

Implementation Plan (SIP) revision request submitted by Indiana on August 26, 1996, which requires oxides of nitrogen (NO_x) Reasonably Available Control Technology (RACT) for portland cement kilns, electric utility boilers, and industrial, commercial, or institutional (ICI) boilers in Clark and Floyd Counties. In addition, EPA is proposing to approve on April 30, 1997, negative declaration from Indiana certifying that, to the best of the State's knowledge, there are no remaining major sources of NO_x in Clark and Floyd Counties which need RACT rules. In the final rules section of this **Federal Register**, the EPA is approving this action as a direct final rule without prior proposal because EPA views this as a noncontroversial action and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on the proposed rule. Any parties interested in commenting on this document should do so at this time.

DATES: Comments on this proposed rule must be received on or before July 3, 1997.

ADDRESSES: Written comments should be mailed to: J. Elmer Bortzer, Chief, Regulation Development Section, Air Programs Branch (AR18-J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, IL 60604.

Copies of the State submittal are available for inspection at: Regulation Development Section, Air Programs Branch (AR18-J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, IL 60604.

FOR FURTHER INFORMATION CONTACT: Mark J. Palermo, Environmental Protection Specialist, Regulation Development Section, Air Programs Branch (AR18-J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, IL 60604, (312) 886-6082.

SUPPLEMENTARY INFORMATION:

For additional information see the direct final rule published in the rules section of this **Federal Register**.

Dated: May 7, 1997.

Valdas V. Adamkus,
Regional Administrator.

[FR Doc. 97-14438 Filed 6-2-97; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[TX-29-1-6085b; FRL-5834-3]

Designation of Areas for Air Quality Planning Purposes; Texas; Revised Geographical Designation of Certain Air Quality Control Regions

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: This action proposes to approve a July 2, 1993, request by the Governor of Texas to revise the geographical boundaries of seven Air Quality Control Regions in the State of Texas to conform to the Texas Natural Resource Conservation Commission regional boundaries. This action also corrects an error for Texas in 40 CFR part 81. In the Rules and Regulations section of this **Federal Register**, the EPA is approving the State's request as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision and anticipates no adverse comments. The rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If the EPA receives adverse comments, the direct final rule will be withdrawn, and all public comments received during the 30-day comment period set forth below will be addressed in a subsequent final rule based on this proposed rule. Any parties interested in commenting on this action should do so at this time.

DATES: Comments on this proposed rule must be received in writing by July 3, 1997.

ADDRESSES: Written comments on this action should be addressed to Mr. Thomas H. Diggs, Chief, Air Planning Section (6PD-L), at the EPA Region 6 Office listed below. Copies of documents relevant to this action are available for public inspection during normal business hours at the following locations. Anyone wanting to examine these documents should make an appointment with the appropriate office at least two working days in advance.

Environmental Protection Agency, Region 6, Air Planning Section (6PD-L), Multimedia Planning and Permitting Division, One Fountain Place, 1445 Ross Avenue, Suite 700, Dallas, Texas 75202-2733.

Texas Natural Resource Conservation Commission, Office of Air Quality, 12124 Park 35 Circle, Austin, Texas 78753.

FOR FURTHER INFORMATION CONTACT: Bill Deese of EPA Region 6 Air Planning Section at (214) 665-7253 and at the Region 6 address above.

SUPPLEMENTARY INFORMATION: For additional information, see the direct final rule which is published in the Rules and Regulations section of this **Federal Register**.

Authority: 42 U.S.C. 7401-7671q.

Dated: May 22, 1997.

Myron O. Knudson,

Acting Regional Administrator.

[FR Doc. 97-14451 Filed 6-2-97; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 86

[FRL-5833-8]

Control of Air Pollution From Motor Vehicles and New Motor Vehicle Engines; Increase of the Vehicle Mass for 3-Wheeled Motorcycles

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: Today's action proposes to change the regulatory definition of a motorcycle to include 3-wheeled vehicles weighing up to 1749 pounds effective for 1997 and later model year motorcycles for which emission standards are in place.

The action proposed today is anticipated to create no detrimental health effects, and will therefore retain the health benefits derived from the current motorcycle regulations in effect.

DATES: Comments must be received on or before August 4, 1997 or 30 days after the date of the public hearing, if one is held. If a public hearing is requested, EPA will conduct a public hearing on this Notice of Proposed Rulemaking on July 3, 1997 at 10:00 AM at the Courtyard by Marriott, 3205 Boardwalk, Ann Arbor, Michigan. To request a hearing, notify the person listed in the "FOR FURTHER INFORMATION CONTACT" section within 15 days after the publication date of this action. If a request is received by this time, a public hearing will be held. Contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to find out if a hearing will be held. Further information on the public hearing can be found in Supplementary Information, Section V.B., Public Hearing.

ADDRESSES: Materials relevant to this Rulemaking are contained in Docket No.

A-96-49. The docket is located at the Air Docket section, 401 M Street SW., Washington, DC 20460, and may be viewed in room M-1500 between 8:00 a.m. and 5:30 p.m., Monday through Friday. The telephone number is (202) 260-7548 and the facsimile number is (202) 260-4400. A reasonable fee may be charged by EPA for copying docket material.

All written comments must be identified with the appropriate docket number (Docket No. A-96-49) and must be submitted in duplicate to the address listed above, with a complimentary copy to Frank Lamitola at the address listed below.

FOR FURTHER INFORMATION CONTACT:
 Frank Lamitola, Vehicle Programs and Compliance Division, U.S. Environmental Protection Agency, 2565 Plymouth Road, Ann Arbor, Michigan 48105. Telephone (313) 668-4479. Email LAMITOLA.FRANK@EPAMAIL.EPA.GOV. Fax (313) 741-7869.

SUPPLEMENTARY INFORMATION:

Regulated Entities

Entities potentially regulated by this action are motorcycle and motor vehicle manufacturers. Tabulated entities include the following:

Category	Examples of regulated entities
Industry	<ul style="list-style-type: none"> •Motorcycle manufacturers. •Manufacturers of 3-wheeled vehicles. •Importers of motorcycles.

This table is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be regulated by this action. This table lists the types of entities that EPA is now aware could potentially be regulated by this action. Other types of entities not listed in the table could also be regulated. To determine whether your facility is regulated by this action, you should carefully examine the criteria contained in section 86.402 of title 40 of the Code of Federal Regulations, as modified by today's action. If you have questions regarding the applicability of this action to a particular entity, consult the person listed in the preceding **FOR FURTHER INFORMATION CONTACT** section.

Electronic Availability

Electronic copies of the preamble and the regulatory text of this proposed rulemaking are available via the EPA internet web site. This service is free of charge, except for any cost you already incur for internet connectivity. The official **Federal Register** version is made

available on the day of publication on the primary EPA web site listed below. The EPA Office of Mobile Sources also publishes these notices on the secondary web site listed below:

EPA internet web site <http://www.epa.gov/docs/fedrgstr/EPA-AIR/> (either select desired date or use Search feature)

OMS web site <http://www.epa.gov/OMSWWW/> (look in "What's New" or under the specific rulemaking topic)

Please note that due to differences between the software used to develop the document and the software into which the document may be downloaded, changes in format, page length, etc. may occur.

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I. Introduction and Background

Section 202(a) of the Clean Air Act authorizes EPA to promulgate emission standards for motor vehicles, including motorcycles. Section 202 (a)(3)(E) of the Act requires that EPA, when setting emission standards for motorcycles, "consider the need to achieve equivalency of emission reductions between motorcycles and other motor vehicles to the maximum extent practicable." EPA has promulgated emission standards and accompanying regulations controlling emissions from new motorcycles. See 42 FR 1122 (January 5, 1977). These regulations included the definition of "motorcycle." EPA originally proposed a definition of "motorcycle" which would have included any 3-wheeled vehicle "which is not a passenger car or passenger car derivative" regardless of weight.¹ Adverse public comment was received stating that some small 3-wheeled

¹ On October 22, 1975, a Notice of Proposed Rulemaking (NPRM) was published in the **Federal Register** (40 FR 49496) for the control of exhaust and crankcase emissions from new motorcycles. In the NPRM, "motorcycle" was proposed to be defined as "any motor vehicle designed to operate on not more than three wheels (including any tricycle arrangement) in contact with the ground which is not a passenger car or passenger car derivative."

vehicles share characteristics of a passenger car as well as a motorcycle and therefore much confusion would arise as to whether that vehicle should be regulated as a passenger car or a motorcycle. EPA agreed with these comments, and revised its definition of motorcycle in the final rule to be any 2-wheeled vehicle or any 3-wheeled vehicle with a curb mass less than or equal to 680 kilograms (1499 pounds). Any 3-wheeled vehicle over that weight would be classified and regulated as a passenger car. The weight was chosen because it was typical of the weight of 3-wheeled motor vehicles available on the market at that time, and did not approach the weight of light duty vehicles of the time.

In 1995, EPA was informed by a manufacturer of 3-wheeled vehicles that a competitor was allegedly selling vehicles over the weight limit, and that the manufacturer also wished to produce heavier 3-wheeled vehicles. The market for 3-wheeled vehicles, according to the manufacturer, was demanding more amenities which added weight, such as air conditioning, power windows, etc. EPA was requested to consider raising the weight limit to accommodate the market demand. EPA's primary concern with such a change is that there is not much room for increase before there would be overlap between motorcycles and light duty vehicles. Raising the weight limit significantly could result in allowing a 3-wheeled vehicle to pollute much more than a car when it could weigh as much as a car, have all the amenities of a car, and be used much in the same way as a car. This would not be in keeping with the CAA mandate to consider the need to achieve equivalency of emission reductions between motorcycles and other motor vehicles to the maximum extent practicable. EPA believes it is appropriate to propose raising the weight limit to 1749 pounds because it is still low enough to preclude creating a new market for 3-wheeled vehicles being built as passenger cars.² The 1749 pound limit is about 60 pounds lower than the lowest weight passenger car being sold in the U.S. today and is substantially lower than the average weight of about 2900 pounds for the sub-compact class of cars sold in the U.S.

EPA acknowledges that market-driven changes can occur in the automotive

² Currently, 3-wheeled vehicles are primarily used in special applications, such as police use, postal service, and recreation-type use.

industry, and that it should accommodate such changes to the extent practicable, providing that emission and health benefits are not compromised. It is EPA's opinion that the number of 3-wheeled vehicles affected by this action (i.e., falling between 1499 pounds and 1749 pounds) is going to be very small. Currently, EPA is aware of only two companies certifying 3-wheeled vehicles (Cushman and Westward Industries, Inc.), with a combined annual 3-wheeled vehicle production of less than 1000 units. Furthermore, these affected vehicles are substantially similar to and likely to be used much in the same way as those 3-wheeled vehicles previously regulated as motorcycles. Therefore, EPA believes that increasing the weight limit for 3-wheeled vehicles by 250 pounds will not compromise air quality or health benefits based on the current market for these vehicles. The health benefits currently achieved by the motorcycle emission standards are anticipated to remain, and not be adversely impacted by raising the weight limit of 3-wheeled vehicles. EPA requests comments about the potential for the weight increase to substantially increase the number of such vehicles being sold in the U.S., or the manner in which they are used.

II. Requirements of the Proposed Rule

EPA is proposing to increase the weight limit for 3-wheeled motorcycles from 1,499 pounds (680 Kg) to 1,749 pounds (793 Kg). EPA is also amending the motorcycle testing procedures to account for the increase in weight.

III. Discussion of Issues

A. Impact on automotive industry

The Agency believes that today's proposal will not create a new market for 3-wheeled vehicles that are similar to automobiles but can be certified as motorcycles, primarily because the weight increase being proposed is small, the sales volume of these vehicles is small, and the additional weight is not overlapping with weights of light duty passenger cars. However, the Agency has some concerns that the proposed weight increase may create the possibility that smaller 4-wheeled vehicles could be converted into 3-wheeled passenger vehicles for the purposes of circumventing light duty vehicle emissions standards, and requests comments on this issue. If, during the comment period, new information comes to light about additional 3-wheeled vehicles being introduced into the U.S. market as a result of the increased weight limit, EPA may reconsider or revise this proposal.

B. Revisions to test procedures.

The original test procedures for motorcycles included a table to determine the road load force and inertia weight used for dynamometer testing. This table included values for loaded vehicle mass of up to 760 Kg. With today's proposal, the table has been expanded to include values for loaded vehicle mass up to 870 Kg. To arrive at the values added to this table, EPA extrapolated the data from the existing table. An option exists in the current regulations which allows the manufacturer to perform an actual vehicle road load measurement as outlined under 40 CFR 86 § 529(c), which EPA is not proposing to change.

IV. Cost Effectiveness

No added costs will be incurred by the manufacturers of 3-wheeled vehicles as a result of this proposal. The proposed weight change will allow manufacturers to produce heavier 3-wheeled vehicles, presumably allowing them to add options which will make the vehicles more marketable.

Based on EPA's current knowledge about the size of the affected market, the ramifications on emissions are likely to be very small. By increasing the weight limit, 3-wheeled vehicles weighing between 1499 and 1749 pounds will now be permitted to comply with motorcycle standards, rather than the light duty vehicles standards, which are significantly more stringent. (It should be noted that to date, no 3-wheeled vehicles have been certified to light duty vehicle standards.) EPA requests comments on the potential impact of the proposal on future production of 3-wheeled vehicles.

V. Public Participation

A. Comments and the Public Docket

EPA requests comments on all aspects of this proposed Rulemaking. Commenters are especially encouraged to give suggestions for changing any aspects of the proposal. All comments, with the exception of proprietary information should be addressed to the EPA Air Docket Section, Docket No. A-96-49 (see ADDRESSES).

Commenters who wish to submit proprietary information for consideration should clearly separate such information from other comments by (1) labeling proprietary information "Confidential Business Information" and (2) sending proprietary information directly to the contact person listed (see FOR FURTHER INFORMATION CONTACT) and not to the public docket. This will help insure that proprietary information is not inadvertently placed in the docket.

If a commenter wants EPA to use a submission labeled as confidential business information as part of the basis for the final rule, then a nonconfidential version of the document, which summarizes the key data or information, should be sent to the docket.

Information covered by a claim of confidentiality will be disclosed by EPA only to the extent allowed and by the procedures set forth in 40 CFR Part 2. If no claim of confidentiality accompanies the submission when it is received by EPA, the submission may be made available to the public without notifying the commenters.

B. Public Hearing

EPA will conduct a public hearing if one is requested, as discussed in the DATES section above. Anyone wishing to present testimony about this proposal at the public hearing should, if possible, notify the contact person (see FOR FURTHER INFORMATION CONTACT) at least seven days prior to the day of the hearing. The contact person should be given an estimate of the time required for the presentation of testimony and notification of any need for audio/visual equipment. Testimony will be scheduled on a first come, first served basis. A sign-up sheet will be available at the registration table the morning of the hearing for scheduling those who have not notified the contact earlier. This testimony will be scheduled on a first come, first served basis to follow the previously scheduled testimony.

EPA requests that approximately 50 copies of the statement or material to be presented be brought to the hearing for distribution to the audience. In addition, EPA would find it helpful to receive an advanced copy of any statement or material to be presented at the hearing at least one week before the scheduled hearing date. This is to give EPA staff adequate time to review such material before the hearing. Such advanced copies should be submitted to the contact person listed.

The official records of the hearing will be kept open for 30 days following the hearing to allow submission of rebuttal and supplementary testimony. All such submittals should be directed to the Air Docket Section, Docket No. A-96-49 (see ADDRESSES). The hearing will be conducted informally, and technical rules of evidence will not apply. A written transcript of the hearing will be placed in the above docket for review. Anyone desiring to purchase a copy of the transcript should make individual arrangements with the court reporter recording the proceedings.

VI. Administrative Requirements

A. Executive Order 12866

Under Executive Order 12866 (58 FR 51735, October 4, 1993), the Agency must determine whether the regulatory action is "significant" and therefore subject to OMB review and the requirements of the Executive Order. The Order defines "significant regulatory action" as one that is likely to result in a rule that may:

- (1) Have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or tribal governments or communities;
- (2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another agency;
- (3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs or the rights and obligations of recipients thereof; or,
- (4) Raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in the Executive Order.

It has been determined that this rule is not a "significant regulatory action" under the terms of Executive Order 12866 and is therefore not subject to OMB review.

B. Reporting and Recordkeeping Requirements

This regulation does not impose any new information collection requirements and results in no change to the currently approved collection. The Office of Management and Budget (OMB) has approved the information collection requirements contained in this rule under the provisions of the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.* and has assigned OMB control number 2060-0104.

Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of

information; and transmit or otherwise disclose the information.

An Agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number.

The OMB control numbers for EPA's regulations are listed in 40 CFR Part 9 and 48 CFR Chapter 15.

C. Impact on Small Entities

EPA has determined that it is not necessary to prepare a draft regulatory flexibility analysis in connection with this proposed rule. This rule will not have a significant adverse economic impact because it will increase the weight limit on these vehicles, thereby allowing the manufacturers of three-wheeled vehicles to produce these vehicles within the weight limit of 1749 pounds (793 Kg). This weight increase will allow manufacturers of vehicles near the existing limit of 1499 pounds (680 Kg) to provide more options on those vehicles and thus share the existing market with competing entities fairly. EPA has identified only two manufacturers currently manufacturing such vehicles. Therefore, the Administrator certifies that this regulation does not have a significant impact on a substantial number of small entities.

D. Unfunded Mandates Act

Under section 202 of the Unfunded Mandates Reform Act of 1995 ("Unfunded Mandates Act"), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a Federal mandate that may result in estimated costs to State, local, or tribal governments in the aggregate; or to the private sector, or \$100 million or more. Under Section 205, EPA must select the most cost effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

EPA has determined that the final approval action promulgated today does not include a Federal mandate that may result in estimated costs of \$100 million or more to either State, local, or tribal governments in the aggregate, or to the private sector.

List of Subjects in 40 CFR Part 86

Environmental protection, Administrative practice and procedure, Motor vehicle pollution.

Dated: May 23, 1997.

Carol M. Browner,
Administrator.

For the reasons set out in the preamble, part 86 of title 40 of the Code of Federal Regulations is amended as follows:

PART 86—CONTROL OF AIR POLLUTION FROM NEW AND IN-USE MOTOR VEHICLES AND NEW AND IN-USE MOTOR VEHICLE ENGINES: CERTIFICATION AND TEST PROCEDURES

1. The authority citation for Part 86 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart E—Emission Regulations for 1978 and Later New Motorcycles, General Provisions—[Amended]

2. A new section 86.402-97 is added to read as follows:

§ 86.402-97 Definitions.

The definitions of 86.402-78 remain effective. The definition in this section is effective beginning with the 1997 model year.

Motorcycle means any motor vehicle with a headlight, taillight, and stoplight and having: Two wheels, or Three wheels and a curb mass less than or equal to 793 kilograms (1749 pounds).

3. Paragraph (d) of § 86.406-78 is revised to read as follows:

§ 86.406-78 Introduction, structure of subpart, further information.

* * * * *

(d) Manufacturers who are considering an application should contact: Director, Vehicle Programs and Compliance Division, Environmental Protection Agency, 2565 Plymouth Rd., Ann Arbor, Michigan 48105 and state whether he/she plans to certify for total sales of greater than or less than 10,000 vehicles for the applicable model year.

Subpart F—Emission Regulations for 1978 and Later New Motorcycles; Test Procedures—[Amended]

4. Paragraph (c) of § 86.518-78 is revised to read as follows:

§ 86.518-78 Dynamometer calibration.

* * * * *

(c) The performance check consists of conducting a dynamometer coastdown at one or more inertia-horsepower settings and comparing the coastdown time to the table in Figure F97-9 of § 86.529-97. If the coastdown time is outside the tolerance, a new calibration is required.

5. A new § 86.529-97 is added to read as follows:

§ 86.529-97 Road load force and inertia weight determination.

(a) Road load as a function of speed is given by the following equation:

$$F = A + CV^2$$

The values for coefficients A and C and the test inertia are given in Figure F97-9. Velocity V is in km/h and force (F) is in newtons. The forces given by this equation shall be simulated to the best ability of the equipment being used.

(b) The inertia given in Figure F97-9 shall be used. Motorcycles with loaded vehicle mass outside these limits shall be tested at an equivalent inertial mass and road load force specified by the Administrator.

FIGURE F97-9

Loaded vehicle mass (kg)	Equivalent inertial mass (kg)	Force coefficients		Force at 65 km/h (nt)	70 to 60 km/h coastdown calibration times		
		A (nt)	C (nt/(km/h) ²)		Target time (sec)	Allowable tolerance	
						Longest time (sec)	Shortest time (sec)
95-105	100	0.0	.0224	94.8	2.95	3.1	2.8
106-115	110	0.82	.0227	96.8	3.18	3.3	3.0
116-125	120	1.70	.0230	98.8	3.39	3.6	3.2
126-135	130	2.57	.0233	100.9	3.60	3.8	3.4
136-145	140	3.44	.0235	102.9	3.80	4.0	3.6
146-155	150	4.32	.0238	104.9	3.99	4.2	3.8
156-165	160	5.19	.0241	107.0	4.10	4.4	4.0
166-175	170	6.06	.0244	109.0	4.36	4.6	4.2
176-185	180	6.94	.0246	111.0	4.53	4.7	4.3
186-195	190	7.81	.0249	113.1	4.69	4.9	4.5
196-205	200	8.69	.0252	115.1	4.85	5.1	4.6
206-215	210	9.56	.0255	117.1	5.00	5.2	4.8
216-225	220	10.43	.0257	119.2	5.15	5.4	4.9
226-235	230	11.31	.0260	121.2	5.30	5.5	5.1
236-245	240	12.18	.0263	123.2	5.43	5.7	5.2
246-255	250	13.06	.0266	125.3	5.57	5.8	5.4
256-265	260	13.93	.0268	127.3	5.70	5.9	5.5
266-275	270	14.80	.0271	129.3	5.82	6.1	5.6
276-285	280	15.68	.0274	131.4	5.95	6.2	5.7
286-295	290	16.55	.0277	133.4	6.06	6.3	5.8
296-305	300	17.43	.0279	135.4	6.18	6.4	6.0
306-315	310	18.30	.0282	137.5	6.29	6.5	6.1
316-325	320	19.17	.0285	139.5	6.40	6.6	6.2
326-335	330	20.05	.0288	141.6	6.50	6.7	6.3
336-345	340	20.92	.0290	143.6	6.60	6.8	6.4
346-355	350	21.80	.0293	145.6	6.70	6.9	6.5
356-365	360	22.67	.0296	147.7	6.80	7.0	6.6
366-375	370	23.54	.0299	149.7	6.89	7.1	6.7
376-385	380	24.42	.0301	151.7	6.98	7.2	6.8
386-395	390	25.29	.0304	153.8	7.07	7.3	6.9
396-405	400	26.17	.0307	155.8	7.16	7.4	6.9
406-415	410	27.04	.0310	157.8	7.24	7.5	7.0
416-425	420	27.91	.0312	159.9	7.33	7.6	7.1
426-435	430	28.79	.0315	161.9	7.41	7.6	7.2
436-445	440	29.66	.0317	163.7	7.49	7.7	7.3
446-455	450	30.54	.0318	164.9	7.61	7.8	7.4
456-465	460	31.41	.0319	166.0	7.73	8.0	7.5
466-475	470	32.28	.0319	167.1	7.84	8.1	7.6
476-485	480	33.16	.0320	168.3	7.95	8.2	7.7
486-495	490	34.03	.0320	169.4	8.06	8.3	7.8
496-505	500	34.90	.0321	170.5	8.17	8.4	7.9
506-515	510	35.78	.0322	171.7	8.28	8.5	8.0
516-525	520	36.65	.0322	172.8	8.39	8.6	8.2
526-535	530	37.53	.0323	173.9	8.49	8.7	8.3
536-545	540	38.40	.0323	175.1	8.60	8.8	8.4
546-555	550	39.27	.0324	176.2	8.70	9.0	8.5
556-565	560	40.15	.0325	177.3	8.80	9.1	8.6
566-575	570	41.02	.0325	178.5	8.90	9.2	8.7
576-585	580	41.90	.0326	179.6	9.00	9.3	8.8
586-595	590	42.77	.0327	180.8	9.10	9.4	8.9
596-605	600	43.64	.0327	181.9	9.19	9.5	8.9
606-615	610	44.52	.0328	183.0	9.29	9.5	9.0
616-625	620	45.39	.0328	184.2	9.38	9.6	9.1
626-635	630	46.27	.0329	185.3	9.47	9.7	9.2
636-645	640	47.14	.0330	186.4	9.56	9.8	9.3
646-655	650	48.01	.0330	187.6	9.65	9.9	9.4
656-665	660	48.89	.0331	188.7	9.74	10.0	9.5
666-675	670	49.76	.0332	189.8	9.83	10.1	9.6
676-685	680	50.64	.0332	191.0	9.92	10.2	9.7

FIGURE F97-9—Continued

Loaded vehicle mass (kg)	Equiva- lent iner- tial mass (kg)	Force coefficients		Force at 65 km/h (nt)	70 to 60 km/h coastdown calibra- tion times		
		A (nt)	C (nt/(km/ h) ²)		Target time (sec)	Allowable tolerance	
						Longest time (sec)	Shortest time (sec)
686-695	690	51.51	.0333	192.1	10.01	10.3	9.8
696-705	700	52.38	.0333	193.2	10.09	10.4	9.8
706-715	710	53.26	.0334	194.4	10.17	10.4	9.9
716-725	720	54.13	.0335	195.5	10.26	10.5	10.0
726-735	730	55.01	.0335	196.6	10.34	10.6	10.1
736-745	740	55.88	.0336	197.8	10.42	10.7	10.2
746-755	750	56.75	.0336	198.9	10.50	10.8	10.2
756-765	760	57.63	.0337	200.1	10.58	10.9	10.3
766-775	770	58.50	.0338	201.2	10.66	10.9	10.3
776-785	780	59.38	.0338	203.3	10.74	11.0	10.4
786-795	790	60.25	.0339	204.5	10.82	11.1	10.5
796-805	800	61.12	.0339	205.6	10.91	11.2	10.6
806-815	810	62.00	.0340	206.7	10.99	11.3	10.7
816-825	820	62.87	.0341	207.9	11.07	11.4	10.8
826-835	830	63.75	.0341	209.0	11.15	11.5	10.8
836-845	840	64.62	.0342	210.1	11.24	11.5	10.9
846-855	850	65.49	.0343	211.3	11.32	11.6	11.0
856-865	860	66.37	.0343	212.4	11.40	11.7	11.1
866-873	870	67.24	.0344	213.5	11.48	11.8	11.2

(c) The dynamometer shall be adjusted to reproduce the specified road load as determined by the most recent calibration. Alternatively, the actual vehicle road load can be measured and duplicated:

(1) Make at least 5 replicate coastdowns in each direction from 70 to 60 km/h on a smooth, level track under balanced wind conditions. The driver must have a mass of 80 ±10 kg and be in the normal driving position. Record the coastdown time.

(2) Average the coastdown times. Adjust the dynamometer load so that the coastdown time is duplicated with the vehicle and driver on the dynamometer.

(3) Alternate procedures may be used if approved in advance by the Administrator.

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**FEDERAL EMERGENCY
MANAGEMENT AGENCY**

44 CFR Part 67

[Docket No. FEMA-7218]

**Proposed Flood Elevation
Determinations**

AGENCY: Federal Emergency Management Agency (FEMA).

ACTION: Proposed rule.

SUMMARY: Technical information or comments are requested on the

proposed base (1% annual chance) flood elevations and proposed base flood elevation modifications for the communities listed below. The base flood elevations and modified base flood elevations are the basis for the floodplain management measures that the community is required either to adopt or to show evidence of being already in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP).

DATES: The comment period is ninety (90) days following the second publication of this proposed rule in a newspaper of local circulation in each community.

ADDRESSES: The proposed base flood elevations for each community are available for inspection at the office of the Chief Executive Officer of each community. The respective addresses are listed in the following table.

FOR FURTHER INFORMATION CONTACT: Frederick H. Sharrocks, Jr., Chief, Hazard Identification Branch, Mitigation Directorate, 500 C Street SW., Washington, DC 20472, (202) 646-2796.

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency proposes to make determinations of base flood elevations and modified base flood elevations for each community listed below, in accordance with Section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR 67.4(a).

These proposed base flood and modified base flood elevations, together

with the floodplain management criteria required by 44 CFR 60.3, are the minimum that are required. They should not be construed to mean that the community must change any existing ordinances that are more stringent in their floodplain management requirements. The community may at any time enact stricter requirements of its own, or pursuant to policies established by other Federal, State, or regional entities. These proposed elevations are used to meet the floodplain management requirements of the NFIP and are also used to calculate the appropriate flood insurance premium rates for new buildings built after these elevations are made final, and for the contents in these buildings.

National Environmental Policy Act

This proposed rule is categorically excluded from the requirements of 44 CFR Part 10, Environmental Consideration. No environmental impact assessment has been prepared.

Regulatory Flexibility Act

The Executive Associate Director, Mitigation Directorate, certifies that this proposed rule is exempt from the requirements of the Regulatory Flexibility Act because proposed or modified base flood elevations are required by the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and are required to establish and maintain community eligibility in the