

## II. Information Collection

EPA is seeking comments on the following ICR, as well as the Agency's intention to renew the corresponding OMB approval, which is currently scheduled to expire on August 31, 1998.

*Title:* Collection of Economic and Program Support Data; Request for Generic Clearance.

*ICR numbers:* EPA ICR No. 1170.06, OMB No. 2070-0032.

*Abstract:* Staff of EPA's Office of Pollution Prevention and Toxics (OPPT) are obliged to provide a wide array of analyses in support of Agency activities. These analyses allow OPPT staff to provide statistically valid information to assist in the development of regulations and voluntary activities that minimize costs and maximize net societal benefits. While some questions can be answered satisfactorily through information that EPA has in its possession or through existing secondary sources of data, there are others for which no relevant sources exist. Moreover, much of the work OPPT does requires information in a timely manner. Because of various pressures, the Agency often has to make decisions quickly. The ability for OPPT to collect information in relatively short periods to support such decisions is essential in ensuring that EPA makes sound decisions.

OPPT is required, through statute, to consider the economic impacts of actions taken to control the manufacture, distribution, processing, use, or disposal of chemical substances or mixtures that present unreasonable risks of injury to human health or the environment. OPPT uses cost-benefit analyses to determine that a proposed regulatory action maximizes the net benefits to society when compared to the alternatives. Given the record regarding the lack of publicly available information on many chemicals, and other situations that arise during the course of determining regulatory options, an information collection activity often is required to collect the needed data. OPPT and other EPA staff then use these data to evaluate the regulatory options available, to determine the impact of a specific program, or to develop non-regulatory, voluntary options.

Responses to this collection of information are voluntary.

*Burden statement:* The burden to respondents for complying with this ICR is estimated to total 6,000 hours per year with an annual cost of \$490,000. These totals are based on an average burden of 1.5 hour per response for an estimated 4,000 respondents making one or more

responses annually. These estimates include the time needed to determine applicability; 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.

## III. Public Record and Electronic Submissions

The official record for this document, as well as the public version, has been established for this document under docket control number "OPPTS-00239" (including comments and data submitted electronically as described below). A public version of this record, including printed, paper versions of electronic comments, which does not include any information claimed as CBI, is available for inspection from 12 noon to 4 p.m., Monday through Friday, excluding legal holidays. The official rulemaking record is located in the TSCA Nonconfidential Information Center, Rm. NE-B607, 401 M St., SW., Washington, DC.

Electronic comments can be sent directly to EPA at:  
oppt.ncic@epamail.epa.gov

Electronic comments must be submitted as an ASCII file avoiding the use of special characters and any form of encryption. Comments and data will also be accepted on disks in WordPerfect 5.1/6.1 or ASCII file format. All comments and data in electronic form must be identified by the docket control number "OPPTS-00239" and administrative record number 196. Electronic comments on this document may be filed online at many Federal Depository Libraries.

### List of Subjects

Environmental protection, Information collection requests, Reporting and recordkeeping.

Dated: May 6, 1998.

**Lynn R. Goldman,**

*Assistant Administrator for Prevention, Pesticides and Toxic Substances.*

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6013-7]

### 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 (EPA).

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

**SUMMARY:** Johnson Matthey Incorporated (JM) has submitted to EPA a notification of intent to certify urban bus retrofit/rebuild equipment pursuant to 40 CFR Part 85, Subpart O. The equipment, referred to by JM as the Cam Converter Technology (CCT™) upgrade kit, consists of proprietary cam shafts, a CEM II™ catalytic exhaust muffler containing an oxidation catalyst, specified engine rebuild parts, and a set of instructions. The candidate kit is applicable to all Detroit Diesel Corporation (DDC) 6V92TA DDEC two-cycle urban bus diesel engines from model years 1985 to 1993 with power ratings of 253 and 277 horsepower (hp).

JM intends this equipment to be certified to the particulate matter standard of 0.10 grams per brake-horsepower-hour (g/bhp-hr). JM has not submitted life cycle cost information and does not intend that certification of the equipment trigger (initiate) any new program requirements for urban bus operators.

Pursuant to § 85.1407(a)(7), today's **Federal Register** notice summarizes the notification, announces that the notification is available for public review and comment, and initiates a 45-day period during which comments can be submitted. EPA will review this notification of intent to certify, as well as any comments it receives, 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 notification of intent to certify, as well as other materials specifically relevant to it, are contained in Category XXI-A of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located at the address listed below.

Today's notice initiates a 45-day period during which EPA 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 the addresses below.

**DATES:** Comments must be submitted on or before June 29, 1998.

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

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

2. William Rutledge, Engine Compliance Programs Group, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 "M" Street S.W., Washington, DC 20460.

The JM 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 8:00 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by EPA for copying docket materials.

**FOR FURTHER INFORMATION CONTACT:** William Rutledge, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 564-9297.

**SUPPLEMENTARY INFORMATION:**

**I. Program Background**

On April 21, 1993, EPA 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: Option 1 establishes particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Option 2 is a fleet averaging program that establishes a specific annual target level for average PM emissions from urban buses in an operator's fleet.

A key aspect of the program is certification of retrofit/rebuild equipment, which begins when an equipment manufacturer submits an application for certification (referred to in the rule as a notification of intent to certify). To meet either of the two compliance options, operators of the

affected buses must use equipment that has been certified by EPA. Emissions requirements under either of the two options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Option 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 Option 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.

Under Option 1, additional information regarding cost must be submitted in the notification, in order for certification of that equipment to initiate (or trigger) program requirements for a particular engine model. In order for the equipment to serve as a trigger, the certifier must guarantee that the equipment will be offered to affected operators for \$7,940 or less at the 0.10 g/bhp-hr PM level, or for \$2,000 or less for the 25 percent or greater reduction in PM. Both of the above amounts are based on 1992 dollars and include life cycle costs incremental to the cost of a standard rebuild.

**II. Notification of Intent To Certify**

In a notification of intent to certify equipment signed March 6, 1998, Johnson Matthey (JM) applied for certification of equipment under the Environmental Protection Agency's (EPA) Urban Bus Retrofit/Rebuild Program. The candidate kit is applicable to 6V92TA DDEC urban bus engine models made by Detroit Diesel Corporation (DDC) from model years 1985 to 1993 with power ratings of 253 and 277 hp. The notification states that the candidate equipment achieves a particulate matter (PM) level of 0.10 g/bhp-hr.

The equipment, referred to as the Cam Converter Technology (CCT™) upgrade kit, consists of a CEM II™ catalytic exhaust muffler, proprietary cam shafts, turbocharger, piston dome kits, piston skirts, ring sets, cylinder liners, blower drive gear, blower assembly, blower bypass valve, rebuilt fuel injectors, and offset key. The CCT™ kit would be available in two horsepower levels (253, and 277) for 6V92TA DDEC engines.

The CEM II is a diesel oxidation catalyst that is the same size and shape as the CEM™. However, JM states that the CEM II™ contains a catalyst with a different formulation than the original CEM, and the CCT™ kit cannot be used with the previously certified CEM™ in place of the new CEM II™. The CEM II

is a direct, bolt-on replacement for the original equipment muffler, and is designed to fit the specific bus/engine combination (over 68 models are available).

The piston crowns are 15:1 compression ratio and are DDC parts. JM indicates that the original coach engine cylinder liner has a 0.95 inch inlet port. The cylinder liner of the candidate kit has 0.85 inch inlet ports. The proprietary camshafts increase the amount of time that the combustion gases stay in each cylinder, similar to internal exhaust gas recirculation. The blower drive gear is a 40 tooth gear. The blower assembly is a 100-percent by-pass blower for increased fuel efficiency. The turbocharger is a standard DDC part that has been specifically selected. The offset replaces the standard key used to mount the front pulley or gear that also holds the speed sensor pulse wheel. When the engine rebuild with the candidate kit is complete, it may be necessary to change the ECM program. The notification lists the correct ECM program, which varies by engine rotation direction, engine power rating, and diesel fuel type. The program can be changed at a local DDC distributor.

The CCT™ kit is to be used in conjunction with an engine rebuild performed in accordance with standard DDC rebuild procedures using specified engine rebuild parts. The kit is installed using standard DDC rebuild practices except where amended by JM. The specific parts and parts numbers for the components of the candidate kit are listed in the JM notification. No cylinder heads are listed as part of the kit. EPA requests comment regarding whether cylinder heads should be included as a component of the kit.

The kit instructions specifies fuel injector height, offset key size, and electronic control module (ECM) program. The JM notification contains an installation guide for the CCT upgrade kit.

JM presents exhaust emissions data from testing a DDC 6V92TA engine model, once rebuilt with the candidate kit and again rebuilt in a baseline configuration. Testing was conducted in accordance with procedures set forth at 40 CFR Part 86, Subparts N and I. The notification provides lists of the DDC parts used for rebuilding the baseline and certification test engines. Table 1 below summarizes the data.

TABLE 1.—SUMMARY OF JM TESTING

Gaseous and particulate test	Transient engine test (g/bhp-hr)		
	1991 HDDE standards	1991 6V92TA DDEC II baseline <sup>1</sup>	6V92TA DDEC II with CCT™ <sup>1</sup>
HC .....	1.3	0.46	0.2
CO .....	15.5	1.2	0.6
NO <sub>x</sub> .....	5.0	4.9	5.0
PM .....	0.25	0.19	0.091
BSFC <sup>2</sup> .....		0.483	0.489
Hp (R/O) <sup>3</sup> .....		277/271	277/270
Smoke test	Standards (percent)	Percent opacity	
ACCEL .....	20	2.7	2.3
LUG .....	15	1.2	1.2
PEAK .....	50	3.7	3.7

<sup>1</sup> All 6V92TA testing was performed on engine identification number 6VF186640.

<sup>2</sup> Brake Specific Fuel Consumption (BSFC) is measured in units of lb/bhp-hr.

<sup>3</sup> Horsepower (Rated/Observed during testing).

As shown in Table 1 above, JM presents baseline test data from a 1991 model year configuration which documents PM emissions of 0.19 g/bhp-hr. The data of Table 1 indicate that, when the engine is rebuilt with the candidate CCT™ kit, PM emissions are less than 0.10 g/bhp-hr, and emissions of hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and smoke opacity are less than or equal to the federal standards applicable for the 1993 model year.

Based on this testing demonstration, apparently all CCT-equipped engines would meet the 0.10 g/bhp-hr PM standard because installation of the kit results in the replacement of all emissions related parts with a specific set of parts, the combination of which results in a documented PM level of 0.09 g/bhp-hr. The PM emissions level of an original engine, prior to installation of the candidate kit, appears irrelevant because all emissions-related parts are required to be replaced upon installation of the kit. EPA requests comments on whether or not all engines for which certification is intended, will meet the 0.10 g/bhp-hr PM standard.

Both the federal and California exhaust emissions standards for NO<sub>x</sub> were lowered to 5.0 g/bhp-hr beginning with the 1991 model year. The emissions data of the above table indicate that engines equipped with the candidate equipment can meet the 5.0 g/bhp-hr NO<sub>x</sub> standard. Therefore, if certified, the equipment could be used for all applicable engines, including those originally certified for use in California.

The combination of the specified engine rebuild parts, proprietary camshafts, new settings of the kit, and CEM-II, results in a PM level less than 0.10 g/bhp-hr and NO<sub>x</sub> level in compliance with the 1991 federal standard of 5.0 g/bhp-hr. EPA requests comments on whether the emissions test data presented by JM demonstrate that all engines for which certification is requested will meet the 0.10 g/bhp-hr PM standard and applicable federal and California NO<sub>x</sub> standards with the candidate kit installed.

Even if ultimately certified by EPA, the equipment described in JM's notification may require additional review by the California Air Resources Board (CARB) before use in California. EPA recognizes that special situations may exist in California that are reflected in the unique emissions standards, engine calibrations, and fuel specifications of the State. While requirements of the federal urban bus program apply to several metropolitan areas in California, EPA understands the view of CARB that equipment certified under the urban bus program, to be used in California, must be provided with an executive order exempting it from the anti-tampering prohibitions of that State. Those interested in additional information should contact the Aftermarket Part Section of CARB, at (818) 575-6848.

No life cycle costs information has been submitted by JM, because JM does not intend certification of this equipment to trigger program requirements. If certified, no new requirements would be placed on operators, and no operator would be

required to purchase this equipment as a result of certification of the candidate equipment.

Certification of the candidate JM equipment would affect operators as follows. EPA has not yet certified equipment, for the applicable DDEC engines, to comply with the 0.10 g/bhp-hr standard and as being available for less than the applicable life cycle cost. Therefore, the 0.10 g/bhp-hr PM standard has not been triggered for the applicable engines. If the candidate equipment is certified, then no new requirements would be placed on operators and no operator would be required to purchase this equipment as a result of certification.

If EPA certifies other equipment that triggers the 0.10 g/bhp-hr standard, then urban bus operators who choose to comply with compliance Option 1 of this regulation will be required to use equipment certified to the 0.10 g/bhp-hr standard no later than six months after certification, when applicable engines are rebuilt or replaced.

If the candidate CCT kit is certified, then it would be available to be used in full compliance with urban bus program requirements. Certification of the CMX™ converter/muffler manufactured by the Engelhard Corporation (60 FR 28402 ; May 31, 1995) triggered the requirement for the applicable engines, when rebuilt or replaced, to reduce PM by at least 25 percent. Until such time that the 0.10 g/bhp-hr standard is triggered, the certification of the CMX™ means that operators who elect to use compliance program 1 must use equipment certified to reduce PM emissions by at least 25 percent, when

rebuilding or replacing the applicable engines. If certified, the candidate kit would meet, and exceed, this requirement. The candidate kit could also be used in full compliance if the program requirement to use equipment certified to the 0.10 g/bhp-hr standard is triggered.

If the Agency certifies the candidate equipment, then operators who choose to comply with Program 2 and install this equipment, would use the 0.10 g/bhp-hr certification level in their calculations for fleet level attained (FLA) as specified in the program regulations.

The date of this notice initiates a 45-day period during which EPA will accept written comments relevant to whether the equipment described in the JM notification of intent to certify should be certified pursuant to the urban bus retrofit/rebuild regulations. Interested parties are encouraged to review this notification, and provide written comments during the 45-day review period. Separate comments should be provided in writing to each of the addresses listed under the Addresses section of this notice.

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.

EPA 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 equipment on applicable engines; and, (b) whether the equipment is compatible with affected vehicles.

EPA will review this notification of intent to certify, along with comments received from the interested parties, and attempt to resolve or clarify issues as necessary. During the review process, EPA 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.

Dated: May 5, 1998.

**Richard D. Wilson,**

*Acting Assistant Administrator for Air and Radiation.*

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BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6013-8]

### Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Certification of Equipment

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

**ACTION:** Notice of EPA certification of equipment provided by Detroit Diesel Corporation.

**SUMMARY:** Today's **Federal Register** notice announces EPA's decision to certify equipment to the 0.10 g/bhp-hr standard for the Urban Bus Retrofit/Rebuild Program. The equipment is provided by the Detroit Diesel Corporation (DDC).

DDC submitted to EPA a notification of intent to certify equipment, in materials signed July 16, 1997, pursuant to the program regulations at 40 CFR Part 85, Subpart O. On November 6, 1997, EPA published a notice in the **Federal Register** that the DDC notification had been received and made the notification available for public review and comment for a period of 45 days (62 FR 60077). EPA has completed its review and the Director of the Engine Programs and Compliance Division has determined that it meets all requirements for certification. Therefore, EPA certified this equipment in a letter to DDC dated April 6, 1998.

The equipment consists of the base engine components used on the 25% reduction retrofit/rebuild kit certified by DDC, components from the 25% retrofit catalyst kit certified by Engine Control Systems, Ltd. (ECS) and a TurboPac supercharger system supplied by Turbodyne Systems, Inc. that supplies additional air for combustion during engine acceleration.

The kit is applicable to 6V92TA urban bus engine models made by Detroit Diesel Corporation (DDC) from model years 1979 to 1989 and equipped with mechanical unit injectors (MUI), and may be used immediately by transit operators in compliance with program requirements. The kit would be available in three horsepower levels (253, 277, and 294).

EPA has determined that this DDC kit complies with the 0.10 gram per brake horsepower-hour (g/bhp-hr) particulate matter (PM) standard for the applicable engines. EPA has not determined that DDC's notification complies with the life cycle cost requirements of the program regulations because no life cycle costs were supplied with the application.

Today's **Federal Register** notice does not trigger any additional program requirements for transit operators. The 0.10 g/bhp-hr PM level has already been triggered for all engines covered by this notification.

The notification of intent to certify, as well as other materials specifically relevant to it, are contained in Category XX-A of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment." This docket is located at the address listed below.

Additional details concerning this certification, the DDC's kit, and responsibilities of transit operators, are provided below.

**DATES:** EPA certified this equipment in a letter to DDC dated April 6, 1998.

Today's **Federal Register** notice announces this certification. The 0.10 g/bhp-hr standard was triggered on March 14, 1997 (62 FR 12166) for all engines covered by this certification.

**ADDRESSES:** The DDC notification, as well as other material specifically relevant to it, are contained at the U.S. Environmental Protection Agency's Public Air Docket A-93-42 (Category XX-A), Room M-1500, 401 "M" Street SW, 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 8:00 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by EPA for copying docket materials.

**FOR FURTHER INFORMATION CONTACT:** Anthony Erb, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 "M" St. SW, Washington, D.C. 20460. Telephone: (202) 564-9259.

#### SUPPLEMENTARY INFORMATION:

##### I. Description of the Certified Kit

The certified kit described in today's **Federal Register** notice is provided by DDC. It is certified to the 0.10 g/bhp-hr standard but does not comply with the applicable life cycle cost requirements of the program. No cost data was provided in the notification.

The certification described in today's notice applies to 1979 through 1989 model year DDC 6V92TA engines that are equipped with mechanical unit injectors (MUI) and certified to federal emissions standards. It does not apply to engines certified to California emissions standards. The impact of this decision on transit operators is discussed in more detail in the "Transit Operator Requirements" section below.