

16,010 hours per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. In addition, each respondent will spend an estimated 4981 hours per year conducting tests and 1522 hours per year maintaining records required for reporting and enforcement.

*Respondents:* Manufacturers of motor vehicles and motor vehicle engines.

*Estimated Number of Respondents:* 68.

*Estimated Total Annual Burden on Respondents:* 1,530,900 hours.

*Frequency of Collection:* Annually.

Send comments regarding the burden estimate, or any other aspect of this collection of information, including suggestions for reducing burden, (please refer to EPA ICR #783.33 and OMB #2060-0104) to:

Sandy Farmer, EPA ICR #783.33, U.S. Environmental Protection Agency, Regulatory Information Division (2136), 401 M St., SW., Washington, DC 20460  
and

Tim Hunt, OMB #2060-0104, Office of Management and Budget, Office of Information and Regulatory Affairs, 725 17th St., NW., Washington, DC 20530.

Dated: May 25, 1995.

**Joseph Retzer,**

*Director, Regulatory Information Division.*

[FR Doc. 95-13675 Filed 6-2-95; 8:45 am]

BILLING CODE 6560-50-M

[FRL-5215-7]

### Agency Information Collection Activities Under OMB Review

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected cost and burden.

**DATES:** Comments must be submitted on or before July 5, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Sandy Farmer at EPA, (202) 260-2740, please refer to EPA ICR #1170.05.

**SUPPLEMENTARY INFORMATION:**

### Office of Prevention, Pesticides, and Toxic Substances

*Title:* Collection of Economic and Program Support Data: Request for generic Clearance. (EPA ICR No.: 1170.05; OMB No.: 2070-0034). This is a request for an extension of the expiration date of a currently approved collection.

*Abstract:* The Toxic Substances Control Act (TSCA) requires the EPA Administrator to consider the economic impacts of actions taken to control the manufacture, distribution, processing, use, or disposal of a chemical substance or mixture that presents an unreasonable risk of injury to human health or the environment. On occasion, EPA conducts surveys requesting that chemical companies voluntarily provide certain economic and regulatory impact data to the Agency. EPA uses this information to determine the potential consequences on the industry of the regulatory actions under consideration by the Agency.

*Burden Statement:* The burden for this collection of information is estimated to average 1.5 hour per response annually. This estimate includes the time needed to review instructions, complete the form, and review the collection of information.

*Respondents:* Chemical manufacturers.

*Estimated No. of Respondents:* 4,000.

*Estimated No. of Responses per Respondent:* 1.

*Estimated Total Annual burden on Respondents:* 6,000 hours.

*Frequency of Collection:* On occasion.

Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, (please refer to EPA ICR #1170.05 and OMB #2070-0034) to:

Sandy Farmer, EPA ICR #1070.05, U.S. Environmental Protection Agency, Regulatory Information Division—2136, 401 M Street, SW., Washington, DC 20460

and

Tim hunt, OMB # 2070-0034, Office of Management and Budget, Office of Information and Regulatory Affairs, 725 17th Street, NW., Washington, DC 20503.

Dated: May 25, 1995.

**Joe Retzer,**

*Director, Regulatory Information Division.*

[FR Doc. 95-13672 Filed 6-2-95; 8:45 am]

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[FRL-5208-3]

### Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Public Review of a Notification of Intent to Certify Equipment

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of agency receipt of a notification of intent to certify equipment and initiation of 45 day public review and comment period.

**SUMMARY:** The Agency has received a notification of intent to certify urban bus retrofit/rebuild equipment pursuant to 40 CFR part 85, Subpart O. Pursuant to § 85.1407(a)(7), today's **Federal Register** notice summarizes the notification below, announces that the notification is available for public review and comment, and initiates a 45-day period during which comments can be submitted. The Agency will review this notification of intent to certify, as well as comments received, to determine whether the equipment described in the notification of intent to certify should be certified. If certified, the equipment can be used by urban bus operators to reduce the particulate matter of urban bus engines.

The Detroit Diesel Corporation (DDC) notification of intent to certify, as well as other materials specifically relevant to it, are contained in category VII-A of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located at the address below.

Today's notice initiates a 45-day period during which the Agency will accept written comments relevant to whether or not the equipment included in this notification of intent to certify should be certified. Comments should be provided in writing to Public Docket A-93-42, Category VII-A, at the address below. An identical copy should be submitted to William Rutledge, also at the address below.

**DATES:** Comments must be submitted on or before July 20, 1995.

**ADDRESSES:** Submit separate copies of comments to each of the two following addresses:

1. U.S. Environmental Protection Agency, Public Docket A-93-42 (Category VII-A), Room M-1500, 401 M Street S.W., Washington, DC 20460.

2. William Rutledge, Technical Support Branch, Manufacturers Operations Division (6405J), 401 "M" Street S.W., Washington, DC 20460.

The DDC notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above.

Docket items may be inspected from 8 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

**FOR FURTHER INFORMATION CONTACT:** William Rutledge, Manufacturers Operations Division (6405J), U.S. Environmental Protection Agency, 401 M Street S.W., Washington, DC 20460. Telephone: (202) 233-9297.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of particulate matter (PM) in urban areas and is limited to 1993 and earlier model year (MY) urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet.

A key aspect of the program is the certification of retrofit/rebuild equipment. To meet either of the two compliance options, operators of the affected buses must use equipment which has been certified by the Agency. Emissions requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or as achieving a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be submitted in the notification of intent to certify in order for certification of the equipment to initiate (or trigger) program requirements. To trigger program requirements, the certifier must guarantee that the equipment will be available to all affected operators for a life cycle cost of \$7,940 or less at the 0.10 g/bhp-hr PM level, or for a life cycle cost of \$2,000 or less for the 25

percent or greater reduction in PM. Both of these values are based on 1992 dollars.

**II. Notification of Intent to Certify**

By a notification of intent to certify signed March 16, 1995, and with cover letter dated April 11, 1995, Detroit Diesel Corporation (DDC) has applied for certification of equipment applicable to its 6V92TA model engines having mechanical unit injectors (MUI) that were originally manufactured between January 1979 and December 1989. The notification of intent to certify states that the candidate equipment will reduce PM emissions 25 percent or more, on petroleum-fueled diesel engines that have been rebuilt to DDC specifications. Further, transit pricing level has been submitted with the notification, along with a guarantee that the equipment will be offered to all affected operators for less than the incremental life cycle cost ceiling. Therefore, this equipment may trigger program requirements for the 25% reduction standard. If certified as a trigger of this standard, urban bus operators will be required to use this retrofit/rebuild equipment or other equipment certified to provide a PM reduction as discussed below.

All components of the candidate equipment are contained in two basic types of kits. One of each basic type of kit is required for the rebuild of an engine. Twelve combinations of the two basic types of kits are relevant to certification—the specific combination to be used with a particular engine depends upon engine rotation direction, orientation of the engine block, cam gear mounting technique, and engine power level. One basic type of kit includes a gasket kit, air inlet hose, cylinder kit, and by-pass valve assembly. The other basic type of kit includes fuel injectors, camshafts, blower assembly, turbocharger, and head assemblies. Further, engines of model year 1979 through 1987 would receive an injector timing dimension that is different than that for the 1988 and 1989 engines.

DDC presents exhaust emission data from testing the candidate equipment on an engine rebuilt to a configuration identical to a 1979 model year DDC 6V92TA urban bus engine. This engine was selected to represent a "worst case", with respect to PM, of the engines for which certification of the equipment is being sought. A baseline test was conducted after the engine was rebuilt to the original 1979 urban bus configuration. Subsequent testing was done after again rebuilding using the candidate equipment: One test was conducted using the injector timing

dimension for the 1988 and 1989 engines, and another test was conducted using the dimension for the 1979 through 1987 engines. The test data indicate, with the candidate equipment installed, 52 percent reduction in PM level for 1979 through 1987 model year engines (to a level of 0.26 g/bhp-hr), and 25 percent reduction for 1988 and 1989 engines (to a level of 0.23 g/bhp-hr). (Model years 1988 and 1989 of this engine family were certified under EPA's new engine certification program to a PM level of 0.31 g/bhp-hr.) The test data also indicate that hydrocarbon (HC), carbon monoxide (CO), and oxides of nitrogen (NO<sub>x</sub>) are less than applicable standards. Fuel consumption is reduced with the candidate equipment installed. DDC presents smoke emission measurements for the engine which indicate compliance with applicable standards.

DDC states that the candidate equipment will be offered to all affected operators for less than a life cycle cost of \$2,000 (1992 dollars), and has submitted life cycle cost information. This information may trigger the 25 percent reduction standard if the equipment is certified. DDC indicates that the candidate equipment has no incremental purchase price, installation cost, fuel cost, or maintenance cost compared to the currently available standard rebuild.

If the Agency certifies the candidate DDC equipment as a trigger of program requirements, operators will be affected as follows. Under Program 1, all rebuilds of applicable engines performed 6 months following the effective date of certification, must use the DDC equipment or other equipment certified to prove at least a 25 percent reduction. This requirement would continue for the applicable engines until such time that equipment was certified to trigger the 0.10 g/bhp-hr emission standard for less than a life cycle cost of \$7,940 (in 1992 dollars). If the Agency certifies the candidate DDC equipment as a trigger of program requirements, operators who choose to comply with Program 2 and install this equipment, will use the PM emission level(s) established during the certification review process, in their calculations for target or fleet level as specified in the program regulations. DDC projects a post-rebuild PM level of 0.26 g/bhp-hr with the equipment installed on model year 1979 through 1987 6V92TA MUI engines, and 0.23 g/bhp-hr for 6V92TA MUI engines of model years 1988 and 1989.

At a minimum, EPA expects to evaluate this notification of intent to certify, and other materials submitted as

applicable, to determine whether there is adequate demonstration of compliance with: (1) the certification requirements of § 85.1406, including whether the testing accurately substantiates the claimed emission reduction or emission levels; and, (2) the requirements of § 85.1407 for a notification of intent to certify, including whether the data provided by DDC complies with the life cycle cost requirements.

The Agency requests that those commenting also consider these regulatory requirements, plus provide comments on any experience or knowledge concerning: (a) problems with installing, maintaining, and/or using the candidate equipment on applicable engines; and, (b) whether the equipment is compatible with affected vehicles.

The date of this notice initiates a 45 day period during which the Agency will accept written comments relevant to whether or not the equipment described in the DDC notification of intent to certify should be certified pursuant to the urban bus retrofit/rebuild regulations. Interested parties are encouraged to review the notification of intent to certify and provide comment during the 45-day period. Please send separate copies of your comments to each of the above two addresses.

The Agency will review this notification of intent to certify, along with comments received from interested parties, and attempt to resolve or clarify issues as necessary. During the review process, the Agency may add additional documents to the docket as a result of the review process. These documents will also be available for public review and comment within the 45-day period.

Dated: May 10, 1995.

**Mary D. Nichols,**

*Assistant Administrator for Air and Radiation.*

[FR Doc. 95-13540 Filed 6-1-95; 8:45 am]

BILLING CODE 6560-50-P-M

[FRL-5215-9]

**Notice of Final Decision To Grant Chemical Waste Management, Inc. a Modification of an Exemption From the Land Disposal Restrictions of the Hazardous and Solid Waste Amendments of 1984 Regarding Injection of Hazardous Wastes**

AGENCY: United States Environmental Protection Agency.

**ACTION:** Notice of Final Decision on a Request to Modify an Exemption from the Hazardous and Solid Waste Amendments of the Resource Conservation and Recovery Act (RCRA).

**SUMMARY:** Notice is hereby given by the United States Environmental Protection Agency (USEPA or Agency) that modification of an exemption to the land disposal restrictions under the 1984 Hazardous and Solid Waste Amendments to RCRA has been granted to Chemical Waste Management, Inc. (CWM) of Oakbrook, Illinois. As required by Title 40 of the Code of Federal Regulations (40 CFR part 148), CWM has demonstrated, to a reasonable degree of certainty, that there will be no migration of hazardous constituents from the injection zone utilized by CWM's waste disposal facility located near Vickery, Ohio, for as long as the waste remains hazardous. This modification allows CWM to inject additional RCRA-regulated hazardous wastes, identified by codes F037, F038, K086, K107, K108, K109, K110, K123, K124, K125, K126, K131, K132, K141, K142, K143, K144, K145, K147, K148, K149, K150, and K151 through four waste disposal wells (WDWs) at the facility at Vickery, Ohio. This decision constitutes a final Agency action for which there is no administrative appeal.

**Background**

CWM submitted a petition for an exemption from the restrictions on land disposal of hazardous wastes on January 19, 1988. Revised documents were received on December 4, 1989, and several supplemental submittals were subsequently made. The exemption was granted on August 7, 1990. On September 12, 1994, and October 28, 1994, CWM submitted a petition to modify the exemption to include wastes bearing 23 additional wastes codes.

After careful review of the material submitted, the USEPA has determined, as required by 40 CFR 148.20(f), that there is a reasonable degree of certainty that waste streams containing constituents designated by these codes will behave hydraulically and chemically like wastes for which CWM was granted an exemption, and will not migrate from the injection zone within 10,000 years. The injection zone is the Mt. Simon Sandstone and the Rome, Conasauga, Kerbel, and Knox Formations. The confining zone is comprised of the Wells Creek and Black River Formations. A fact sheet

containing a summary of the decision now being modified was published in the **Federal Register** on June 18, 1990, at 55 FR 24629 et seq. The proposed decision for this modification was published in the **Federal Register** on February 14, 1995, at 60 FR 8378 et seq.

A public notice of the proposed decision was issued on February 14, 1995, and a public hearing was held in Fremont, Ohio, on March 16, 1995. The public comment period expired on March 31, 1995. A number of comments were received and all comments have been considered in reaching this final decision. A responsiveness summary has been mailed to all commentors and included as part of the Administrative Record relating to this decision.

As a result of this action, CWM may inject the wastes bearing the RCRA codes: F037, F038, K086, K107, K108, K109, K110, K123, K124, K125, K126, K141, K142, K143, K144, K145, K147, K148, K149, K150, and K151 in addition to wastes designated by the codes listed in the fact sheet for this decision. CWM may continue to inject wastes designated as K131 and K132 after they are banned from land disposal on June 30, 1995.

**Errata**

Several errors were made in compiling the list of waste codes which are covered in the original exemption. Following are corrections:

Waste codes K100, K117, K118, and P110 were inadvertently omitted. CWM's existing exemption includes these waste codes.

The listing included U013 and U175 in error; there are currently no such waste codes, and, should such codes be used to designate wastes in the future, CWM may not inject those wastes unless they can be shown to behave similarly to previously exempted wastes and the CWM exemption is modified to include them.

The duplication of U003 was inadvertent and the second occurrence has no significance.

'T's were used instead of '1's in U150, U176, and U178. These codes should have been written using '1's.

A full list of all the RCRA waste codes for which CWM has been granted exemption follows:

BILLING CODE 6560-50-P