

Specifically, the Polaris Slingshot windscreens were mismarked as follows:

- Windscreens having part number 5452393 were missing the “A” in the “AS6” marking.
- Windscreens having part numbers 5452394, 5452871, 5452870, 5452881 omitted all of the markings required by FMVSS No. 205.
- Windscreens having part number 5453490 were incorrectly marked AS6 when the correct marking is AS7.
- Windscreens having part number 5455970 were incorrectly marked AS6 when the correct marking is AS7; in addition, the glazing was incorrectly marked with a manufacturer model number “TUFFAK FC” when the correct marking is “TUFFAK AR2 135.”

The Indian Motorcycle windscreens were mismarked as follows:

- Windscreens having part numbers 2883069, 5452252, 5451353–02, 5455335, 5455336, and 5455337 were incorrectly marked AS7 when the correct marking is AS6.

*IV. Rule Requirements:* Section 6 of FMVSS No. 205 includes the requirements relevant to this petition. In addition, each prime glazing material manufacturer must mark the glazing materials it manufactures in accordance with Section 7 of ANSI Z26.1–1996, which requires, among other things, windscreens to meet light transmissibility requirements and have AS markings with the American National Standard.

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

Polaris says that although the subject windscreens do not fully comply with the marking requirements of FMVSS No. 205, they meet the performance requirements specified in FMVSS No. 205 and ANSI Z26.1–1996, and there is no safety performance implication associated with this technical noncompliance.

Polaris explains that the primary causes of the noncompliance were errors made by Polaris’ windscreen suppliers combined with insufficient oversight by Polaris. Polaris’ supplier quality team is actively working with its windscreen suppliers to incorporate corrective actions in their control plan going forward to prevent reoccurrence. In addition, new processes are being

implemented at Polaris to more clearly define the windscreen markings during the design phase and the pre-production validation phase.

Polaris says that the subject windscreens fulfill the purpose of the requirement as stated in FMVSS No. 205 because the incorrect markings do not prevent the windscreen from meeting “all of the applicable performance requirements set forth in FMVSS No. 205.” Furthermore, Polaris says that the markings affected by the subject noncompliance “are not referred to by dealers or consumers and have no impact on where each windscreen can be installed.”

With one exception noted below, Polaris states that the subject windscreens “are classified as wind deflectors and are at heights not requisite for driver visibility. These windscreens meet the applicable test requirements for AS7 windscreens according to ANSI Z26.1–1996. Only part number 5452871 is at a height requisite for driver visibility, and it is a clear windscreen that meets all AS6 test requirements.”

Polaris states that it “is not aware of any crashes, injuries, or consumer complaints associated with the incorrect markings.”

Polaris cited the following decisions for inconsequentiality that NHTSA has previously granted that Polaris believes are similar to the subject noncompliance:

- FCA US, LLC and AGC Glass Company North America, 85 FR 39673, (July 1, 2020);
- Supreme Corporation, 81 FR 72850, (October 21, 2016);
- Mitsubishi Motors North America, Inc., 80 FR 72482 (November 19, 2015);
- Ford Motor Company, 80 FR 11259 (March 2, 2015);
- Custom Glass Solutions Upper Sandusky Corp., 80 FR 3737 (January 23, 2015);
- General Motors, LLC, 79 FR 23402 (April 28, 2014);
- Fiji Heavy Industries U.S.A. Inc., 78 FR 59088 (September 25, 2013);
- Ford Motor Company, 78 FR 32531 (May 30, 2013);
- Pilkington North America, Inc., 78 FR 22942 (April 17, 2013);
- Pilkington Glass of Canada LTD., 71 FR 39141 (July 11, 2006);
- General Motors, 70 FR 49973 (August 25, 2005);
- Freightliner LLC, 68 FR 65991 (November 24, 2003);
- Toyota Motors North America Inc., 68 FR 10307 (March 4, 2003);
- Guardian Ind. Corp., 67 FR 65185 (October 23, 2002);
- Ford Motor Company, 64 FR 70115 (December 15, 1999);

- Western Star Trucks Inc., 63 FR 66232 (December 1, 1998).

Polaris concludes by stating its belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety and 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.

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 Polaris 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 Polaris 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.*

[FR Doc. 2024–19018 Filed 8–23–24; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–2020; Notice 1]

#### Goodyear Tire & Rubber Company, Receipt of Petition for Decision of Inconsequential Noncompliance

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

**ACTION:** Receipt of petition.

**SUMMARY:** Goodyear Tire & Rubber Company (Goodyear) has determined that certain Goodyear 265/70R17 116T XL Wrangler Duratrak RT passenger tires do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 139, *New Pneumatic Radial Tires for Light Vehicles*. Goodyear filed a noncompliance report dated April 2,

2024, and subsequently petitioned NHTSA (the “Agency”) on April 2, 2024, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces receipt of Goodyear’s petition.

**DATES:** Send comments on or before September 25, 2024.

**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](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:** Jayton Lindley, General Engineer, NHTSA, Office of Vehicle Safety Compliance, (325) 655–0547.

**SUPPLEMENTARY INFORMATION:**

*I. Overview:* Goodyear determined that certain Goodyear Wrangler Duratrac RT tires do not fully comply with paragraph S5.5 of FMVSS No. 139, *New Pneumatic Radial Tires for Light Vehicles* (49 CFR 571.139).

Goodyear filed a noncompliance report dated April 2, 2024, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Goodyear petitioned NHTSA on April 2, 2024, 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 Goodyear’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. Tires Involved:* Approximately 3,758 Goodyear Wrangler Duratrac RT passenger tires, manufactured between July 16, 2023, and September 23, 2023, were reported by the manufacturer.

*III. Rule Requirements:* Paragraph S5.5(f) of FMVSS No. 139 includes the requirements relevant to this petition. Each tire must have one sidewall marked with the generic name of each cord material used in the plies (both sidewall and tread area) and indicate the actual number of plies in the sidewall, as well as the actual number of plies in the tread area.

*IV. Noncompliance:* Goodyear explains that the noncompliance is due to a mold error and that as a result, the number of tread plies indicated on the sidewall of the subject tires does not

match the actual number of plies in the tire construction as required by paragraph S5.5(f) of FMVSS No. 139. Specifically, the subject tires were manufactured with 2-ply polyamide cords in the tread area but were incorrectly marked to indicate a 1-ply polyamide cord in the tread area.

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

Goodyear contends that the subject noncompliance is inconsequential to motor vehicle safety because the tires were manufactured according to design and meet or exceed all applicable FMVSS performance standards. The sidewall markings for tire service, including load capacity and inflation pressure are accurate. Goodyear maintains that the labeling error does not impact safety, tire usage, or the repair and recycling industries. Further, Goodyear states that the affected tire mold has been corrected in production and future tires will correctly indicate the number of plies shown on the sidewalls.

Goodyear argues that NHTSA has previously granted petitions for similar noncompliances concerning tire construction information, based on surveys indicating that most consumers do not use tire construction information from the sidewall when making purchasing tires.

Goodyear concludes by stating its belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety and 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.

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 tires that Goodyear no longer controlled at the time it determined that the noncompliance existed. However,

any decision on this petition does not relieve tire distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires under their control after Goodyear 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.*

[FR Doc. 2024–19019 Filed 8–23–24; 8:45 am]

**BILLING CODE 4910–59–P**

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**DEPARTMENT OF THE TREASURY**

**Office of Foreign Assets Control**

**Notice of OFAC Sanctions Actions**

**AGENCY:** Office of Foreign Assets Control, Department of the Treasury.  
**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the name of one person that has been placed on OFAC's Non-SDN Menu-Based Sanctions List (NS–MBS List) based on OFAC's determination that one or more applicable legal criteria were satisfied.

**DATES:** This action takes effect on the date listed in **SUPPLEMENTARY INFORMATION**.

**FOR FURTHER INFORMATION CONTACT:**

*OFAC:* Associate Director for Global Targeting, tel: 202–622–2420; Assistant Director for Licensing, tel.: 202–622–2480; Assistant Director for Regulatory Affairs, tel.: 202–622–4855; or Assistant Director for Compliance, tel.: 202–622–2490.

**SUPPLEMENTARY INFORMATION:**

**Electronic Availability**

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

**Notice of OFAC Actions**

On August 20, 2024, OFAC determined that the individual identified below meets one or more of the criteria for the imposition of sanctions set forth in section 1(a)–(c) of Executive Order 14059 of December 15, 2021, “Imposing Sanctions on Foreign Persons Involved in the Global Illicit Drug Trade,” 86 FR 71549 (December 17, 2021) (E.O. 14059). Therefore, OFAC selected one or more of the sanctions set forth in section 2(a)(i)–(vi) of E.O. 14059

to impose on the individual identified below.

**Individual**

1. MARTELLY, Michel Joseph (a.k.a. MARTELLY, Michael; a.k.a. “Sweet Micky”), Miami, FL, United States; Petionville, Ouest, Haiti; Port-au-Prince, Ouest, Haiti; Dominican Republic; DOB 12 Feb 1961; POB Port-au-Prince, Haiti; nationality Haiti; Gender Male; Executive Order 14059 information: Prohibition on any transactions in foreign exchange that are subject to the jurisdiction of the United States and in which this target has any interest; alt. Executive Order 14059 information: Prohibition on any United States financial institution from making loans or providing credit to this target; alt. Executive Order 14059 information: Prohibition on any United States person from investing in or purchasing significant amounts of equity or debt instruments of this target; Driver's License No. M634550610520 (United States); National ID No. 0032768386 (Haiti) (individual) [ILLICIT–DRUGS–EO14059].

Determined to meet the criteria for imposition of sanctions pursuant to section 1(a)(i) of E.O. 14059 for having engaged in, or attempted to engage in, activities or transactions that have materially contributed to, or pose a significant risk of materially contributing to, the international proliferation of illicit drugs or their means of production.

The following sanctions were imposed pursuant to section 2(a)(i)–(vi) of E.O. 14059: (iii) prohibition on any United States financial institution from making loans or providing credit to the sanctioned person; (iv) prohibition on any transactions in foreign exchange that are subject to the jurisdiction of the United States and in which the sanctioned person has any interest; and (v) prohibition on any United States person from investing in or purchasing significant amounts of equity or debt instruments of the sanctioned person.

Dated: August 20, 2024.

**Lisa M. Palluconi,**

*Acting Director, Office of Foreign Assets Control, U.S. Department of the Treasury.*

[FR Doc. 2024–19065 Filed 8–23–24; 8:45 am]

**BILLING CODE P**

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**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**Proposed Extension of Information Collection Request Submitted for Public Comment; Comment Request for Third-Party Disclosure Requirements**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden,

invites the public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the IRS is soliciting comments concerning the burden related to third-party disclosure requirements.

**DATES:** Written comments should be received on or before October 25, 2024 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Andrés Garcia, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or by email to [pra.comments@irs.gov](mailto:pra.comments@irs.gov). Please include, “OMB Number: 1545–1466—Public Comment Request Notice” in the Subject line.

**FOR FURTHER INFORMATION CONTACT:**

Requests for additional information or copies of the form and instructions should be directed to Ronald J. Durbala, at (202) 317–5746, at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or through the internet at [RJoseph.Durbala@irs.gov](mailto:RJoseph.Durbala@irs.gov).

**SUPPLEMENTARY INFORMATION: Title:**

Third-Party Disclosure Requirements.

*OMB Number:* 1545–1466.

*Abstract:* Taxpayers must obtain third-party certification or documentation to avail themselves of certain credits, deductions or other benefits permitted by the Internal Revenue Code. Taxpayers will use these documents or information to support claims for certain credits, deductions, or tax benefits on their returns. The Internal Revenue Service may review these documents or information during any examination of taxpayers' returns to verify the taxpayers' entitlement to the claimed credits, deductions, or tax benefits. This submission contains third-party disclosure regulations subject to the Paperwork Reduction Act of 1995.

*Current Actions:* There are no changes being made to this collection at this time. However, updates in the burden estimates will result in a burden increase of 297,453 hours.

*Type of Review:* Extension of a currently approved collection.

*Affected Public:* Individuals or households, business or other for-profit organizations, and not-for-profit institutions.

*Estimated Number of Responses:* 130,723,849.

*Estimated Average Time per Respondent:* 16 min.

*Estimated Total Annual Burden Hours:* 34,228,870.