

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.

Rajesh Subramanian,
Acting Associate Administrator, National Center for Statistics and Analysis.
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–2377]

Denial of Motor Vehicle Defect Petition, DP26–009

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

ACTION: Denial of a petition as moot with Recall 26V525.

SUMMARY: This notice sets forth the reasons for the denial of defect petition (DP26–009) submitted by Mr. Jason Rund (petitioner) to NHTSA's Administrator. The petition requests NHTSA (the Agency) to initiate a defect investigation to determine if an issue with the rear differential (final drive) assembly of 2022 BMW 540i vehicles is causing the rear wheels to decouple from the drivetrain. Following a technical review of the petition and other information, NHTSA's Office of Defects Investigation (ODI) concluded that that the issues raised do not warrant a defect investigation at this time. Accordingly, the Agency has denied the petition.

FOR FURTHER INFORMATION CONTACT: Roy Nelson, Vehicle Defects Division D, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202–940–7086. Email: roy.nelson@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.1. Upon receipt of a properly filed petition, the Agency conducts a technical review of the petition, material submitted with the petition and any additional information. 49 U.S.C. 30162(a)(2); 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency or it may include the collection of information from a motor vehicle manufacturer and/or other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of Agency resources, Agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect, and the likelihood of success in any necessary enforcement litigation, the Agency will grant or deny the petition. *See* 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

Background Information

On September 1, 2026, The Office of Defects Investigation (ODI) received a petition dated August 5, 2026, requesting a defect investigation into an alleged defect of the “rear differential” on the Model Year (MY) 2022 BMW 540i. The petition itself can be reviewed at [NHTSA.gov](https://www.nhtsa.gov) under ODI number 11761650.

Summary of Petition

The petition cites allegations of loss of motive power and inability to hold the vehicle stationary, originating from a severed drive connection between the driveshaft and the rear wheels.

Office of Defects Investigation Analysis

On August 12, 2026, BMW filed Safety Recall 26V525 which addresses the same condition raised in Petitioner's submission and covers certain 2022–2026 840i, 840i xDrive, 2021–2023 540i, 540i xDrive, M550i xDrive, and 2024–2026 750e xDrive vehicles. The subject of recall 26V525 addresses progressive wear leading to potential failure of the connection between the rear driveshaft and the rear differential. Petitioner's Vehicle Identification Number (VIN) falls within BMW's recall scope and is subject to BMW's reimbursement program.

Consequently, Recall 26V525 renders the petition moot. Therefore, ODI is denying this petition. The agency reserves the right to take additional action if warranted by future circumstances. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).

Authority: 49 U.S.C. 30162(d) and 49 CFR part 552; delegation of authority at 49 CFR 1.95(a).¹

Eileen Sullivan,
Associate Administrator for Enforcement.
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DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

[Docket No. CDFI–2026–0232]

Agency Information Collection Activities; Proposed Collection; Comment Request; CDFI Program and NACA Program Financial Assistance and Technical Assistance Applications

ACTION: Notice of information collection; request for public comment.

SUMMARY: The U.S. Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the Community Development Financial Institutions Fund (CDFI Fund), U.S. Department of the Treasury, is soliciting comments concerning the Community Development Financial Institutions Program (CDFI Program) and the Native American CDFI Assistance Program (NACA Program) Financial Assistance (FA) and Technical Assistance (TA) Applications (hereafter, the Application or Applications). The FA Application includes optional questions that addresses Persistent Poverty Counties—Financial Assistance (PPC–FA), Disability Funds—Financial Assistance (DF–FA), and Healthy Food Financing Initiative—Financial Assistance (HFFI–FA). Changes were made to ensure that the Applications are aligned with the Administration's Executive Orders and efforts to reduce waste, fraud, and abuse within federal programs.

¹ The authority to determine whether to approve or deny defect petitions under 49 U.S.C. 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.