opportunity cost
Survey Research Data Collection and Driver Response (Form 2159)	67	54	0.5	0.31	30	1,116	1,451
One-time Post-Questionnaires (Form 2160)	67	1	1	0.62	1	41	54
Total					38	1,405	1,828

TABLE 3—ANNUAL BURDEN ESTIMATES BY INFORMATION COLLECTION
[Part 3—Simulator study]

Information collection	Annual number of respondents	Frequency of response	Time per response (minutes)	Cost per response	Annual burden hours	Annual opportunity cost (AHE = \$40.09)	Loaded annual opportunity cost
Screening questionnaire (Form 2161)	40	1	3	\$2.00	2	\$80	\$104
Participant Scheduling (Form 2162)	13	3	2	1.34	1	52	68
Informed Consent (Form 2163)	13	1	5	3.34	1	43	56
Vision evaluation (Form 2164)	13	1	10	6.68	2	87	113
Pre-Simulator Questionnaire (Form 2165)	13	3	2	1.34	1	52	68
Driving Simulation Checklist (Form 2166)	13	3	50	33.41	33	1,303	1,694
Post-Simulator Drive Questionnaire (Form 2167)	13	3	10	6.68	7	261	339
Demographic Questionnaire (Form 2168)	13	1	1	0.67	0	9	11
Post-Simulator Study Questionnaire (Form 2169)	13	1	5	3.34	1	43	56
Total					48	1,930	2,509

Estimated Total Annual Burden Cost: \$0.

The only cost burdens respondents will incur are costs related to travel to and from the research location. The costs are minimal and are expected to be offset by the honorarium that will be provided to the research participants.

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 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) 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 appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

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, Office of Vehicle Safety Research.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2020-0116; 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”), have determined that certain model year (MY) 2020–2021 Mercedes-Benz GLE and GLS Class motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 pounds) or Less*. Mercedes-Benz filed a noncompliance

report dated October 30, 2020.

Mercedes-Benz subsequently petitioned NHTSA on November 16, 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:

Kamna Ralhan, Office of Vehicle Safety Compliance, NHTSA, (202) 366-6443.

SUPPLEMENTARY INFORMATION:

I. Overview: Mercedes-Benz has determined that certain MY 2020–2021 GLE and GLS Class motor vehicles do not fully comply with the requirements of paragraph S4.3(c) of FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 pounds) or Less* (49 CFR 571.110). Mercedes-Benz filed a noncompliance report dated October 30, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Mercedes-Benz subsequently petitioned NHTSA on November 16, 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 April 23, 2021, in the **Federal Register** (86 FR 21792). One comment was received. 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-2020-0116."

II. Vehicles Involved: Approximately 22,439 MY 2020–2021 Mercedes-Benz GLE350, GLE450, GLE580, GLS450, and GLS580 motor vehicles, manufactured between July 7, 2018, and October 16, 2020, are potentially involved.

III. Noncompliance: Mercedes-Benz explains that the noncompliance is that the subject vehicles are equipped with a vehicle placard affixed to the driver's side B-pillar of the vehicle that erroneously overstates maximum permissible cold tire pressure and therefore, does not fully meet the requirements specified in paragraph S4.3(c) of FMVSS No. 110. Specifically, the vehicle placard overstates the maximum permissible cold tire pressure as 320 kPa (46.41 psi), when it should state a maximum cold tire pressure of 300 kPa (43.5 psi).

IV. Rule Requirements: Paragraph S4.3(c) of FMVSS No. 110 includes the requirements relevant to this petition. Each vehicle, except for a trailer or incomplete vehicle, shall show the information specified in S4.3(a) through (g), and may show, at the manufacturer's option, the information specified in S4.3(h) and (i), on a placard permanently affixed to the driver's side B-pillar. This information shall be in the English language and conform in color and format, not including the border surrounding the entire placard, as shown in the example set forth in Figure 1 in this standard. At the manufacturer's option, the information specified in S4.3(c), (d), and, as appropriate, (h) and (i) may be shown, alternatively to being shown on the placard, on a tire inflation pressure label which must conform in color and format, not including the border surrounding the entire label, as shown in the example set forth in Figure 2 in this standard.

V. Summary of Mercedes-Benz's Petition: The following views and arguments presented in this section, "V. Summary of Mercedes-Benz's Petition," are the views and arguments provided by Mercedes-Benz and do not reflect the views of the Agency. Mercedes-Benz describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

Mercedes-Benz says that although the placard and gas tank flap contain the incorrect tire inflation pressure of 320 kPa (46.41 psi), the tire sidewall indicates that the maximum cold tire inflation pressure is 300 kPa (43.5 psi). Mercedes-Benz believes that this discrepancy does not cause any risk of over-inflation because the tires were designed to have a maximum tire inflation pressure of 350 kPa (50.8 psi).

Mercedes-Benz states that if a consumer were to rely upon the incorrect tire inflation pressure of 320 kPa (46.41 psi), there is no risk of tire overloading because the subject tires are designed and manufactured to withstand a maximum tire pressure of 350 kPa (50.7 psi). Mercedes-Benz says that the supplier confirmed that inflating the tires to the 320 kPa (46.41 psi) limit listed on the placard or the 300 kPa (43.5 psi) limit listed on the side wall would not affect vehicle performance or safety. Mercedes-Benz says that other than the subject noncompliance, the affected tires meet or exceed all applicable FMVSS performance requirements.

Mercedes-Benz contends that in the past, for petitions involving a similar noncompliance, NHTSA "has recognized that slight discrepancies in the listed tire pressure and deviations in the information listed in the placard do not have a consequential effect on motor vehicle safety" Mercedes-Benz says that the Agency granted a petition submitted by Chrysler Group, LLC, in 2013 where the placards equipped on the affected vehicles did not correctly identify the size of the tires that were installed on the vehicles. According to Mercedes-Benz, the Agency concluded that the noncompliance was inconsequential to motor vehicle safety because, among other reasons, the vehicles were equipped with tires that were "appropriate to handle the vehicle maximum loads when inflated to the maximum tire pressure."¹ Mercedes-Benz claims that the Agency has used the same rationale when specific information was missing from the vehicle placard.² Mercedes-Benz also claims that the Agency has "recognized that the maximum tire inflation pressure indicated on the tire sidewall have somewhat limited safety value" and that the Agency ultimately decided to retain maximum inflation pressure labeling

requirements as an aid in preventing over-inflation.³

Mercedes-Benz argues that because the subject tires were designed and engineered to have a greater maximum inflation pressure than is indicated on the placard or under the gas tank flap, there is no risk of over-inflation. Furthermore, Mercedes-Benz says that 300 kPa (43.5 psi), is a sufficient maximum pressure for the tires installed on the subject vehicles. Therefore, Mercedes-Benz claims that if the consumer relied on the value provided on the tire sidewall, there is also no risk of under pressurizing the tire. Both 300 kPa (43.5 psi) and 320 kPa (46.41 psi) are appropriate pressures for the GVWR of the subject vehicle and would not affect the operation of the tire pressure monitoring system. Further, if the tire is inflated to 320 kPa (46.41 psi) as listed on the placard and gas tank flap, the load-carrying capacity of the vehicle would not be affected.

Mercedes-Benz says owners of the subject vehicle may seek guidance from their Roadside Assistance program during the vehicle warranty period and any Mercedes-Benz customer may contact the Mercedes-Benz Customer Assistance center. Mercedes-Benz adds that all of the remaining information provided on the vehicle placard is accurate, "including the vehicle loading capacity and tire size and dimensions, which further confirms that the vehicle is not susceptible to overloading even if the tires are inflated to 320 kPa (46.41 psi)."

Mercedes-Benz cites NHTSA as stating that the Agency has "historically granted petitions for inconsequentiality for inaccurate tire placards where the grantee has supplied sufficient reasoning to support . . . a conclusion [that there is no adverse safety impact.]"⁴

Mercedes-Benz concludes by contending that the subject noncompliance is inconsequential as it relates to motor vehicle safety, and that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

VI. Public Comment: NHTSA received one comment from a member of the general public expressing concern with the subject noncompliance.⁵ The

¹ See Chrysler Group, LLC, Grant of Petition for Decision of Inconsequential Noncompliance, 78 FR 38443 (June 26, 2013).

² See General Motors, LLC, Grant of Petition for Decision of Inconsequential Noncompliance, 84 FR 25117 (May 30, 2019).

³ See Grant of Petition of Michelin North America, 70 FR 10161 (March 2, 2005).

⁴ See Kia Motors, Inc., Grant of Petition for Decision of Inconsequential Noncompliance, 85 FR 39676 (July 1, 2020).

⁵ See <https://www.regulations.gov/comment/NHTSA-2020-0116-0003>.

commenter stated that Mercedes-Benz should not have made the error and appeared to be dissatisfied with the use of metric measurements in the U.S. market.

VII. NHTSA's Analysis: Mercedes-Benz acknowledges that the tire placard and information listed in the gas tank cap/placard label indicate that the maximum tire pressure is 320 kPa (46.41 psi) while the tire sidewall lists a maximum tire pressure of 300 kPa (43.5 psi). Pursuant to FMVSS 110 S4.3.4, the maximum tire inflation pressure shown on the placard must be equal to or less than the maximum tire inflation pressure on the tire sidewall.

The intent of FMVSS No. 110 is to ensure that vehicles are equipped with tires appropriate to handle maximum vehicle loads and to prevent overloading. FMVSS No. 110 requires that the original tires on a vehicle and the tires listed on the vehicle placard be the same size and that the tires, at the manufacturer recommended inflation pressure, be appropriate for the designed vehicle maximum load conditions.

NHTSA agrees with Mercedes-Benz that the tire placard on certain MY 2020–2021 GLE and GLS Class vehicles overstating the maximum cold tire pressure as 320 kPa (46.41 psi) instead of 300 kPa (43.5 psi) does not present a safety risk, because the tires are designed to safely withstand inflation pressures up to 350 kPa (50.8 psi) without affecting vehicle performance, load capacity, or the Tire Pressure Monitoring System (TPMS). Mercedes-Benz explains that the difference between the tire sidewall and what was included on the vehicle placard does not present any risk of over-inflation since, per the tire manufacturer, the tires were designed to withstand a maximum permissible inflation pressure of 350 kPa (50.8 psi). However, vehicle owners should always maintain their tires at the manufacturer's recommended inflation pressure, as over-inflation can lead to serious safety issues like tire blowouts, decreased traction, faster treadwear and potential crashes. In addition, the supplier has confirmed that there are no effects on vehicle performance and there would be no adverse safety consequences if the tires were inflated to either the 300 kPa (43.5 psi) limit on the tire sidewall or the 320 kPa (46.41 psi) limit indicated on the placard. Inflating the tires at either 300 kPa (43.5 psi) or 320 kPa (46.41 psi) is appropriate for the vehicle's GVWR. Inflating the tires to the pressure listed on either the tire

sidewall or the value listed on the placard would not impact the operation of the Tire Pressure Monitoring System (TPMS) and the vehicle's load carrying capacity would not be impacted or reduced if the tire is inflated to 320 kPa (46.41 psi) if the consumer followed the inflation level on the placard or under the gas tank flap.

NHTSA observes that a member of the public commented that Mercedes-Benz should not have made this error and further appeared to disagree with metric measurements being used in the U.S. market. While NHTSA appreciates and encourages public participation in making determinations, we did not find these comments relevant to the issue raised by this petition.

Based upon the arguments presented, NHTSA has reviewed and accepts Mercedes-Benz's analyses and supporting documentation that the noncompliance is inconsequential to motor vehicle safety. The difference in the tire pressure listed on the placard is 20 kPa (3 psi) higher than the pressure on the tire sidewall and the tire manufacturer specifies that the tires are actually designed to withstand a maximum permissible inflation pressure of 350 kPa (50.8 psi) which is 9.4 percent more than what is listed on placard. Further, the tires meet or exceed all applicable FMVSS performance requirements.

VIII. NHTSA's Decision: In consideration of the foregoing, NHTSA finds that Mercedes-Benz has met its burden of persuasion that the subject FMVSS No. 110 noncompliance in the affected vehicles is inconsequential to motor vehicle safety. Accordingly, Mercedes-Benz's petition is hereby granted, and Mercedes-Benz is consequently exempted from the obligation of providing notification of, and a free remedy for, that noncompliance under 49 U.S.C. 30118 and 30120.

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, this decision only applies to the subject vehicles that Mercedes-Benz no longer controlled at the time it determined that the noncompliance existed. However, the granting of 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 Mercedes-Benz 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 THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Action

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them. The vessels placed on the SDN List have been identified as property in which a blocked person has an interest. Additionally, OFAC is publishing updates to the identifying information of one person currently included on the SDN List.

DATES: This action was issued on August 24, 2026. See **SUPPLEMENTARY INFORMATION** for relevant dates.

FOR FURTHER INFORMATION CONTACT: OFAC: Associate Director for Global Targeting, 202–622–2420; Assistant Director for Licensing, 202–622–2480; Assistant Director for Sanctions Compliance, 202–622–2490; or <https://ofac.treasury.gov/contact-ofac>.

SUPPLEMENTARY INFORMATION:

Electronic Availability

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website: <https://ofac.treasury.gov>.