

### Hardship and Competitive Disadvantage

In absence of a favorable determination, the Robot design would have to be modified in order to add a switch that would implement the same isolation obtained by the isolating tape.

The cost in addition to the current bill of materials would be around 0.3 USD, but the real burden is that this switch would have to be added only to enable the measurement of the true energy consumption and would not bring any real benefit for the user. Indeed, as prescribed by the test procedure, if the switch is made accessible to users, it could result in inadvertent operations. The reliability of the Robot might be affected, including, but not limited to:

- Preventing the Robot from being controlled remotely as intended;
- Random malfunction and bad user experience; and
- Abrupt abortion of software upgrades with the typical consequences (*i.e.*, software corruption).

The actual cost cannot be easily quantified in advance, but would disparage the Dyson brand.

### Likely Success of the Petition

Our proposal is in compliance with the test method's intent of measuring the energy efficiency parameters of battery chargers, as it ensures that such energy consumption is still measured. It does not add unnecessary burden to the work of the test technician when applying the test procedure. It is also a proposal that would benefit other manufacturers of consumer products employing advanced connectivity features by providing more flexibility at evaluating compliance with the relevant energy metrics.

### Appendix A—Access to the Battery Terminal

See the following Web site for Appendix A pictures: <http://www.regulations.gov/#!docketDetail;D=EERE-2016-BT-WAV-0034>.

### Appendix B—Power Consumption Graphs

(B.1a) Battery Control 1—Robot control powered from the battery

The battery charger periodically refills the energy used by the non-charging functionalities (red trace). By isolating the terminal only the power drawn by the battery is accounted (blue trace).

See the following Web site for Appendix B.1a graphs: <http://www.regulations.gov/#!docketDetail;D=EERE-2016-BT-WAV-0034>.

(B.1b) Battery Control 1—Circuit diagram

See the following Web site for Appendix B.1b graphs: <http://www.regulations.gov/#!docketDetail;D=EERE-2016-BT-WAV-0034>.

(B.2a) Battery Control 2—Robot control powered from the mains

The battery charger provides energy in parallel both to the battery and to the non-charging functionalities (red trace). By isolating the terminal only the power drawn by the battery is accounted (blue trace).

See the following Web site for Appendix B.2a graphs: <http://www.regulations.gov/#!docketDetail;D=EERE-2016-BT-WAV-0034>.

(B.2b) Battery Control 2—Circuit diagram

See the following Web site for Appendix B.2b graphs: <http://www.regulations.gov/#!docketDetail;D=EERE-2016-BT-WAV-0034>.

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**Kimberly D. Bose,**  
*Secretary.*

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Docket No. CP15-557-000]

### Total Peaking Services, LLC; Notice of Schedule for Environmental Review of the Vaporization Capacity Increase and Bog Compressor Project

On September 23, 2015, Total Peaking Services, LLC (Total Peaking) filed an application in Docket No. CP15-557-000 requesting a Certificate of Public Convenience and Necessity pursuant to Section 7(c) of the Natural Gas Act to construct and operate certain liquefied natural gas facilities. The proposed project is known as the Vaporization Capacity Increase and BOG Compressor Project (Project), and would increase the vaporization send out capacity at Total Peaking's Milford, Connecticut facility from 90 million cubic feet per day (MMcf/d) to 105 MMcf/d, along with the construction and operation of an additional boil-off gas compressor unit.

On October 7, 2015, the Federal Energy Regulatory Commission (Commission or FERC) issued its Notice of Application for the Project. Among other things, that notice alerted agencies issuing federal authorizations of the requirement to complete all necessary reviews and to reach a final decision on a request for a federal authorization within 90 days of the date of issuance of the Commission staff's Environmental Assessment (EA) for the Project. This instant notice identifies the FERC staff's planned schedule for the completion of the EA for the Project.

### Schedule for Environmental Review

*Issuance of the EA:* November 2, 2016.

*90-day Federal Authorization Decision Deadline:* January 31, 2017.

If a schedule change becomes necessary, an additional notice will be provided so that the relevant agencies are kept informed of the project's progress.

### Additional Information

In order to receive notification of the issuance of the EA and to keep track of all formal issuances and submittals in specific dockets, the Commission offers a free service called eSubscription (<http://www.ferc.gov/docs-filing/esubscription.asp>).

### Schedule for Environmental Review

*Issuance of EA* October 14, 2016  
*90-day Federal Authorization Decision Deadline* January 12, 2017

If a schedule change becomes necessary, additional notice will be provided so that the relevant agencies are kept informed of the Project's progress.

### Project Description

The Project would include modifications at Total Peaking's Milford, Connecticut facility. Total Peaking would remove its existing vaporizers and install a single vaporizer operating at 105 MMcf/d as well as a heater system for the new vaporizer.