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Contents

Federal Register

Vol. 88, No. 15

Tuesday, January 24, 2023

Antitrust Division
NOTICES
Changes under the National Cooperative Research and Production Act:
1EdTech Consortium, Inc., 4208
AARST Consortium on National Standards, 4209
Advanced Fluids for Electrified Vehicles, 4209
Advanced Media Workflow Association, Inc., 4212
American Society of American Society of Mechanical Engineers, 4212
Consortium for Rare Earth Technologies, 4210
Cooperative Research Group on In-Situ Measurement of H2S to Validate Thermodynamic Calculations (''Seed Project''), 4210–4211
DVD Copy Control Association, 4211–4212
Dynamic Spectrum Alliance, Inc., 4213
MLCommons Assn., 4213
Open RF Association, Inc., 4209
Open Source Imaging Consortium, Inc., 4211
The Digital Dollar Project, Inc., 4208–4209
The Open Group, LLC, 4209–4210
UHD Alliance, Inc., 4211
Utility Broadband Alliance, Inc., 4211
Z-Wave Alliance, Inc., 4212–4213

Centers for Medicare & Medicaid Services
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4184–4185

Civil Rights Commission
NOTICES
Meetings:
Guam Advisory Committee, 4151

Commerce Department
See Foreign-Trade Zones Board
See Industry and Security Bureau
See International Trade Administration
See National Oceanic and Atmospheric Administration

Election Assistance Commission
NOTICES
Meetings; Sunshine Act, 4167–4168

Energy Department
See Federal Energy Regulatory Commission
PROPOSED RULES
Energy Conservation Program:
Test Procedures for Central Air Conditioners and Heat Pumps, 4091–4107
NOTICES
Funding Opportunity:
Consent-Based Siting Program; Extension of Application Deadline, 4168

Environmental Protection Agency
RULES
Heavy-Duty Engine and Vehicle Standards:
Control of Air Pollution from New Motor Vehicles, 4296–4718
PROPOSED RULES
Air Quality State Implementation Plans; Approvals and Promulgations:
Iowa; Electronic Submittal of Air Quality Information, 4118–4120
Hazardous Waste Management System:
Identification and Listing of Hazardous Waste, 4120–4128
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Significant New Alternatives Policy Program, 4177–4178
Proposed Consent Decree:
Clean Air Act Citizen Suit, 4178–4179

Farm Credit Administration
PROPOSED RULES
Federal Agricultural Mortgage Corporation Funding and Fiscal Affairs; Risk-Based Capital Requirements, 4107–4111

Federal Aviation Administration
RULES
Airspace Designations and Reporting Points:
Vicinity of Kalamazoo, MI, 4081–4083
Airworthiness Directives:
Gulfstream Aerospace Corporation Airplanes, 4080–4081
PROPOSED RULES
Airworthiness Directives:
Airbus SAS Airplanes, 4114–4117
Pratt and Whitney Canada Corporation Turboprop Engines, 4111–4114
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Application for Employment with the Federal Aviation Administration, 4280
Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations, 4281

Federal Communications Commission
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4179–4182

Federal Election Commission
NOTICES
Meetings; Sunshine Act, 4183

Federal Energy Regulatory Commission
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4173–4176
Application:
Alabama Power Co., 4168–4169
Combined Filings, 4170–4171, 4176–4177
Effectiveness of Withdrawal of License Application:
Green Mountain Power Corp., 4177
Environmental Assessments; Availability, etc.:
Eagle Creek Racine Hydro, LLC, 4175
Initial Market-Based Rate Filings Including Requests for Blanket Section 204 Authorizations:
Saint Energy Storage II, LLC, 4172–4173

Storey Energy Center, LLC, 4171–4172
Records Governing Off-the-Record Communications, 4172
Request for Information:
Performance Metrics for Independent System Operators, Regional Transmission Organizations, and Utilities in Regions outside ISOs and RTOs, 4169–4170

Federal Motor Carrier Safety Administration
NOTICES
Qualification of Drivers; Exemption Applications:
Epilepsy and Seizure Disorders, 4286–4290
Hearing, 4281–4286

Federal Reserve System
NOTICES
Change in Bank Control:
Acquisitions of Shares of a Bank or Bank Holding Company, 4183
Formations of, Acquisitions by, and Mergers of Bank Holding Companies, 4183

Fish and Wildlife Service
RULES
Endangered and Threatened Species:
Lesser Prairie-Chicken; Threatened Status With Section 4(d) Rule for the Northern Distinct Population Segment and Endangered Status for the Southern Distinct Population Segment; Delay of Effective Date, 4087–4089
PROPOSED RULES
Endangered and Threatened Species:
Designation of Critical Habitat for the Sickle Darter, 4128–4150

Food and Drug Administration
RULES
Clarification of Orphan-Drug Exclusivity Following Catalyst Pharms., Inc. v. Becerra, 4086–4087
Listing of Color Additives Exempt from Certification:
Calcium Carbonate; Confirmation of Effective Date, 4085–4086
PROPOSED RULES
Color Additive Certification:
Increase in Fees for Certification Services; Reopening of the Comment Period, 4117–4118
NOTICES
Charter Amendments, Establishments, Renewals and Terminations:
Advisory Committee; Technical Electronic Product Radiation Safety Standards Committee, 4190
Determination of Regulatory Review Period for Purposes of Patent Extension:
BYFAVO, 4185–4186
Guidance:
Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research, 4186–4188
Meetings:
Peripheral and Central Nervous System Drugs Advisory Committee, 4188–4189

Foreign Assets Control Office
NOTICES
Sanctions Action, 4293–4294

Foreign-Trade Zones Board
NOTICES
Proposed Production Activity:
Albion Laboratories, Inc.; Foreign-Trade Zone 30 (Mineral Amino Acid Chelates); Salt Lake City, UT, 4152
Subzone Expansion; Application:
Nissan North America, Inc.; Foreign-Trade Zone 78, Subzone 78A; Nashville, TN, 4151

Geological Survey
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Nonindigenous Aquatic Species Sighting Reporting Form and Alert Registration Form, 4202–4203

Health and Human Services Department
See Centers for Medicare & Medicaid Services
See Food and Drug Administration
See Health Resources and Services Administration
See National Institutes of Health
See Substance Abuse and Mental Health Services Administration
NOTICES
Meetings:
National Vaccine Advisory Committee, 4192–4193

Health Resources and Services Administration
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Ryan White HIV/AIDS Program Parts A and B Unobligated Balances and Rebate Addendum Tables, 4190–4192

Homeland Security Department
See Transportation Security Administration

Indian Affairs Bureau
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Energy and Mineral Development Program Grants, 4203–4204
Indian Gaming:
Approval of Tribal-State Class III Gaming Compact in the State of Oklahoma, 4204

Industry and Security Bureau
NOTICES
Order Denying Export Privileges:
Eli Isael Rodriguez-Jasso, 4153–4154
Jermaine Craig Rhoomes, 4152–4153

Interior Department
See Fish and Wildlife Service
See Geological Survey
See Indian Affairs Bureau
See National Park Service

International Trade Administration
NOTICES
Antidumping or Countervailing Duty Investigations, Orders, or Reviews:
Certain Carbon and Alloy Steel Cut-to-Length Plate from the Federal Republic of Germany, 4154–4155
Application for Duty-Free Entry of Scientific Instruments:
The Association of Universities for Research in Astronomy, 4155

International Trade Commission
NOTICES
Antidumping or Countervailing Duty Investigations, Orders, or Reviews:
Tin Mill Products from Canada, China, Germany, Netherlands, South Korea, Taiwan, Turkey, and United Kingdom, 4206–4208
Investigations; Determinations, Modifications, and Rulings, etc.:
Certain Integrated Circuits, Components Thereof, and Products Containing the Same, 4205–4206

Judicial Conference of the United States
NOTICES
Meetings:
Advisory Committee on Criminal Rules, 4208
Advisory Committee on Evidence Rules, 4208

Justice Department
See Antitrust Division

Merit Systems Protection Board
RULES
Civil Monetary Penalty Inflation Adjustment, 4079–4080

National Aeronautics and Space Administration
NOTICES
Meetings:
Aerospace Safety Advisory Panel, 4213–4214

National Archives and Records Administration
NOTICES
Records Schedules, 4214–4215

National Credit Union Administration
NOTICES
Meetings; Sunshine Act, 4215

National Institutes of Health
NOTICES
Meetings:
Center for Scientific Review, 4193–4195, 4197–4199
National Cancer Institute, 4197, 4199–4200
National Institute of Allergy and Infectious Diseases, 4195–4196
National Institute of Dental and Craniofacial Research, 4199
National Institute of Diabetes and Digestive and Kidney Diseases, 4197
National Institute of Environmental Health Sciences, 4196
National Institute of General Medical Sciences, 4196
National Institute of Neurological Disorders and Stroke, 4196–4197
National Institute on Aging, 4199
National Institute on Alcohol Abuse and Alcoholism, 4193, 4199
National Library of Medicine, 4196

National Oceanic and Atmospheric Administration
RULES
Fisheries of the Exclusive Economic Zone off Alaska:
Pacific Cod by Catcher Vessels Using Trawl Gear in the Central Regulatory Area of the Gulf of Alaska, 4089–4090
Pacific Cod by Catcher Vessels using Trawl Gear in the Western Regulatory Area of the Gulf of Alaska, 4089
NOTICES
2022 Marine Mammal Stock Assessment Reports, 4162–4167
Atlantic Highly Migratory Species:
Amendment 14 to the 2006 Consolidated Atlantic Highly Migratory Species Fishery Management Plan, 4157–4158
Meetings:
CIE Review of the Atlantis Ecosystem Model in Support of Ecosystem-Based Fishery Management in the Gulf of Mexico Large Marine Ecosystem, 4161–4162
Fisheries of the South Atlantic; Southeast Data, Assessment, and Review, 4155–4156
Gulf of Mexico Fishery Management Council, 4162
Permits; Applications, Issuances, etc.:
Marine Mammals; File No. 22156, 4156–4157
Taking or Importing of Marine Mammals:
Pile Driving for the Long Beach Cruise Terminal Improvement Project, 4158–4161

National Park Service
NOTICES
Inventory Completion:
South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia, SC, 4204–4205
Repatriation of Cultural Items:
Bryn Mawr College, Bryn Mawr, PA, 4205

National Science Foundation
NOTICES
Meetings:
Committee on Equal Opportunities in Science and Engineering, 4215

Nuclear Regulatory Commission
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Criteria and Procedures for Determining Eligibility for Access to or Control Over Special Nuclear Material, 4222–4223
Facility Operating and Combined Licenses:
Applications and Amendments Involving Proposed No Significant Hazards Considerations, etc., 4216–4222

Pipeline and Hazardous Materials Safety Administration
NOTICES
Pipeline Safety; Special Permit:
Tennessee Gas Pipeline Co., LLC, 4290–4291

Railroad Retirement Board
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4223–4227

Securities and Exchange Commission
RULES
Adoption of Updated EDGAR Filer Manual, 4083–4085
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4230–4231, 4251–4252, 4262–4263, 4276
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Trust Indenture Act Rules, 4276
Application:
Forum Real Estate Income Fund, et al., 4249

Meetings; Sunshine Act, 4227
Self-Regulatory Organizations; Proposed Rule Changes:
Cboe Exchange, Inc., 4243–4245, 4265–4271
Financial Industry Regulatory Authority, Inc., 4260
LCH, SA, 4227–4230, 4271–4275
New York Stock Exchange, LLC, 4239–4243, 4252–4254
NYSE American, LLC, 4236–4239, 4263–4265
NYSE Arca, Inc., 4254–4262
NYSE Chicago, Inc., 4231–4236
NYSE National, Inc., 4246–4251

Small Business Administration
NOTICES
Disaster Declaration:
Alabama, 4278
California, 4277–4278
Georgia, 4277
Meetings:
National Small Business Development Center Advisory Board, 4277

State Department
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Medical Clearance Update, 4278–4279
Medical History and Examination, 4279–4280

Substance Abuse and Mental Health Services Administration
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals, 4200–4201

Transportation Department
See Federal Aviation Administration
See Federal Motor Carrier Safety Administration
See Pipeline and Hazardous Materials Safety Administration
NOTICES
Solicitation of Submissions:
Annual Combating Human Trafficking in Transportation Impact Award, 4291–4293

Transportation Security Administration
NOTICES
Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Secure Flight Program, 4201–4202

Treasury Department
See Foreign Assets Control Office

United States Agency for Global Media
NOTICES
FY 2022 Service Contract Analysis and FY 2021 Service Contract Inventory, 4183–4184

Separate Parts In This Issue

Part II
Environmental Protection Agency, 4296–4718

Reader Aids
Consult the Reader Aids section at the end of this issue for phone numbers, online resources, finding aids, and notice of recently enacted public laws.

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CFR PARTS AFFECTED IN THIS ISSUE

A cumulative list of the parts affected this month can be found in the Reader Aids section at the end of this issue.

5 CFR
1201 4079

10 CFR
Proposed Rules:
429 4091
430 4091

12 CFR
Proposed Rules:
652 4107

14 CFR
39 4080
71 4081
Proposed Rules:
39 (2 documents) 4111, 4114

17 CFR
232 4083

21 CFR
73 4085
316 4086
Proposed Rules:
80 4117

40 CFR
2 4296
59 4296
60 4296
80 4296
85 4296
86 4296
600 4296
1027 4296
1030 4296
1031 4296
1033 4296
1036 4296
1037 4296
1039 4296
1042 4296
1043 4296
1045 4296
1048 4296
1051 4296
1054 4296
1060 4296
1065 4296
1066 4296
1068 4296
1090 4296
Proposed Rules:
52 4118
70 4118
261 4120

50 CFR
17 4087
679 (2 documents) 4089
Proposed Rules:
17 4128

Rules and Regulations

Federal Register
Vol. 88, No. 15
Tuesday, January 24, 2023

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

MERIT SYSTEMS PROTECTION BOARD

5 CFR Part 1201

Civil Monetary Penalty Inflation Adjustment

AGENCY: Merit Systems Protection Board.

ACTION: Final rule.

SUMMARY: This final rule adjusts the level of civil monetary penalties (CMPs) in regulations maintained and enforced by the Merit Systems Protection Board (MSPB) with an annual adjustment under the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 (the 2015 Act) and Office of Management and Budget (OMB) guidance.

DATES: This final rule is effective on January 24, 2023.

FOR FURTHER INFORMATION CONTACT: Jennifer Everling, Acting Clerk of the Board, Merit Systems Protection Board, 1615 M Street NW, Washington, DC 20419; phone: (202) 653–7200; fax: (202) 653–7130; or email: *mspb@mspb.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

The Federal Civil Penalties Inflation Adjustment Act of 1990 (the 1990 Act), Public Law 101–410, provided for the regular evaluation of CMPs by Federal agencies. Periodic inflationary adjustments of CMPs ensure that the consequences of statutory violations adequately reflect the gravity of such offenses and that CMPs are properly accounted for and collected by the Federal Government. In April 1996, the 1990 Act was amended by the Debt Collection Improvement Act of 1996 (the 1996 Act), Public Law 104–134, requiring Federal agencies to adjust their CMPs at least once every four years. However, because inflationary adjustments to CMPs were statutorily capped at ten percent of the maximum penalty amount, but only required to be calculated every four years, CMPs in many cases did not correspond with the true measure of inflation over the preceding four-year period, leading to a decline in the real value of the penalty. To remedy this decline, the 2015 Act (section 701 of Pub. L. 114–74) requires agencies to adjust CMP amounts with annual inflationary adjustments through a rulemaking using a methodology mandated by the legislation. The purpose of these adjustments is to maintain the deterrent effect of civil penalties.

A civil monetary penalty is ''any penalty, fine, or other sanction'' that: (1) ''is for a specific amount'' or ''has a maximum amount'' under Federal law; and (2) a Federal agency assesses or enforces ''pursuant to an administrative proceeding or a civil action in the Federal courts.'' 28 U.S.C. 2461 note.

The MSPB is authorized to assess CMPs pursuant to 5 U.S.C. 1215(a)(3) and 5 U.S.C. 7326 in disciplinary actions brought by the Special Counsel. The corresponding MSPB regulation for both CMPs is 5 CFR 1201.126(a). As required by the 2015 Act, and pursuant to guidance issued by OMB, MSPB is now making an annual adjustment for 2023, according to the prescribed formulas.

II. Calculation of Adjustment

The CMP listed in 5 U.S.C. 1215(a)(3) was established in 1978 with the enactment of the Civil Service Reform Act of 1978 (CSRA), Public Law 95–454, section 202(a), 92 Stat. 1121–30 (Oct. 13, 1978), and originally codified at 5 U.S.C. 1207(b). That CMP was last amended by section 106 of the Whistleblower Protection Enhancement Act of 2012, Public Law 112–199, 12 Stat. 1468 (Nov. 27, 2012), now codified at 5 U.S.C. 1215(a)(3), which provided for a CMP ''not to exceed $1,000.'' The CMP authorized in 5 U.S.C. 7326 was established in 2012 by section 4 of the Hatch Act Modernization Act of 2012 (Hatch Act), Public Law 112–230, 126 Stat. 1617 (Dec. 28, 2012), which provided for a CMP ''not to exceed $1,000.'' On January 21, 2022, MSPB issued a final rule which increased the maximum CMP allowed under both 5 U.S.C. 1215(a)(3) and 5 U.S.C. 7326 to $1,195 for the year 2022. *See* 87 FR 3175 (January 21, 2022). This increase reflected the annual increase for the year 2022 mandated by the 2015 Act.

On December 15, 2022, OMB issued guidance on calculating the annual inflationary adjustment for 2023. *See* Memorandum from Shalanda D. Young, Director, OMB, to Heads of Executive Departments and Agencies re: Implementation of Penalty Inflation Adjustments for 2023, Pursuant to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, M–23–05 (Dec. 15, 2022). Therein, OMB notified agencies that the annual adjustment multiplier for 2023, based on the Consumer Price Index for All Urban Consumers (CPI–U), is 1.07745 and that the 2023 annual adjustment amount is obtained by multiplying the 2022 penalty amount by the 2023 annual adjustment multiplier, and rounding to the nearest dollar. Therefore, the new maximum penalty under the CSRA and the Hatch Act is $\$1{,}195 \times 1.07745 = \$1{,}288.00$.

III. Effective Date of Penalties

The revised CMP amounts will go into effect on January 24, 2023. All violations for which CMPs are assessed after the effective date of this rule will be assessed at the adjusted penalty level regardless of whether the violation occurred before the effective date.

IV. Procedural Requirements

A. Administrative Procedure Act

Pursuant to 5 U.S.C. 553(b), MSPB has determined that good cause exists for waiving the general notice of proposed rulemaking and public comment procedures as to these technical amendments. The notice and comment procedures are being waived because Congress has specifically exempted agencies from these requirements when implementing the 2015 Act. The 2015 Act explicitly requires the agency to make subsequent annual adjustments notwithstanding 5 U.S.C. 553, the section of the Administrative Procedure Act that normally requires agencies to engage in notice and comment. It is also in the public interest that the adjusted rates for CMPs under the CSRA and the Hatch Act become effective as soon as possible to maintain their effective deterrent effect.

B. Regulatory Impact Analysis: Executive Order 12866

The MSPB has determined that this is not a significant regulatory action under

E.O. 12866. Therefore, no regulatory impact analysis is required.

C. Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) requires an agency to prepare a regulatory flexibility analysis for rules unless the agency certifies that the rule will not have a significant economic impact on a substantial number of small entities. The RFA applies only to rules for which an agency is required to first publish a proposed rule. *See* 5 U.S.C. 603(a) and 604(a). As discussed above, the 2015 Act does not require agencies to first publish a proposed rule when adjusting CMPs within their jurisdiction. Thus, the RFA does not apply to this final rule.

D. Paperwork Reduction Act

This document does not contain information collection requirements subject to the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. Chapter 35).

E. Congressional Review Act

Pursuant to the Congressional Review Act (5 U.S.C. 801, *et seq.*), the Office of Information and Regulatory Affairs designated this rule as not a ''major rule'' as defined by 5 U.S.C. 804(2).

List of Subjects in 5 CFR Part 1201

Administrative practice and procedure, Civil rights, Government employees.

For the reasons set forth above, 5 CFR part 1201 is amended as follows:

PART 1201—PRACTICES AND PROCEDURES

■ 1. The authority citation for part 1201 continues to read as follows:

Authority: 5 U.S.C. 1204, 1305, and 7701, and 38 U.S.C. 4331, unless otherwise noted.

§ 1201.126 [Amended]

■ 2. Section 1201.126 is amended in paragraph (a) by removing ''$1,195'' and adding in its place ''$1,288.''

Jennifer Everling,

Acting Clerk of the Board.

[FR Doc. 2023–01287 Filed 1–23–23; 8:45 am]

BILLING CODE 7400–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2022–1305; Project Identifier AD–2022–00913–T; Amendment 39–22309; AD 2023–02–02]

RIN 2120–AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Gulfstream Aerospace Corporation (Gulfstream) Model GV and GV–SP airplanes. This AD was prompted by the omission of a life limit in the airworthiness limitations section (ALS) of the maintenance manual for a certain main landing gear (MLG) trunnion pin. This AD requires revising the ALS of the existing instructions for continued airworthiness (ICA) or inspection program for the airplane to establish a life limit for the affected MLG trunnion pin. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 28, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2022–1305; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Miral Patel, Aerospace Engineer, Systems and Equipment Section, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; phone: 404–474–5590; email: *9-ASO-ATLACO-ADs@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Gulfstream Model GV and GV–SP airplanes. The NPRM published in the **Federal Register** on October 27, 2022 (87 FR 65018). The NPRM was prompted by a report indicating a life limit for replacing MLG trunnion pin part number (P/N) 1159SCL566–17 had been omitted from the ALS of the maintenance manual for Model GV and GV–SP airplanes. Gulfstream revised the ALS for the applicable airplanes to establish a life limit of 20,000 flight cycles for the affected MLG trunnion pin. A trunnion pin remaining in service beyond its life limit could lead to fracture and failure of the trunnion pin. This condition, if not addressed, could result in MLG failure and could lead to a runway excursion.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Other Related Service Information

The FAA reviewed Gulfstream GV Aircraft Maintenance Manual, Revision 55, dated March 15, 2022; Gulfstream G550 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022; and Gulfstream G500–5000 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022. The service information adds a life limit for MLG trunnion pin P/N 1159SCL566–17.

Costs of Compliance

The FAA estimates that this AD affects 582 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost/airplane	Cost on U.S. operators
Revise ALS	1 work-hour × $85 = $85	N/A	$85	$49,470

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2023–02–02 Gulfstream Aerospace Corporation: Amendment 39–22309; Docket No. FAA–2022–1305; Project Identifier AD–2022–00913–T.

(a) Effective Date

This airworthiness directive (AD) is effective February 28, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model GV and GV–SP airplanes, all serial numbers, certificated in any category.

Note 1 to paragraph (c): Model GV–SP airplanes are also referred to by the marketing designations G500, G550, and G500–5000.

(d) Subject

Joint Aircraft System Component (JASC) Code 3200, Landing Gear System.

(e) Unsafe Condition

This AD was prompted by the omission of a life limit in the airworthiness limitations section (ALS) for a certain main landing gear (MLG) trunnion pin. The FAA is issuing this AD to prevent a MLG trunnion pin from remaining in service beyond its life limit. This unsafe condition, if not addressed, could result in MLG failure and could lead to a runway excursion.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Incorporation of ALS Revisions

Within 12 months after the effective date of this AD, revise the existing ALS of the instructions for continued airworthiness or aircraft inspection program for your airplane by establishing a life limit of 20,000 flight cycles for each MLG trunnion pin part number (P/N) 1159SCL566–17.

Note 2 to paragraph (g): The life limit in paragraph (g) of this AD is contained in table 5 in Section 05–10–10 of the Gulfstream V Aircraft Maintenance Manual, Revision 55, dated March 15, 2022; table 4 in Section 05–10–10 of the Gulfstream G500–5000 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022; and table 4 in Section 05–10–10 of the Gulfstream G550 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(i) Related Information

(1) For more information about this AD, contact Miral Patel, Aerospace Engineer, Systems and Equipment Section, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; phone: 404–474–5590; email: *9-ASO-ATLACO-ADs@faa.gov*.

(2) For service information identified in this AD that is not incorporated by reference, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402–2206; phone: (800) 810–4853; email: *pubs@gulfstream.com*; website: *gulfstream.com/en/customer-support/*. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(j) Material Incorporated by Reference

None.

Issued on January 18, 2023.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–01164 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–1107; Airspace Docket No. 22–AGL–1]

RIN 2120–AA66

Amendment of VOR Federal Airway V–156 and V–285 in the Vicinity of Kalamazoo, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Very High Frequency (VHF) Omnidirectional Range (VOR) Federal airways V–156 and V–285. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Kalamazoo, MI (AZO), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Kalamazoo VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, April 20, 2023. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *www.faa.gov/air_traffic/publications/.* For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published a notice of proposed rulemaking (NPRM) for Docket No. FAA–2022–1107 in the **Federal Register** (87 FR 55926; September 13, 2022), amending VOR Federal airways V–156 and V–285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

VOR Federal airways are published in paragraph 6010(a) of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway actions listed in this document will be published subsequently in FAA Order JO 7400.11.

Differences From the NPRM

Subsequent to the NPRM, the FAA published a rule for Docket No. FAA–2021–0822 in the **Federal Register** (88 FR 2816: January 18, 2023), amending VOR Federal airway V–285 by removing the airway segment between the Brickyard, IN, VOR/Tactical Air Navigation (VORTAC) and the Goshen, IN, VORTAC. That airway amendment, effective April 20, 2023, is included in this rule.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by amending VOR Federal airways V–156 and V–285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME. The airway actions are described below.

V–156: V–156 extends between the Cedar Rapids, IA, VOR/DME and the Kalamazoo, MI, VOR/DME. The airway segment overlying the Kalamazoo VOR/DME between the Gipper, MI, VORTAC and the Kalamazoo, MI, VOR/DME is removed. As amended, the airway is changed to extend between the Cedar Rapids VOR/DME and the Gipper VORTAC.

V–285: V–285 extends between the Goshen, IN, VORTAC and the Victory, MI, VOR/DME. The airway segment overlying the Kalamazoo VOR/DME between the Goshen, IN, VORTAC and the Victory, MI, VOR/DME is removed. As amended, the airway is removed in its entirety.

The NAVAID radials listed in the VOR Federal airway V–156 description below are unchanged and stated in degrees True north.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of amending VOR Federal airways V–156 and V–285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME NAVAID, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points) and paragraph 5–6.5k, which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal airways.

* * * * *

V–156 [Amended]

From Cedar Rapids, IA; Moline, IL; Bradford, IL; Peotone, IL; INT Peotone 098° and Knox, IN, 238° radials; Knox; to Gipper, MI.

* * * * *

V–285 [Removed]

* * * * *

Issued in Washington, DC, on January 18, 2023.

Brian Konie,

Acting Manager, Airspace Rules and Regulations.

[FR Doc. 2023–01235 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 232

[Release Nos. 33–11140; 34–96525; 39–2547; IC–34778]

Adoption of Updated EDGAR Filer Manual

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission (''Commission'') is adopting amendments to Volumes I and II of the Electronic Data Gathering, Analysis, and Retrieval system (''EDGAR'') Filer Manual (''Filer Manual'') and related rules and forms. EDGAR Releases 22.4 and 22.4.1 will be deployed in the EDGAR system on December 19, 2022, and January 3, 2023, respectively.

DATES: *Effective date:* January 24, 2023. The incorporation by reference of the revised Filer Manual volumes is approved by the Director of the Federal Register as of January 24, 2023.

FOR FURTHER INFORMATION CONTACT: For questions regarding the amendments to Volume I or II of the Filer Manual and related rules, please contact Rosemary Filou, Deputy Director and Chief Counsel, or Dan Chang, Senior Special Counsel, in the EDGAR Business Office at (202) 551–3900. For questions regarding the changes related to Forms N–PX or 13F, please contact Heather Fernandez, Financial Analyst, in the Division of Investment Management at (202) 551–6708. For questions regarding the electronic filing requirement of ''glossy'' annual reports to shareholders or the electronic filing requirement of Form 144, please contact Christian Windsor, Senior Special Counsel, in the Division of Corporation Finance at (202) 551–3419 and Heather Mackintosh, EDGAR Liaison in the Division of Corporation Finance at (202) 551–8111. For questions concerning taxonomies or schemas, please contact the Office of Structured Disclosure in the Division of Economic and Risk Analysis at (202) 551–5494.

SUPPLEMENTARY INFORMATION: We are adopting an updated Filer Manual, Volume I: ''General Information,'' Version 41 (December 2022) and Volume II: ''EDGAR Filing,'' Version 64 (December 2022) and amendments to 17 CFR 232.301 (''Rule 301''). The updated Filer Manual Volumes are incorporated by reference into the Code of Federal Regulations.

I. Background

The Filer Manual contains information needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of filings made in electronic format.[1] Filers should consult the Filer Manual in conjunction with our rules governing mandated electronic filings when preparing documents for electronic submission.

II. Amendments to Volume I of the Filer Manual

Volume I of the Filer Manual, which sets forth the requirements for becoming an EDGAR filer, is amended to clarify several existing requirements of Form ID, the application for access to EDGAR.[2] First, Volume I is amended to clarify that the ''authorized individual'' signing Form ID must be an individual with the authority to legally bind the applicant or an individual with a power of attorney from an individual with the authority to legally bind the applicant. Previously, Volume I did not expressly define authorized individual, but instead listed examples for company applicants, such as a Chief Executive Officer, Chief Financial Officer, partner, corporate secretary, officer, director, or treasurer.[3] While these examples were intended to be helpful, they may have been over- or under-inclusive of who may have authority to act for the applicant with respect to Form ID. Certain partners, officers, or directors of a company may lack the authority to legally bind the company. Conversely, individuals affiliated with the company may have the authority to legally bind it, but do not have one of the titles listed, such as a custodian acting pursuant to court order. We believe this amendment makes clear to applicants that the person signing Form ID on behalf of a company or an individual must be legally authorized to do so by the company or individual.

Volume I is also amended to clarify that the authorized individual for a company must specify their precise title/position at the applicant company in the ''title/position'' field on the Form ID authenticating document. On occasion, signatories list their title as ''authorized individual.'' This term, which appears designed to facially satisfy the requirement that an authorized individual sign Form ID, does not indicate the signatory's role or position at the applicant company, or whether the signatory is in fact an authorized individual of the company. Amending Volume I to instruct signatories to provide their precise title/position helps ensure that the form is completed correctly and assists Commission staff in their review of Form ID access requests and consequently enhances the reliability and integrity of EDGAR. Further, to avoid confusion, the revised Filer Manual instructs individuals applying to open an individual account in their own name to list their title as ''applicant.'' Additionally, the revised Filer Manual instructs signatories who are signing pursuant to a power of attorney to state in the title/position field on Form ID: ''By POA from [(a)

[1] *See* Rule 301 of Regulation S–T.

[2] Form ID, uniform application for access codes to file on EDGAR (referenced in 17 CFR 239.63, 249.446, 269.7, and 274.402).

[3] Section 3(a) of Volume I of the Filer Manual previousy provided that an authorized individual for purposes of the Form ID authenticating document includes, for example: (1) for companies, the Chief Executive Officer (CEO), Chief Financial Officer (CFO), partner, corporate secretary, officer, director, or treasurer; and (2) for individual filers, the individual filer or a person with a power of attorney from the individual filer.

name of the authorized individual signing the power of attorney (if opening an account for a natural person); or (b) name and title/position of the authorized individual signing the power of attorney (if opening an account for a company)].'' [4] For example, a filing agent signing Form ID pursuant to a power of attorney from Roger Smith, the Chief Executive Officer of the applicant, will provide in the title/position field: ''By POA from Roger Smith, CEO.''

In addition, Volume I is amended to clarify when filers requesting a manual passphrase update of their EDGAR access codes must provide Commission staff with a notarized power of attorney.[5] Previously, company filers requesting a manual passphrase update were required to provide a notarized power of attorney if (i) the signatory is not an officer or director of the requesting entity, or (ii) the person requesting the manual passphrase update is not employed by the requesting entity. The changes to Volume I substitute ''the person to whom the EDGAR access codes will be sent'' for the phrase ''the person requesting the manual passphrase,'' because we believe the substituted language is easier for filers to understand, since it more clearly identifies the person whose email address is provided on Form ID for receipt of new EDGAR access codes, while not changing the scope of the provision. Likewise, Volume I is amended to require a notarized power of attorney for manual passphrase update requests for individual EDGAR accounts when the signatory of the request is not the individual filer named on the account, which is consistent with requiring a notarized power of attorney when the signatory of a company request is a third party.

III. Edgar System Changes and Associated Modifications to Volume II of the Filer Manual

EDGAR is updated in EDGAR Release 22.4 and 22.4.1, and corresponding amendments to Volume II of the Filer Manual are made to reflect these changes, as described below.[6]

On November 2, 2022, the Commission adopted amendments to Form N–PX under the Investment Company Act of 1940 to enhance the information mutual funds, exchange-traded funds, and certain other funds report about their proxy votes and to make that information easier to analyze.[7] The Commission also adopted rule and form amendments under the Securities Exchange Act of 1934 (''Exchange Act'') that require an institutional investment manager subject to the Exchange Act to report on Form N–PX how it voted proxies relative to executive compensation matters, as required by the Exchange Act. To implement these amendments, EDGAR is updated to convert Form N–PX to an online form. The release also introduces a pilot phase for filing Form N–PX in a structured format. The pilot phase for filing Form N–PX in a structured format will end on July 1, 2024.

On June 23, 2022, the Commission adopted amendments to Form 13F to require managers to provide additional identifying information, to modernize the structure of data reporting, and to adopt certain technical amendments.[8] These amendments are effective on January 3, 2023. On January 3, 2023, EDGAR Release 22.4.1 will introduce changes to implement these amendments.

On June 2, 2022, the Commission adopted amendments to its rules governing the electronic filing and submission of documents to require filers to electronically submit their ''glossy'' annual reports to shareholders beginning January 11, 2023.[9] Filers have the option to submit the ''glossy'' annual reports in Form ARS as a primary filing in PDF or in the Form ARS and Form 6–K as exhibit type EX–99 in PDF as an official filing format.

EDGAR Release 22.4 also makes general functional enhancements to EDGAR, for which revisions are made to the Filer Manual as described below.

EDGAR is updated to support the 2022Q4 versions of the Executive Compensation Disclosure (ECD) and Document and Entity Information (DEI) Taxonomies.[10] The new and updated taxonomies support filers to provide information required by certain rulemakings previously adopted by the Commission.[11] Inline XBRL tag validations are modified for certain submission types as described in Chapter 6 (Interactive Data) of the ''EDGAR Filer Manual, Volume II: EDGAR Filing.'' EDGAR is also updated to allow filers to attach a new exhibit to submissions of Form 10–K, Form 20–F, Form 40–F, and Form N–CSR. The new exhibit, Exhibit 97, is used to submit a registrant's Policy Relating to Recovery of Erroneously Awarded Compensation.[12]

The RMBS and CMBS schemas for submission types ABS–EE and ABS–EE/A are updated to include new values for ARM_INDX_CODE_TYPE, ORG_INDX_CODE_TYPE, and POST_MOD_ARM_INDX_CODE_TYPE to allow filers to reference changes to loans as part of the transition from LIBOR benchmarked rates. These updates relate to changes to the technical specifications for the submission of electronic exhibits for asset-backed securities on submission types ABSE–EE and ABS–EE/A.

Volume II of the Filer Manual is amended to remove unnecessary content in Appendices A and E. Some of this content may have been included when the Filer Manual was first adopted in 1993, when EDGAR and similar technology were novel, and it was thought necessary to include extensive step-by-step and elementary technical instructions, including screen shots and error messages. The Filer Manual continues to contain a list and explanation of EDGAR messages in Appendix A (''Messages Reported by EDGAR''), and a non-exhaustive list of automated conformance rules for selected EDGAR data fields in Appendix E (''Automated Conformance Rules for EDGAR Data Fields''). Removing the content reduces the size of the over-900 page Filer Manual by approximately 126 pages. The content will be placed on the

[4] Abbreviation is necessary to fit within the character limit of the field on Form ID in which the information will be entered.

[5] A manual passphrase update is a process by which new access codes are requested for a filer's EDGAR account when the email address on record in EDGAR is no longer valid. (EDGAR also provides an automated method to send new access codes to the email address on record.) To request a manual passphrase update, the filer must complete and submit a manual request to reset the codes.

[6] EDGAR Release 22.4 will be deployed on December 19, 2022, and EDGAR Release 22.4.1 will be deployed on January 3, 2023.

[7] Enhanced Reporting of Proxy Votes by Registered Management Investment Companies; Reporting of Executive Compensation Votes by Institutional Investment Managers, Release 33–11131 (Nov. 2, 2022) [87 FR 78770 (December 22, 2022)].

[8] Electronic Submission of Applications for Orders under the Advisers Act and the Investment Company Act, Confidential Treatment Requests for Filings on Form 13F, and Form ADV–NR; Amendments to Form 13F, Release 34–95148 (June 23, 2022) [87 FR 38943 (June 30, 2022)].

[9] Updating EDGAR Filing Requirements and Form 144 Filings, Release 33–11070 (June 2, 2022) [87 FR 35393 (June 10, 2022)].

[10] *See https://www.sec.gov/info/edgar/edgartaxonomies.shtml* for a complete list of supported standard taxonomies.

[11] *See* Pay Versus Performance, Release No. 34–95607 (Aug. 25, 2022) [87 FR 55134 (Sept. 8, 2022)]; Listing Standards for Recovery of Erroneously Awarded Compensation, Release No. 33–11126 (Oct. 26, 2022) [87 FR 73076 (Nov. 28, 2022)] (''Listing Standards Release'').

[12] *See* Listing Standards Release, *supra* note 11, which created 17 CFR 230.601(b)(97) (Item 601(b)(97) of Regulation S–K) which requires the submission of the policy as an exhibit to Form 10–K, when the policy is adopted pursuant to the listing standards of the exchange that lists the registrant's securities. The release created similar exhibit requirements for Form 20–F, Form 40–F, and Form N–CSR.

EDGAR—Information for Filers web page on *www.SEC.gov,* where it can be consulted by interested filers.

Finally, Volume II is amended to reflect minor software updates made to EDGAR after the Commission last approved changes to the Filer Manual.[13] The software changes relate to changes to the technical specifications for submission types 144 and 144/A.

IV. Amendments to Rule 301 of Regulation S–T

Along with the adoption of the updated Filer Manual, we are amending Rule 301 of Regulation S–T to provide for the incorporation by reference into the Code of Federal Regulations of the current revisions. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

The updated EDGAR Filer Manual is available at *https://www.sec.gov/edgar/filer-information/current-edgar-filer-manual.*

V. Administrative Law Matters

Because the Filer Manual and rule amendments relate solely to agency procedures or practice and do not substantially alter the rights and obligations of non-agency parties, publication for notice and comment is not required under the Administrative Procedure Act (''APA'').[14] It follows that the amendments do not require analysis under requirements of the Regulatory Flexibility Act [15] or a report to Congress under the Small Business Regulatory Enforcement Fairness Act of 1996.[16]

The effective date for the updated Filer Manual and related rule amendments is January 24, 2023. In accordance with the APA,[17] we find that there is good cause to establish an effective date less than 30 days after publication of these rules. The Commission believes that establishing an effective date less than 30 days after publication of these rules is necessary to coordinate the effectiveness of the updated Filer Manual with the related system upgrades.

VI. Statutory Basis

We are adopting the amendments to Regulation S–T under the authority in Sections 6, 7, 8, 10, and 19(a) of the Securities Act of 1933,[18] Sections 3, 12, 13, 14, 15, 15B, 23, 35A, and 36 of the Securities Exchange Act of 1934,[19] Section 319 of the Trust Indenture Act of 1939,[20] Sections 8, 30, 31, and 38 of the Investment Company Act of 1940,[21] and Sections 203, 204, 206A, 210, and 211 of the Investment Advisers Act of 1940.[22]

List of Subjects in 17 CFR Part 232

Incorporation by reference, Reporting and recordkeeping requirements, Securities.

Text of the Amendments

In accordance with the foregoing, title 17, chapter II of the Code of Federal Regulations is amended as follows:

PART—232 REGULATION S–T—GENERAL RULES AND REGULATIONS FOR ELECTRONIC FILINGS

■ 1. The general authority citation for part 232 continues to read as follows:

Authority: 15 U.S.C. 77c, 77f, 77g, 77h, 77j, 77s(a), 77z–3, 77sss(a), 78c(b), 78*l,* 78m, 78n, 78o(d), 78w(a), 78*ll,* 80a–6(c), 80a–8, 80a–29, 80a–30, 80a–37, 80b–4, 80b–6a, 80b–10, 80b–11, 7201 *et seq.;* and 18 U.S.C. 1350, unless otherwise noted.

* * * * *

■ 2. Section 232.301 is revised to read as follows:

§ 232.301 EDGAR Filer Manual.

Filers must prepare electronic filings in the manner prescribed by the EDGAR Filer Manual, promulgated by the Commission, which sets forth the technical formatting requirements for electronic submissions. The requirements for becoming an EDGAR Filer and updating company data are set forth in the EDGAR Filer Manual, Volume I: ''General Information,'' Version 41 (December 2022). The requirements for filing on EDGAR are set forth in the updated EDGAR Filer Manual, Volume II: ''EDGAR Filing,'' Version 64 (December 2022). All of these provisions have been incorporated by reference into the Code of Federal Regulations, which action was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You must comply with these requirements in order for documents to be timely received and accepted. The EDGAR Filer Manual is available for inspection at the Commission and at the National Archives and Records Administration (NARA). The EDGAR Filer Manual is available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Operating conditions may limit access to the Commission's Public Reference Room. For information on the availability of the EDGAR Filer Manual at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov.* The EDGAR Filer Manual may also be obtained from *https://www.sec.gov/edgar/filer-information/current-edgar-filer-manual.*

By the Commission.

Dated: December 19, 2022.

Vanessa A. Countryman,

Secretary.

[FR Doc. 2023–01200 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[13] Software changes to EDGAR were made in EDGAR Release 22.3.1, deployed on October 17, 2022.

[14] 5 U.S.C. 553(b)(A).

[15] 5 U.S.C. 601 through 612.

[16] 5 U.S.C. 804(3)(C).

[17] 5 U.S.C. 553(d)(3).

[18] 15 U.S.C. 77f, 77g, 77h, 77j, and 77s(a).

[19] 15 U.S.C. 78c, 78*l,* 78m, 78n, 78*o,* 78o–4, 78w, and 78*ll.*

[20] 15 U.S.C. 77sss.

[21] 15 U.S.C. 80a–8, 80a–29, 80a–30, and 80a–37.

[22] 15 U.S.C. 80b–3, 80b–4, 80b–6a, 80b–10, and 80b–11.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 73

[Docket No. FDA–2017–C–6238]

Listing of Color Additives Exempt From Certification; Calcium Carbonate; Confirmation of Effective Date

AGENCY: Food and Drug Administration, Department of Health and Human Services (HHS).

ACTION: Final rule; confirmation of effective date.

SUMMARY: The Food and Drug Administration (FDA or we) is confirming the effective date of October 28, 2022, for the final rule that appeared in the **Federal Register** of September 27, 2022, and that amended the color additive regulations to provide for the safe use of calcium carbonate in dietary supplement tablets and capsules.

DATES: Effective date of final rule published in the **Federal Register** of September 27, 2022 (87 FR 58445) confirmed: October 28, 2022.

ADDRESSES: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov* and insert the docket number found in brackets in the heading of this final rule into the ''Search'' box and follow the prompts, and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Christopher Kampmeyer, Center for

Food Safety and Applied Nutrition, Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240–402–1255.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of September 27, 2022 (87 FR 58445), we amended the color additive regulations in § 73.70 (21 CFR 73.70) ''Calcium Carbonate'' by expanding the permitted uses of calcium carbonate to include use in dietary supplement tablets and capsules, including coatings and printing inks, in amounts consistent with good manufacturing practice.

We gave interested persons until October 27, 2022, to file objections or requests for a hearing. We received no objections or requests for a hearing on the final rule. We received a comment requesting a revision to the regulation that would account for a possible change to the standard of identity for chocolate. We note, however, that the rule already contains language to allow the use of calcium carbonate if the standard of identity for chocolate changes in the future, and that the rule's text is more precise than that requested by the comment because ''added color'' (21 CFR 73.70(c)) refers back to calcium carbonate only, whereas the comment's suggested change could be interpreted as covering additional color additives. Therefore, we find that the effective date of the final rule that published in the **Federal Register** of September 27, 2022, should be confirmed.

List of Subjects in 21 CFR Part 73

Color additives, Cosmetics, Drugs, Foods, Incorporation by reference, Medical devices.

Therefore, under the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321, 341, 342, 343, 348, 351, 352, 355, 361, 362, 371, 379e) and under authority delegated to the Commissioner of Food and Drugs, we are giving notice that no objections or requests for a hearing were filed in response to the September 27, 2022, final rule. Accordingly, the amendments issued thereby became effective October 28, 2022.

Dated: January 17, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01185 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 316

[Docket No. FDA–2011–N–0583]

Clarification of Orphan-Drug Exclusivity Following Catalyst Pharms., Inc. v. Becerra; Notification

AGENCY: Food and Drug Administration, Department of Health and Human Services (HHS).

ACTION: Notification.

SUMMARY: The Food and Drug Administration (FDA or Agency) is publishing this notification in light of the recent decision by the U.S. Court of Appeals for the Eleventh Circuit in *Catalyst Pharms., Inc.* v. *Becerra.* The *Catalyst* decision addressed the orphan-drug exclusivity provision of the Federal Food, Drug, and Cosmetic Act (FD&C Act), as amended by the Orphan Drug Act and subsequent amendments, and concluded that FDA's approval of Jacobus Pharmaceutical Company's (Jacobus's) drug (the drug at issue in the litigation) must be set aside. Consistent with the court's decision, FDA has set aside its approval of Jacobus's drug. This notification announces that, at this time, while complying with the court's order in *Catalyst,* FDA intends to continue to apply its regulations tying the scope of orphan-drug exclusivity to the uses or indications for which a drug is approved to matters beyond the scope of that order.

DATES: The policy set out in this document is effective January 24, 2023.

FOR FURTHER INFORMATION CONTACT: Aaron Friedman, Office of Orphan Products Development, Food and Drug Administration, 10903 New Hampshire Ave., Silver Spring, MD 20993, 301–796–2989.

SUPPLEMENTARY INFORMATION:

I. Background

On September 30, 2021, the U.S. Court of Appeals for the Eleventh Circuit issued a decision in *Catalyst Pharms., Inc.* v. *Becerra* (*Catalyst*), 14 F.4th 1299 (11th Cir. 2021).

At the time of the litigation, Jacobus and Catalyst Pharmaceuticals (Catalyst) each had orphan-drug designation for the drug amifampridine for the treatment of Lambert-Eaton myasthenic syndrome (LEMS). In November 2018, FDA approved Catalyst's drug for the treatment of LEMS in adults. FDA recognized Catalyst's drug as eligible for orphan-drug exclusivity for its only approved indication—the treatment of LEMS in adults.

In May 2019, FDA approved Jacobus's drug for the treatment of LEMS in children. In approving Jacobus's drug, FDA followed its longstanding rule, codified in its regulations, that the orphan-drug exclusivity for Catalyst's drug protected only the approved use or indication within the designated disease. *See* 21 CFR 316.3(b)(12), 316.31(a)–(b). The regulation in 21 CFR 316.31(b) states, in part, that: ''Orphan-drug exclusive approval protects *only the approved indication or use of a designated drug.*'' [1]

In June 2019, Catalyst filed suit against FDA, challenging FDA's approval of Jacobus's application under the Administrative Procedure Act, 5 U.S.C. 701–706. Among other things, Catalyst argued that the phrase ''same disease or condition'' in the Orphan Drug Act, 21 U.S.C. 360cc(a), unambiguously prohibited FDA from approving Jacobus's drug application. Specifically, Catalyst argued that the Orphan Drug Act required orphan-drug exclusivity to extend to *all* uses or indications within the orphan-designated disease or condition—even uses or indications for which Catalyst had not received approval, such as the treatment of LEMS in children.

The district court rejected Catalyst's argument that the Orphan Drug Act required orphan-drug exclusivity to apply to all uses or indications within the orphan-designated disease or condition. The district court concluded that, given the context and the overall statutory scheme, the statute was ambiguous on the disputed issue, and that FDA had reasonably interpreted the statute to tie orphan-drug exclusivity to the uses or indications for which the drug was approved.

On appeal, the U.S. Court of Appeals for the Eleventh Circuit reversed. The circuit court concluded that the phrase ''same disease or condition'' in the Orphan Drug Act, 21 U.S.C. 360cc(a), unambiguously foreclosed FDA's interpretation of the provision. Accordingly, the circuit court held that orphan-drug exclusivity for Catalyst's

[1] Emphasis added. Other regulatory provisions also reflect the understanding that orphan-drug exclusivity is tied to the use or indication for which the drug was approved. *See* § 316.3(b)(12) (stating that ''no approval will be given to a subsequent sponsor of the same drug for the *same use or indication* for 7 years'' (emphasis added)); *see also id.* § 316.31(a) (explaining that FDA may approve an orphan drug for ''select *indication(s) or use(s)* within the rare disease or condition for which the drug was designated'' and that ''FDA will not approve another sponsor's marketing application for the same drug for the *same use or indication* before the expiration of 7 years from the date of such approval'' (emphases added)).

drug blocked FDA's approval of Jacobus's drug for *all* uses or indications within the orphan-designated disease (LEMS)—even though Catalyst's drug was approved at that time only for use in the treatment of LEMS in adults. The court concluded that FDA's approval of Jacobus's drug for the treatment of LEMS in children must be set aside. Consistent with the court's decision, the Agency set aside the approval of Jacobus's drug.

II. Orphan-Drug Exclusivity

The Agency is issuing this statement to address the uncertainty created by the circuit court's decision in *Catalyst.* The court ordered FDA to set aside its approval of Jacobus's drug, and FDA has set aside that approval. This notification announces that, at this time, in matters beyond the scope of that court order, FDA intends to continue to apply its existing regulations tying orphan-drug exclusivity to the uses or indications for which the orphan drug was approved. The Agency believes that this approach is appropriate for several reasons. FDA continues to believe that the statutory text does not unambiguously require that orphan-drug exclusivity extend to the entire disease or condition for which a drug received orphan-drug designation if the drug is only approved for some uses within that disease or condition. Further, FDA believes that its statutory interpretation embodied in its regulations best advances the Orphan Drug Act's purposes, appropriately balancing the need to incentivize the development of drugs for rare diseases and conditions with the need to provide patient access to orphan drugs. The regulations accomplish this by tying the scope of orphan-drug exclusivity to only the approved use or indication of the drug, which permits other sponsors to obtain approval of the drug for uses or indications within the same orphan-designated disease or condition that have not yet been approved (*i.e.,* that are ''new''). Under the regulations, a drug approved for a new use or indication within the same orphan-designated disease or condition may also be eligible for orphan-drug exclusivity for such use or indication. These regulations incentivize sponsors to continue to develop a drug for use in all persons affected by a rare disease or condition. Thus, FDA believes that continued adherence to its validly promulgated regulations will best serve the public health by facilitating patient access to orphan drugs, especially for difficult-to-study patients such as young children.

III. Conclusion

For the above reasons, at this time, the Agency intends to continue to apply its longstanding regulations tying the scope of orphan-drug exclusivity to the uses or indications for which the orphan drug was approved.

Dated: January 18, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01179 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS–R2–ES–2021–0015; FF09E21000 FXES1111090FEDR 234]

RIN 1018–BB27

Endangered and Threatened Wildlife and Plants; Lesser Prairie-Chicken; Threatened Status With Section 4(d) Rule for the Northern Distinct Population Segment and Endangered Status for the Southern Distinct Population Segment; Delay of Effective Date

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule; delay of effective date.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), are delaying the effective date of a final rule we published on November 25, 2022, and corrected on December 2, 2022, listing two distinct population segments (DPSs) of the lesser prairie-chicken (*Tympanuchus pallidicinctus*) under the Endangered Species Act of 1973, as amended (Act) and establishing measures that are necessary and advisable to provide for the conservation of the Northern DPS pursuant to section 4(d) of the Act. This delay is necessary for the Service to finalize conservation tools and guidance documents to avoid confusion and disruption with Federal agencies in the implementation of section 7 of the Act and to avoid disruption to the public who would be regulated by the rule.

DATES: The effective date of the final rule that published on November 25, 2022, at 87 FR 72674, and corrected on December 2, 2022, at 87 FR 73971, is delayed from January 24, 2023, to March 27, 2023.

ADDRESSES: This final rule is available on the internet at *https://www.regulations.gov.* For access to the docket to read the November 25, 2022, final rule or other background documents, including the comments received on that final rule, go to *https://www.regulations.gov* and search for Docket No. FWS–R2–ES–2021–0015.

FOR FURTHER INFORMATION CONTACT: Beth Forbus, Regional Endangered Species Program Manager, Southwest Regional Office, 500 Gold Ave. SW, Albuquerque, NM 87102; telephone 505–318–8972. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

I. Background

On November 25, 2022, we published in the **Federal Register** (87 FR 72674) a final rule listing two DPSs of the lesser prairie-chicken (*Tympanuchus pallidicinctus*), a grassland bird known from southeastern Colorado, western Kansas, eastern New Mexico, western Oklahoma, and the Texas Panhandle. We determined threatened status for the Northern DPS and endangered status for the Southern DPS. This rule will add the DPSs to the List of Endangered and Threatened Wildlife. We also finalized a rule under the authority of section 4(d) of the Act that provides measures that are necessary and advisable to provide for the conservation of the Northern DPS. The rule was to be effective on January 24, 2023; however, with this final rule, we are delaying the effective date to March 27, 2023. This delay will allow us to finalize conservation tools and guidance documents and prevent confusion and disruption with other Federal agencies under section 7 of the Act.

Currently, the lesser prairie-chicken is not listed under the Act. When the November 25, 2022, final rule goes into effect, the Southern DPS will be classified as endangered. This will initiate the prohibitions set forth in section 9 of the Act and the consultation obligations set forth in section 7 of the Act. Also when the final rule goes into effect, the Northern DPS will be classified as threatened with a section 4(d) rule that tailors the prohibitions and exceptions to the prohibitions necessary and advisable for the species. The consultation obligations set forth in section 7 of the Act will also be applicable to the Northern DPS. We recognize that these changes in status

will result in questions and concerns about establishing compliance under the Act for grazing, energy development, infrastructure, and many other projects within the five States that comprise the range of the lesser prairie-chicken.

We are committed to working proactively with stakeholders to conserve and recover lesser prairie-chickens while reducing impacts to landowners, where possible and practicable. For example, we are working with interested parties to establish Service-approved providers of grazing management plans. These plans are necessary under the 4(d) rule to allow for compatible grazing operations to continue without a permit or conservation plan in place. At this time, there is one Service-approved provider of grazing management plans.

We also believe the delay is appropriate to allow industry stakeholders more time to participate in or expand participation in voluntary conservation efforts. Delaying the effective date will allow for additional pre-listing enrollment in conservation plans that are beneficial to the species and will allow the Service to continue to work with interested parties to expand our list of approved parties to develop site-specific grazing management plans.

This 60-day delay of the effective date of the November 25, 2022, final rule (87 FR 72674)—based on the good cause articulated below—is for the purpose of encouraging additional conservation, preventing confusion and disruption for Federal agencies in the implementation of section 7 of the Act, and avoiding disruption to the public who would be regulated by the rule. During this period, we will review any pending enrollments to conservation efforts, review requests to become Service-approved providers of grazing management plans, coordinate with Federal agencies under section 7 of the Act, and coordinate directly with stakeholders to provide clarity regarding potential implications of the listing on their operations. We are, therefore, delaying the effective date of the final rule from January 24, 2023, to March 27, 2023.

II. Good Cause Under the Administrative Procedure Act

Our delay of the effective date of the listing of the lesser prairie-chicken under the Act from January 24, 2023, to March 27, 2023, effective immediately upon publication of this document in the **Federal Register**, is based on the good-cause exception provided in the Administrative Procedure Act (APA). Pursuant to 5 U.S.C. 553(b)(B) and (d)(3), we have determined that good cause exists to forgo the requirements to provide prior notice and an opportunity for public comment on this 60-day delay of the effective date of the November 25, 2022, final rule (87 FR 72674), and to make this action announcing the delay effective immediately. Under the totality of the circumstances presented here, notice and comment would be impracticable and contrary to the public interest because it would diminish active efforts to increase conservation efforts and regulate existing grazing practices before interested operators have sufficient time to prepare grazing management plans. These unintended consequences would thwart the conservation purposes of the Act. See *Purdue Univ.* v. *Scalia,* No. CV–20–3006 (EGS), 2020 WL 7340156, at 8 (D.D.C. Dec. 14, 2020).

As noted above, we are currently working with permit holders to ensure that all interested parties have the opportunity for enrollment in existing candidate conservation agreements with assurances (CCAAs) prior to the effective listing date. By delaying the effective listing date it will allow CCAA permit holders to continue outreach and processing of any new enrollments. Delaying the effective date by 60-day will still require that grazing management plans be in place before the lesser prairie-chicken's primary nesting and brooding season. This is important because nesting is when incidental take from grazing is most likely to occur. This delay in the effective date will still ensure that the conservation-based requirement for grazing management plans is in place before this critical nesting and brooding time of year for the species.

In addition, we are actively working with partners to approve entities for the development of grazing management plans. The further development of this list of approved plan providers will allow for interested parties to be approved and begin working directly with interested landowners to develop grazing management plans. The development of site-specific grazing management plans is necessary and advisable for the lesser prairie-chicken as compatible grazing management is required for habitat management.

Our agency's ''due and timely execution of its functions'' under the Act would be unavoidably prevented if we allow the effective date to be triggered without the conservation tools and guidance described above. See S. Doc. No. 248, 79th Cong., 2d Sess. at 200 (1946). That is, if the November 25, 2022, final rule listing the lesser prairie-chicken under the Act (87 FR 72674) becomes effective on January 24, 2023, the Act's and 4(d) rule's prohibitions will go into effect, impacting a large number of projects across the species' range. This will negatively impact conservation of the lesser prairie-chicken because a lack of clarity and guidance would result in fewer operators receiving grazing management plans, which are developed to maintain the vegetative characteristics needed to support the lesser prairie-chicken. Thus, we will not have met our obligations under the Act to ensure the conservation of listed species. See *Tennessee Valley Authority* v. *Hill,* 437 U.S. 153, 174 (1978) (in enacting the Act, it is ''beyond doubt that Congress intended endangered species to be afforded the highest of priorities'').

In sum, we find that the totality of the circumstances here—the negative impact to pre-listing conservation efforts and the inability to complete grazing management plans that will be threats to the Service's execution of its statutory functions, among other issues—indicate that there is good cause to forgo notice and comment procedures. It is impractical and contrary to the public interest for the Service to provide notice and an opportunity to comment on a 60-day delay of the effective date of January 24, 2023, for the November 25, 2022, final rule (87 FR 72674).

We also find that there is good cause to make this rule effective immediately instead of waiting until 30 days after publication for it to become effective. The APA normally requires this 30-day ''grace period'' to give affected parties time to adjust their behavior before a final rule takes effect. See, *e.g., Riverbend Farms, Inc.* v. *Madigan,* 958 F.2d 1479, 1485 (9th Cir. 1992). However, the APA provides an exception to this 30-day grace period for good cause (5 U.S.C. 553(d)). There is good cause to allow this 60-day delay of the effective date of the November 25, 2022, final rule to go into effect immediately because the delay preserves the status quo, and there is no change to which parties would need time to adjust their behavior. Further, if this rule delaying the effective date were itself not to become effective for 30 days, then the November 25, 2022, final rule would go into effect on January 24, 2023. That result would create the same issues as discussed above, with the added confusion of reverting to the pre-listing status quo for some duration of time.

We, therefore, conclude that we have good cause to issue this final rule, effective immediately, delaying the effective date of the November 25, 2022,

final rule (87 FR 72674) from January 24, 2023, to March 27, 2023.

III. Authority

The authorities for this action are 16 U.S.C. 1361–1407, 1531–1544, and 4201–4245, unless otherwise noted; and 5 U.S.C. 551 *et seq.*

Martha Williams,

Director, U.S. Fish and Wildlife Service.

[FR Doc. 2023–01290 Filed 1–23–23; 8:45 am]

BILLING CODE 4333–15–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 220216–0049; RTID 0648–XC710]

Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod by Catcher Vessels Using Trawl Gear in the Western Regulatory Area of the Gulf of Alaska

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Temporary rule; closure.

SUMMARY: NMFS is prohibiting directed fishing for Pacific cod by catcher vessels using trawl gear in the Western Regulatory Area of the Gulf of Alaska (GOA). This action is necessary to prevent exceeding the A season allowance of the 2023 total allowable catch of Pacific cod by catcher vessels using trawl gear in the Western Regulatory Area of the GOA.

DATES: Effective 1200 hours, Alaska local time (A.l.t.), January 22, 2023, through 1200 hours, A.l.t., June 10, 2023.

FOR FURTHER INFORMATION CONTACT: Abby Jahn, 907–586–7228.

SUPPLEMENTARY INFORMATION: NMFS manages the groundfish fishery in the GOA exclusive economic zone according to the Fishery Management Plan for Groundfish of the Gulf of Alaska (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Regulations governing fishing by U.S. vessels in accordance with the FMP appear at subpart H of 50 CFR part 600 and 50 CFR part 679.

The A season allowance of the 2023 Pacific cod total allowable catch (TAC) apportioned to catcher vessels using trawl gear in the Western Regulatory Area of the GOA is 1,397 metric tons (mt) as established by the final 2022 and 2023 harvest specifications for groundfish in the GOA (87 FR 11599, March 2, 2022) and inseason adjustment (87 FR 80088, December 29, 2022).

In accordance with § 679.20(d)(1)(i), the Regional Administrator has determined that the A season allowance of the 2023 Pacific cod TAC apportioned to catcher vessels using trawl gear in the Western Regulatory Area of the GOA will soon be reached. Therefore, the Regional Administrator is establishing a directed fishing allowance of 1,297 mt and is setting aside the remaining 100 mt as bycatch to support other anticipated groundfish fisheries. In accordance with § 679.20(d)(1)(iii), the Regional Administrator finds that this directed fishing allowance has been reached. Consequently, NMFS is prohibiting directed fishing for Pacific cod by catcher vessels using trawl gear in the Western Regulatory Area of the GOA.

While this closure is effective the maximum retainable amounts at § 679.20(e) and (f) apply at any time during a trip.

Classification

NMFS issues this action pursuant to section 305(d) of the Magnuson-Stevens Act. This action is required by 50 CFR part 679, which was issued pursuant to section 304(b), and is exempt from review under Executive Order 12866.

Pursuant to 5 U.S.C. 553(b)(B), there is good cause to waive prior notice and an opportunity for public comment on this action, as notice and comment would be impracticable and contrary to the public interest, as it would prevent NMFS from responding to the most recent fisheries data in a timely fashion and would delay the closure of Pacific cod by catcher vessels using trawl gear in the Western Regulatory Area of the GOA. NMFS was unable to publish a notice providing time for public comment because the most recent, relevant data only became available as of January 18, 2023.

The Assistant Administrator for Fisheries, NOAA also finds good cause to waive the 30-day delay in the effective date of this action under 5 U.S.C. 553(d)(3). This finding is based upon the reasons provided above for waiver of prior notice and opportunity for public comment.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: January 18, 2023.

Jennifer M. Wallace,

Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2023–01297 Filed 1–19–23; 4:15 pm]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 220216–0049; RTID 0648–XC692]

Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod by Catcher Vessels Using Trawl Gear in the Central Regulatory Area of the Gulf of Alaska

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Temporary rule; closure.

SUMMARY: NMFS is prohibiting directed fishing for Pacific cod by catcher vessels using trawl gear in the Central Regulatory Area of the Gulf of Alaska (GOA). This action is necessary to prevent exceeding the A season allowance of the 2023 total allowable catch of Pacific cod by catcher vessels using trawl gear in the Central Regulatory Area of the GOA.

DATES: Effective 1200 hours, Alaska local time (A.l.t.), January 20, 2023, through 1200 hours, A.l.t., June 10, 2023.

FOR FURTHER INFORMATION CONTACT: Abby Jahn, 907–586–7228.

SUPPLEMENTARY INFORMATION: NMFS manages the groundfish fishery in the GOA exclusive economic zone according to the Fishery Management Plan for Groundfish of the Gulf of Alaska (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Regulations governing fishing by U.S. vessels in accordance with the FMP appear at subpart H of 50 CFR part 600 and 50 CFR part 679.

The A season allowance of the 2023 Pacific cod total allowable catch (TAC) apportioned to catcher vessels using trawl gear in the Central Regulatory Area of the GOA is 2,327 metric tons (mt) as established by the final 2022 and 2023 harvest specifications for groundfish in the GOA (87 FR 11599, March 2, 2022) and inseason adjustment (87 FR 80088, December 29, 2022).

In accordance with § 679.20(d)(1)(i), the Regional Administrator has determined that the A season allowance of the 2023 Pacific cod TAC apportioned to catcher vessels using trawl gear in the Central Regulatory Area of the GOA will soon be reached. Therefore, the Regional Administrator is establishing a directed fishing allowance of 0 mt and is setting aside the remaining 2,327 mt as bycatch to support other anticipated groundfish fisheries. In accordance with § 679.20(d)(1)(iii), the Regional Administrator finds that this directed fishing allowance has been reached. Consequently, NMFS is prohibiting directed fishing for Pacific cod by catcher vessels using trawl gear in the Central Regulatory Area of the GOA.

While this closure is effective, the maximum retainable amounts at § 679.20(e) and (f) apply at any time during a trip.

Classification

NMFS issues this action pursuant to section 305(d) of the Magnuson-Stevens Act. This action is required by 50 CFR part 679, which was issued pursuant to section 304(b), and is exempt from review under Executive Order 12866.

Pursuant to 5 U.S.C. 553(b)(B), there is good cause to waive prior notice and an opportunity for public comment on this action, as notice and comment would be impracticable and contrary to the public interest, as it would prevent NMFS from responding to the most recent fisheries data in a timely fashion, and would delay the closure of Pacific cod by catcher vessels using trawl gear in the Central Regulatory Area of the GOA. NMFS was unable to publish a notice providing time for public comment because the most recent, relevant data only became available as of January 18, 2023.

The Assistant Administrator for Fisheries, NOAA also finds good cause to waive the 30-day delay in the effective date of this action under 5 U.S.C. 553(d)(3). This finding is based upon the reasons provided above for waiver of prior notice and opportunity for public comment.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: January 18, 2023.

Jennifer M. Wallace,

Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2023–01222 Filed 1–19–23; 4:15 pm]

BILLING CODE 3510–22–P

Proposed Rules

Federal Register
Vol. 88, No. 15
Tuesday, January 24, 2023

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF ENERGY

10 CFR Parts 429 and 430

[EERE–2022–BT–TP–0028]

Energy Conservation Program: Test Procedures for Central Air Conditioners and Heat Pumps

AGENCY: Office of Energy Efficiency and Renewable Energy, Department of Energy.

ACTION: Request for information.

SUMMARY: The U.S. Department of Energy (''DOE'') is undertaking the preliminary stages of a rulemaking to consider amendments to the test procedure for central air conditioners and heat pumps. Through this request for information (''RFI''), DOE seeks data and information regarding issues pertinent to whether amended test procedures would more accurately or fully comply with the requirement that the test procedure produces results that measure energy use during a representative average use cycle or period of use for the product without being unduly burdensome to conduct, or reduce testing burden. DOE welcomes written comments from the public on any subject within the scope of this document (including topics not raised in this RFI), as well as the submission of data and other relevant information.

DATES: Written comments and information are requested and will be accepted on or before February 23, 2023.

ADDRESSES: Interested persons are encouraged to submit comments using the Federal eRulemaking Portal at *www.regulations.gov,* under docket number EERE–2022–BT–TP–0028. Follow the instructions for submitting comments. Alternatively, interested persons may submit comments, identified by docket number EERE–2022–BT–TP–0028, by any of the following methods:

Email: CACandHeatPump2022TP0028@ee.doe.gov. Include the docket number EERE–2022–BT–TP–0028 in the subject line of the message.

Postal Mail: Appliance and Equipment Standards Program, U.S. Department of Energy, Building Technologies Office, Mailstop EE–5B, 1000 Independence Avenue SW, Washington, DC 20585–0121. Telephone: (202) 287–1445. If possible, please submit all items on a compact disc (''CD''), in which case it is not necessary to include printed copies.

Hand Delivery/Courier: Appliance and Equipment Standards Program, U.S. Department of Energy, Building Technologies Office, 950 L'Enfant Plaza SW, 6th Floor, Washington, DC 20024. Telephone: (202) 287–1445. If possible, please submit all items on a CD, in which case it is not necessary to include printed copies. No telefacsimiles (''faxes'') will be accepted. For detailed instructions on submitting comments and additional information on this process, *see* section III of this document.

Docket: The docket for this activity, which includes **Federal Register** notices, comments, and other supporting documents/materials, is available for review at *www.regulations.gov.* All documents in the docket are listed in the *www.regulations.gov* index. However, not all documents listed in the index may be publicly available, such as information that is exempt from public disclosure.

The docket web page can be found at *www.regulations.gov/#!docketDetail;D=EERE-2022-BT-TP-0028.* The docket web page contains instructions on how to access all documents, including public comments, in the docket. *See* section III for information on how to submit comments through *www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT:

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For further information on how to submit a comment or review other public comments and the docket, contact the Appliance and Equipment Standards Program staff at (202) 287–1445 or by email: *ApplianceStandardsQuestions@ee.doe.gov.*

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Introduction
A. Authority and Background
B. Rulemaking History
II. Request for Information
A. Scope and Definitions
B. Load-Based Testing
1. Background
2. Current DOE Test Procedures
3. Categorization of Test Concepts
4. Summaries of Selected Activities Investigating and Developing New Test Methods for Central Air Conditioners and Heat Pumps
5. Request for Information
C. Stakeholder Requests for Test Improvements in Appendix M1
1. Shoulder-Season Fan Power Consumption
2. Power Consumption of Auxiliary Components
3. Low-Temperature Heating Performance
D. Additional Improvements in Appendix M1
1. Impact of Defrost on Performance
2. Inlet Duct Design for Accurate Measurement With Minimal Length
3. Heat Comfort Controllers
4. Cut-Out and Cut-In Temperature Certification
5. Extending the Definition of Low-Static Blower-Coil Systems to Single-Split Systems
6. Hybrid Heat Pumps
III. Submission of Comments

I. Introduction

Central air conditioners (''CACs'') and central air conditioning heat pumps (''HPs'') (collectively, ''CAC/HPs'') are included in the list of ''covered products'' for which DOE is authorized to establish and amend energy conservation standards and test procedures. (42 U.S.C. 6292(a)(3)) DOE's energy conservation standards and test procedures for CAC/HPs are prescribed at title 10 of the Code of Federal Regulations (''CFR''), part 430 section 430.32(c), and 10 CFR part 430, subpart B, appendix M1 (''appendix M1'') (titled ''Uniform Test Method for Measuring the Energy Consumption of Central Air Conditioners and Heat Pumps''). The following sections discuss DOE's authority to establish and amend test

procedures for CAC/HPs as well as relevant background information regarding DOE's consideration of test procedures for this product.

A. Authority and Background

The Energy Policy and Conservation Act, as amended (''EPCA''),[1] authorizes DOE to regulate the energy efficiency of a number of consumer products and certain industrial equipment. (42 U.S.C. 6291–6317) Title III, Part B [2] of EPCA established the Energy Conservation Program for Consumer Products Other Than Automobiles, which sets forth a variety of provisions designed to improve energy efficiency. These products include CAC/HPs,[3] the subject of this RFI. (42 U.S.C. 6292(a)(3))

The energy conservation program under EPCA consists essentially of four parts: (1) testing, (2) labeling, (3) Federal energy conservation standards, and (4) certification and enforcement procedures. Relevant provisions of EPCA specifically include definitions (42 U.S.C. 6291), test procedures (42 U.S.C. 6293), labeling provisions (42 U.S.C. 6294), energy conservation standards (42 U.S.C. 6295), and the authority to require information and reports from manufacturers (42 U.S.C. 6296).

Federal energy efficiency requirements for covered products established under EPCA generally supersede State laws and regulations concerning energy conservation testing, labeling, and standards. (42 U.S.C. 6297) DOE may, however, grant waivers of Federal preemption for particular State laws or regulations, in accordance with the procedures and other provisions of EPCA. (42 U.S.C. 6297(d))

The Federal testing requirements consist of test procedures that manufacturers of covered products must use as the basis for: (1) certifying to DOE that their products comply with the applicable energy conservation standards adopted pursuant to EPCA (42 U.S.C. 6295(s)), and (2) making other representations about the efficiency of those consumer products (42 U.S.C. 6293(c)). Similarly, DOE must use these test procedures to determine whether the products comply with relevant standards promulgated under EPCA. (42 U.S.C. 6295(s))

Under 42 U.S.C. 6293, EPCA sets forth the criteria and procedures DOE must follow when prescribing or amending test procedures for covered products. EPCA requires that any test procedures prescribed or amended under this section be reasonably designed to produce test results which measure energy efficiency, energy use or estimated annual operating cost of a covered product during a representative average use cycle or period of use and not be unduly burdensome to conduct. (42 U.S.C. 6293(b)(3))

EPCA also requires that, at least once every 7 years, DOE review test procedures for all type of covered products, including CAC/HPs, to determine whether amended test procedures would more accurately or fully comply with the requirements that the test procedures are (1) reasonably designed to produce test results which reflect energy efficiency, energy use, and estimated operating costs during a representative average use cycle or period of use and (2) not unduly burdensome to conduct. (42 U.S.C. 6293(b)(1)(A)) If the Secretary determines, on her own behalf or in response to a petition by any interested person, that a test procedure should be prescribed or amended, the Secretary shall promptly publish in the **Federal Register** proposed test procedures and afford interested persons an opportunity to present oral and written data, views, and arguments with respect to such procedures. The comment period on a proposed rule to amend a test procedure shall be at least 60 days and may not exceed 270 days. In prescribing or amending a test procedure, the Secretary shall take into account such information as the Secretary determines relevant to such procedure, including technological developments relating to energy use or energy efficiency of the type (or class) of covered products involved. (42 U.S.C. 6293(b)(2)) If DOE determines that test procedure revisions are not appropriate, DOE must publish its determination not to amend the test procedures.

DOE is publishing this RFI to collect data and information to inform its decision in satisfaction of the 7-year review requirement specified in EPCA. (42 U.S.C. 6293(b)(1)(A))

B. Rulemaking History

DOE's energy conservation standards for CAC/HPs are currently prescribed at 10 CFR 430.32(c), and test procedure at 10 CFR part 430, subpart B, appendix M1.

On January 5, 2017, DOE published a final rule regarding the Federal test procedures for CAC/HPs. 82 FR 1426 (''January 2017 CAC TP final rule''). The January 2017 CAC TP final rule amended the current test procedure at that time, 10 CFR part 430, subpart B, appendix M (''appendix M'') and established appendix M1, use of which was required beginning January 1, 2023, for any representations, including compliance certifications, made with respect to the energy use or efficiency of CAC/HPs. Appendix M provides for the measurement of the cooling and heating performance of CAC/HPs using the seasonal energy efficiency ratio (''SEER'') metric and heating seasonal performance factor (''HSPF'') metric, respectively. Appendix M1 specifies a revised SEER metric (*i.e.,* ''SEER2'') and a revised HSPF metric (*i.e.,* ''HSPF2'').

On October 25, 2022, DOE published a final rule to address limited-scope amendments to the existing test procedures for CAC/HPs in appendix M and appendix M1. 87 FR 64550 (''October 2022 CAC TP final rule''). The October 2022 CAC TP final rule provided changes to improve the functionality of appendix M1 to address the issues identified in test procedure waivers, improve representativeness, and correct typographical issues raised by commenters. *Id.* In the October 2022 CAC TP final rule, DOE noted that several commenters indicated the need for further test procedure amendments beyond the scope of the rulemaking. *Id.* at 87 FR 64554–64555. DOE received comments recommending consideration of load-based testing methods, controls validation (particularly for variable-speed systems), amended metrics, amended definitions, and expansion of test methods to capture low-temperature heating performance for heat pumps. *Id.* In its response to these comments, DOE noted that it had initiated the rulemaking not as a comprehensive revision that will satisfy the 7-year lookback requirements (*see* 42 U.S.C. 6293(b)(1)(A)), but to address a limited set of known issues, including those that have been raised through the test procedure waiver process. 87 FR 64554. However, DOE also responded that a future rulemaking may more comprehensively address the issues raised by the commenters. *Id.*

DOE has considered the issues raised by stakeholders in two separate categories: (1) consideration of load-based testing methodologies that have been in development by multiple organizations and whether certain aspects of these methodologies might be adopted into the DOE test procedure (this is discussed in section II.B of this RFI) and (2) issues with the current appendix M1 test procedure that may or may not still be relevant when/if load-

[1] All references to EPCA in this document refer to the statute as amended through the Energy Act of 2020, Public Law 116–260 (Dec. 27, 2020), which reflect the last statutory amendments that impact Parts A and A–1 of EPCA.

[2] For editorial reasons, upon codification in the U.S. Code, Part B was redesignated Part A.

[3] This rulemaking uses the term ''CAC/HP'' to refer specifically to central air conditioners (which include heat pumps) as defined by EPCA. (42 U.S.C. 6291(21))

based concepts are adopted in the DOE test procedure (these are discussed in sections II.C and II.D of this RFI).

In summary, DOE is publishing this RFI to collect data and information regarding the need for amendments to the test procedures for CAC/HPs, including the issues raised by the commenters in the previous rulemaking, and in satisfaction of the 7-year review requirement specified in EPCA.

II. Request for Information

In the following sections, DOE has identified a variety of issues on which it seeks input to determine whether, and if so how, an amended test procedure for CAC/HPs would (1) more accurately or fully comply with the requirements in EPCA that test procedures be reasonably designed to produce test results which reflect energy use during a representative average use cycle or period of use, without being unduly burdensome to conduct (42 U.S.C. 6293(b)(3)); or (2) reduce testing burden.

Additionally, DOE welcomes comments on any aspect of the existing test procedures for CAC/HPs that may not specifically be identified in this document.

A. Scope and Definitions

CAC/HPs are defined in 10 CFR 430.2. As laid out in section 1.1 of appendix M1, the test procedure applies to CAC/HPs including the following categories, all of which are defined either in 10 CFR 430.2 or in section 1.2 of appendix M1:

(a) Split-system air conditioners, including single-split, multi-head mini-split, multi-split (including variable refrigerant flow (''VRF'')), and multi-circuit systems;

(b) Split-system heat pumps, including single-split, multi-head mini-split, multi-split (including VRF), and multi-circuit systems;

(c) Single-package air conditioners;

(d) Single-package heat pumps;

(e) Small-duct, high-velocity systems (including VRF);

(f) Space-constrained products—air conditioners; and

(g) Space-constrained products—heat pumps.

The definition for central air conditioner or central air conditioning heat pump was last amended in the October 2022 CAC TP final rule. DOE revised the central air conditioner or central air conditioning heat pump definition so that it explicitly excluded certain equipment categories that met the CAC/HP definition based on their characteristics but are exclusively distributed in commerce for commercial and industrial applications. 87 FR 64550, 64573. DOE noted that there are certain types of equipment that meet the CAC/HP definition but are exclusively distributed in commerce for commercial and industrial applications, and that EPCA did not intend to regulate as consumer products. *Id.*

Issue 1: DOE seeks information on whether the scope of CAC/HPs covered by appendices M and M1 needs to be limited, expanded, clarified, or revised in any way.

Issue 2: DOE seeks information on whether the definition of central air conditioner or central air conditioning heat pump needs revision or further clarifications.

B. Load-Based Testing

1. Background

As noted in section I.B of this RFI, several stakeholders in the previous rulemaking encouraged DOE to review ways to improve the representativeness of the test procedures for CAC/HPs. Specifically, the Pacific Gas and Electric Company, San Diego Gas and Electric, and Southern California Edison (collectively, the ''California Investor Owned Utilities'' or ''CA IOUs''); the Appliance Standards Awareness Project (''ASAP'') and American Council for an Energy-Efficient Economy (''ACEEE'') (collectively, the ''Joint Advocates''); and the Northwest Energy Efficiency Alliance (''NEEA'') all requested that DOE explore approaches that would capture the performance of variable-speed and multi-stage systems operating under native controls rather than under fixed compressor and fan speed controls as required under the current DOE test methods. (CA IOUs, No. 20 at pp. 2–3; Joint Advocates, No. 18 at p. 1; NEEA, No. 23 at p. 1) [4]

NEEA and the Joint Advocates recommended that DOE adopt a test procedure that evaluates performance for variable-speed systems with the heat pump operating using its native controls rather than using fixed-speed overrides of controls. (NEEA, No. 23 at p. 1; Joint Advocates, No. 18 at pp. 3–4) NEEA provided data to support their claim that seasonal efficiency performance is highly dependent on the installed firmware of the system. (*Id.* at pp. 3–4) NEEA compiled this information in a report [5] that was also cited by the Joint Advocates in their comment. (Joint Advocates, No. 18 at p. 4)

NEEA also requested that DOE adopt a load-based test procedure with the tested system operating under native controls. (NEEA, No. 23 at p. 2) NEEA again provided data concerning the representativeness of the existing DOE test procedure as compared to field data. *Id.* NEEA cited several ongoing projects related to the evaluation of load-based testing of CAC/HP and recommended that DOE leverage this work as a part of the next CAC/HP test procedure rulemaking. (*Id.* at pp. 5–7) NEEA additionally requested that DOE consider increasing the amount of data reported for heat pumps operating at part-load heating conditions, specifically advocating for required reporting of coefficient of performance (''COP'') for low-compressor-stage tests at 67 °F and 47 °F. (*Id.* at p. 7)

To address these comments, and in addition to the potential improvements in appendix M1 outlined in sections II.C and II.D of this RFI, DOE is exploring the potential of a load-based testing approach, primarily for variable-speed CAC/HPs, to evaluate performance characteristics that may not be captured by the existing steady-state test methods outlined in appendix M1. DOE has also considered load-based test methods that are also applicable for single- and two-stage models. This section gives a brief introduction of the load-based testing methodologies and summarizes the various efforts and test programs that are investigating and developing new load-based test methods.

2. Current DOE Test Procedures

As discussed, the current test procedures for CAC/HPs are given at title 10 CFR part 430, subpart B, appendix M1. Beginning January 1, 2023, manufacturers must certify their systems under appendix M1 and meet energy conservation standards in terms of EER2, SEER2, HSPF2, and off-mode power.

a. Test Conditions

Appendix M1 uses a steady-state test concept where test room conditions are kept within narrow operating tolerances for each test point, and the CAC/HP

[4] The parenthetical reference provides a reference for information located in the docket of DOE's rulemaking to develop test procedures for central air conditioners and heat pumps (Docket No. EERE–2021–BT–TP–0030, which is maintained at *www.regulations.gov*). The references are arranged as follows: (commenter name, comment docket ID number, page of that document).

[5] The report titled ''Heat Pump and Air Conditioner Efficiency Ratings: Why Metrics Matter'' outlined how the built-in firmware of variable-speed CAC/HPs can have a significant impact on real-world performance, yet the firmware operation is explicitly excluded from current rating procedures. The report presented the case that a much better rating metric would utilize a load-based testing procedure that fully characterizes heat pump performance under realistic operating conditions, including the systems' built-in firmware. Available at *https://neea.org/resources/heat-pump-and-air-conditioner-efficiency-ratings-why-metrics-matter.*

system is manually controlled to operate at the specified compressor speed and airflow rate for each test point (*i.e.,* the CAC/HP system's controls are overridden to ensure constant operation at the speed and airflow required by the DOE test procedure). While the DOE test procedures do include transient tests to examine the impact of defrost and compressor cycling, they do not incorporate any elements of load-based testing [6] in which the unit operates under its own native controls in responding to conditioning loads. Several research projects discussed in section II.B.4 have addressed development of load-based test approaches.

Furthermore, there has been growing interest in cold climate heat pumps (''CCHPs''). A CCHP is a kind of central heat pump that could provide mechanical air heating utilizing a refrigerant vapor compression cycle, or a combination of mechanical air heating and electric resistance heating, at low outdoor ambient conditions (~5 °F) that could occur in generalized climate region V [7] in the United States. On May 19, 2021, DOE, in conjunction with the U.S. Environmental Protection Agency (''EPA'') and National Resources Canada (''NRCan''), announced a Cold Climate Heat Pump Technology Challenge (''DOE CCHP Tech Challenge'') as part of the Energy, Emissions and Equity (''E3'') Initiative.[8] In partnership with heat pump manufacturers, DOE developed a new technology specification for a high-performance CCHP. Several CCHP prototypes meeting this technology specification will undergo field trials in the winters of 2022 and 2023 to demonstrate performance in the field. In addition to the interest in CCHP development expressed by heat pump manufacturers, DOE is aware of growing interest from utilities and state governments to support the development of CCHPs to accelerate decarbonization efforts (*e.g.,* replacing residential furnaces with heat pumps). Utility programs often offer rebates to consumers who purchase high-efficiency products, and high-performing CCHP are a growing component of several utility rebate programs.[9]

However, the validation of CCHP performance at colder outdoor ambient temperatures (*i.e.,* 5 °F and colder), is not a topic currently addressed by the DOE test procedures.

b. Control Inputs

When testing for single-speed and two-speed CAC/HPs, the heating and cooling tests per the DOE test procedures are conducted using each of the discrete compressor speeds at which the system is capable of operating. However, when testing variable-speed CAC/HPs, appendix M1 requires selection of appropriate compressor speeds that are intended to be representative of how the system would operate under its native controls.[10] The DOE test procedures include some specification as to how compressor speeds should be selected for testing variable-speed CAC/HP. For example, appendix M1 specifies that for the $H3_2$ heating test, the ''Heating Full'' compressor speed should be the maximum speed at which the system controls would operate the compressor in normal operation at 17 °F ambient temperature. However, there is no process for verifying that the compressor speeds selected for testing agree with the compressor speed that would be observed if the system were operating at the same conditions under native controls.

Additionally, single-speed and two-speed CAC/HP systems rely on voltage signals from a thermostat to determine their operating state. When following DOE's test procedures for single-speed and two-speed CAC/HPs, it is common practice for the test lab to simulate a thermostat signal by sending the appropriate voltage signals directly to the unit under test instead of using a functional thermostat to induce the desired stage of heating or cooling mode. Conversely, variable-speed CAC/HPs installed in the field commonly utilize communicating thermostats where the control system communicates the difference in space temperature and space setpoint temperature to the control that sets compressor speed and indoor fan speed. Manufacturers involved in the development of the ENERGY STAR Central Air Conditioner and Air Source Heat Pump Specification Version 6.0 indicated that standard thermostats for their variable-speed units enable two-way communication control between the indoor and outdoor units.[11] DOE is aware of concerns that two-way communication control may not be possible using a third-party smart thermostat or lab-simulated thermostat. Therefore, many variable-speed units would not operate without their proprietary communicating thermostat making it an inherent part of the native control. DOE is also aware of concerns that operation under native controls for variable-speed CAC/HP can result in dynamic operation that is inconsistent with the steady-state requirements in the current DOE test procedure.

3. Categorization of Test Concepts

As explained in section II.B.1 of this document, the current DOE test procedure for CAC/HPs outlined in appendix M1 is a steady-state test, where the compressor speeds and airflow rates may be overridden for each test point.

In contrast, a load-based test has the conditioning load applied to the indoor room using either a stable compensation load or a load profile that approximates how the load varies for units installed in the field. In this type of test, an air conditioning system or heat pump is allowed to automatically determine and vary its operation in response to the imposed conditioning loads, rather than operating at manually overridden speeds.

Because of the different variations of load-based tests, it is important to define the method of inducing the conditioning load on the indoor psychrometric room. Broadly, there are two methods of inducing load, which

[6] A load-based test method differs from the steady-state test method currently used in DOE test procedures for air conditioning and heat pump equipment. In a steady-state test method, the indoor room is maintained at a constant temperature throughout the test. In this type of test, any variable-speed or variable-position components of air conditioners and heat pumps are set in a fixed position, which is typically specified by the manufacturer. In contrast, a load-based test has the conditioning load applied to the indoor room using a load profile that approximates how the load varies for units installed in the field. In this type of test, an air conditioning system or heat pump is allowed to automatically determine and vary its control settings in response to the imposed conditioning loads, rather than relying on manufacturer-specified settings.

[7] *See* ''Figure 1—Climatic Regions I through VI for the United States'' in appendix M1.

[8] As part of the E3 Initiative, DOE launched the DOE CCHP Tech Challenge. Currently, the challenge is focused on residential, centrally ducted, electric-only HPs. CCHP products that meet the challenge specification would offer high efficiency and heating capacity both seasonally and at very cold temperatures (5 °F and below). The challenge builds upon the recent ENERGY STAR specification (v6.1). For further details, *see www.energy.gov/sites/default/files/2022-02/bto-cchp-fact-sheet-021822.pdf.*

[9] There currently is a database of CCHP products provided by the Northeast Energy Efficiency Partners (''NEEP''), and some utility providers are offering rebates if customers purchase and install a CCHP from the NEEP database. For example, the Vermont Public Power Supply Authority is offering one (*vppsa.com/2021-cold-climate-heat-pump-instant-discount/*).

[10] Native controls means configuring the unit under test with settings specified for field use and removing the unit from ''test mode'' used for steady-state tests. Native control settings are determined from manufacturer installation and operations manual shipped with the unit.

[11] Lennox and Carrier comments on the Version 6.0 Limited Topic Proposal on Installation, dated February 23, 2021. Comments are accessible at *https://www.energystar.gov/products/spec/central_air_conditioner_and_air_source_heat_pump_specification_version_6_0_pd.*

are detailed in the following sections II.B.3.a and II.B.3.b of this document.

a. Test Chamber Induced Load

In this approach, the test chamber's reconditioning equipment, and/or any alternative devices such as a fan coil or electric heater, add or remove heat to (or from) the chamber at a constant rate. An example of the test chamber induced load is the load-compensation method, which was first proposed by the German energy regulatory body, Bundesanstalt für Materialforschung und-Prüfung (''BAM'').[12] Like all load-based tests, the load-compensation method involves testing the CAC/HP equipment operating without any test unit native controls override (*i.e.,* not in test mode). This approach minimizes the impact on test result variation caused by test chamber and measurement apparatus thermal mass due to the inherent steady-state nature of the testing.

This testing methodology can be illustrated by explanation of its execution in the DOE CCHP Tech Challenge. Prior to conducting load-compensation tests under native controls, appendix M1 tests are required to calculate HSPF2 and determine target compensation loads for a select sub-set of native control tests. During native control testing, the psychrometric chambers are operated with a fixed cooling load; this load should be equivalent in magnitude to the capacity from the corresponding appendix M1 regulatory test. Full-load tests are conducted with the thermostat set at the maximum available setpoint unless temporary over speeding is allowed by the system controls. In this case, the thermostat setpoint is reduced until temporary over speeding is no longer occurring. Minimum and intermediate speed tests are conducted with the thermostat set at the test condition target value (adjusted for thermostat offset). For example, if a heating capacity of 17,000 Btu/h was measured during the $H1_1$ test, the ''Min/Mild'' test would apply an equivalent 17,000 Btu/h cooling load to the indoor room's conditioning equipment. This results in the unit under test responding to the test chamber-induced load to maintain the desired temperature. If a similar capacity cannot be achieved without the unit cycling on and off, then the compensation load is incrementally increased until the unit is no longer cycling. Data is collected with the unit operating at a capacity as close as possible to the ratings test while running continuously (not cycling).

b. Virtual Building Load

The Virtual Building Load (''VBL'') approach of load-based testing adds to the load-compensation approach by simulating the building response to the conditioning provided by the unit under test. Specifically, if the system capacity is lower than the average load in a heating test, the temperature of the air returned to the unit would be reduced (by the test chamber conditioning equipment) to reflect the transient reduction in temperature of the building while the load and unit capacity are not balanced. The main difference between the test chamber induced load test method and the VBL test method is that the former utilizes a stable load being imposed on the unit under test, whereas the latter varies the load to simulate the building response if the capacity of the unit under test does not match the imposed load. Several variations exist for implementation of the VBL for load-based testing of CAC/HPs, as detailed in section II.B.4 of this RFI. What all these variations have in common is that the indoor room temperature varies to mimic the response of the virtual building, which is a software loop continuously interacting with the indoor room's conditioning equipment.

4. Summaries of Selected Activities Investigating and Developing New Test Methods for Central Air Conditioners and Heat Pumps

Several initiatives to investigate, research, and develop new test procedures have emerged in response to concerns that current regulatory test methods may have issues representing field performance. Some of these activities are described in the subsections below.

a. CSA EXP07

In March 2019, The Canadian Standards Association (''CSA'') published a draft ''first edition'' of CSA EXP07:19, ''Load-based and climate-specific testing and rating procedures for heat pumps and air conditioners'' [13] (''EXP07''). EXP07 is a load-based testing methodology applicable to single-split and packaged air-source CAC/HP with rated cooling or heating capacity below 65,000 Btu/h, including space-constrained and small-duct, high-velocity equipment. In contrast to conventional test methods, in which the indoor room conditions are held constant by the laboratory's indoor room conditioning equipment, EXP07 allows the unit under test to respond to a thermostat or temperature controller installed in the room or the return air, while the indoor room conditioning equipment is controlled to adjust that temperature to represent the conditioning (be it heating or cooling) provided by the unit as well as the response of a typical building. The test sequences through a set of representative outdoor room conditions. As the unit attempts to maintain a desired condition, all modulating components are free to perform under the unit's own native controls.

The load-based test concept that underpins the EXP07 procedure is heavily dependent on the interaction of the unit under test, the test chambers, and the thermostat. For CAC/HP systems equipped with a communicating control system, typical for variable-speed systems, the thermostat calculates the difference between the measured indoor room temperature and the unit setpoint for the indoor room, and continuously sends signals to the unit under test to control its operating state. CSA EXP07 also requires that the make and model of the thermostat be recorded and reported with test data.

b. AHRI 1230–2021 VRF CVP

On May 18, 2021, the Air-Conditioning, Heating, and Refrigeration Institute (''AHRI'') published an updated test procedure (AHRI 1230–2021) for Variable Refrigerant Flow Multi-Split Air Conditioners and Heat Pumps that incorporates a controls verification procedure (''CVP'') as appendix C [14] (''VRF CVP''). AHRI 1230–2021 allows manufacturers to specify control settings for certain ''critical parameters'' (*e.g.,* compressor speed, outdoor unit fan speed, and outdoor unit valve positions) in supplemental testing instructions; the VRF CVP is then used to verify whether these manufacturer-specified critical parameter settings are within the range of settings that would be used by the system during operation in the field. On October 20, 2022, DOE published a Final Rule regarding Federal test procedures for VRFs. 87 FR 63860

[12] BAM (2019). *Proposal for the revision of the harmonised test standard EN 14825:2016.* Federal Institute for Materials Research and Testing (BAM).

[13] CSA EXP07:19 is available for purchase in the CSA Group online store at *www.csagroup.org/store/product/CSA%20EXP07%3A19.* A total of 86 different comments were received by stakeholders regarding EXP07:19 during a technical review. A summary of the major comments is detailed in this article: Bruce Harley, Mark Alatorre, Christopher Dymond, Gary Hamer, ''CSA EXP07: Ongoing Progress, Lessons Learned, and Future Work in Load-based Testing of Residential Heat Pumps'' (2022). International Refrigeration and Air Conditioning Conference. Paper 2477.

[14] *See www.ahrinet.org/sites/default/files/2022-06/AHRI_Standard_1230-2021.pdf.*

(''October 2022 VRF TP final rule''). In the October 2022 VRF TP final rule, DOE incorporated the CVP (via reference to Appendix C of AHRI 1230–2021) as part of DOE's product-specific enforcement provisions for VRF multi-split systems in the proposed § 429.134(s). *Id.*

The VRF CVP is performed in the cooling mode by using the test room conditioning apparatus to continuously reduce the indoor room temperature throughout the duration of the procedure. The VRF system responds as the temperature decreases and ''unloads'' as the demand diminishes for the system to provide cooling capacity. Throughout the CVP, the measured positions of each critical parameter are compared against the certified critical parameter values. The certified critical parameters are validated if a defined time exists from within the CVP where the measured values are within tolerance of the certified values. The VRF CVP is not used to measure capacity or efficiency; it is solely used for validating whether critical parameter control inputs are representative of behavior as observed under native control. Additionally, the VRF CVP is not a fully load-based method.

The VRF CVP includes test provisions that are specific to the operation of VRF systems, such as requirements governing the number of thermally active indoor units and validation of critical parameters that are all variable-speed or modulating-position. Additional specification would be required to adapt the AHRI 1230–2021 CVP for VRF systems into a similar CVP applicable for CAC/CHP equipment intended to validate the operating states of variable-speed or modulating components. It is important to note that the VRF CVP utilizes a dynamic load that is neither constant nor simulates a virtual building load. The magnitude of the load is dynamically decreased by explicitly requiring the indoor temperature to be ramped down.

c. ENERGY STAR CCHP CVP

On January 27, 2022, EPA published the ENERGY STAR Version 6.1 Specification for CACs and Air-Source Heat Pumps (''ASHPs'').[15] To certify as an ENERGY STAR CCHP, systems must also meet criteria at the 5 °F heating test condition and perform a controls verification procedure to confirm that the system achieves the same capacity and efficiency criteria at the 5 °F test point when operating under native controls. The ENERGY STAR CCHP CVP is used as pass/fail verification criteria, rather than being used to develop a discrete performance rating, and the system must meet verification criteria in terms of capacity and efficiency.

The ENERGY STAR CCHP CVP shares aspects of both load-based testing and controls verification procedures. The method is similar to other load-based test procedures in that the test unit operates under its native controls. During the ENERGY STAR CCHP CVP, the system thermostat is set to the highest achievable setpoint, while the indoor room conditioning apparatus is set to control to the standardized 70 °F indoor room temperature used for heating tests.[16] In cases in which the required capacity is exceeded but the COP is lower than the requirement, a modified test is allowed, in which the operating capacity is reduced, to attempt to shift both capacity and COP into compliance with the requirement. For this modified test, the thermostat setting is reduced to the standardized room temperature, and the load applied to the room is reduced. If the system can operate at a balance point where both the COP and heating capacity requirements are met, then the CCHP CVP is successful. This part of the ENERGY STAR CCHP CVP is a load-based method, since the chamber conditioning system applies a fixed load rather than maintaining chamber temperature.

d. BAM Dynamic Testing Method

On May 29, 2019, BAM proposed a load-based (compensation method) test method (''Proposal for the revision of the harmonized test standard EN 14825, for the testing and rating of air conditioners and heat pumps at part load conditions and calculation of seasonal performance''), to be used as an alternative to EN 14825:2016 ''Air conditioners, liquid chilling packages and heat pumps, with electrically driven compressors, for space heating and cooling. Testing and rating at part load conditions and calculation of seasonal performance'' (''EN 14825''). The proposal outlined several issues[17] with the fixed compressor speed standard, EN 14825.

After consultations with stakeholders, BAM released test guidelines based on their load-based test method on September 21st, 2020, for ducted and non-ducted, single-split and packaged air-source CAC/HPs with rated cooling or heating capacity below 41,000 Btu/h in a single or double calorimeter room (''Test guideline for a load-based performance testing and calculation of the seasonal performance (air conditioners, cooling only)'').[18]

Through round-robin testing of CAC/HP units using the fixed compressor speed test procedure at seven different test labs, BAM found the standard deviation of reproducibility for EN 14825 to be 7.8% with a maximum deviation of 24% of Seasonal COP values. [19] [20] BAM did undergo some limited investigation of the repeatability and reproducibility of the BAM Dynamic Testing method, and BAM claims that their test method is both repeatable and reproducible.[21] They found the degree of repeatability using the BAM Dynamic Testing method to be comparable (~2%) to the repeatability of the current fixed compressor speed standard, EN 14825.[22]

BAM evaluated 15 CAC models during their preliminary testing for the BAM Dynamic Testing method and found that the unfixed compressor speed load compensation method results in, on average, an approximately 20% lower SEER compared to declared values.[23] The reason for this deviation was primarily due to varying behavior at part-load conditions, typically when the outdoor ambient temperature was between 77 °F and 86 °F. Due to the different control strategies in each of the

[15] *See www.energystar.gov/sites/default/files/asset/document/ENERGY%20STAR%20Version%206.1%20Central%20Air%20Conditioner%20and%20Heat%20Pump%20Final%20Specification%20%28Rev.%20January%20%202022%29.pdf.*

[16] This is referred to as a ''buried thermostat'' test. The ''buried'' term arose from use of the approach in cooling mode testing, for which the term is consistent with using the lowest setting.

[17] Section 2.3; May 29th BAM Proposal.

[18] *See: netzwerke.bam.de/Netzwerke/Content/DE/Downloads/Evpg/Heizen-Kuehlen-Lueften/bam%20test%20guideline%20-%20load-based%20testing%20of%20air%20conditioners%20cooling.pdf.pdf?__blob=publicationFile.*

[19] Figure 4a, 29th May 2019 BAM Proposal. BAM cites that many any labs were erroneously assuming various correction factors due to ambiguities in EN 14825, and without the need for these correction factors in a dynamic test procedure, BAM predicts that reproducibility will be higher.

[20] Table 2, 29th May 2019 BAM Proposal; BAM has not released substantial test data on the reproducibility of their test procedure in comparison to the European standard. Instead, they hypothesize that without the ambiguities found in EN 14825 or correction factors, the BAM Dynamic Test procedure will be more reproducible.

[21] Figure 10 in the May 29, 2019, proposal features a distribution of some of these results, but the document does not provide substantiating data to back up their claim of repeatability and reproducibility.

[22] ''Results'' section, 29th May 2019 BAM Proposal.

[23] Figure 6, 29th May 2019 BAM Proposal. This figure displays results from testing to the unfixed compressor, load compensation method defined in section 8.5.2 of EN 14825. This method is not exactly what the BAM Dynamic Testing method is, but the BAM Dynamic Testing method is largely based off this.

CACs, the pattern of cycling on and off varied unit to unit, and hence affecting the SEER values. BAM observed that the compensation method allowed for a better comparison between units with well-designed control systems.

e. 4E IEA

The Technology Collaboration Program on Energy Efficient End-use Equipment, International Energy Agency (''4E TCP'') studied various load-based testing techniques in order to see if it is possible to develop a test method that improves testing representativeness of variable-speed central air conditioners.[24] 4E TCP conducted the testing series (titled ''Project 2.0'') where three different variable-speed CAC/CHP units were tested by utilizing aspects of published load-based test procedures (BAM Dynamic Testing, CSA EXP07 and AHRI 1230 CVP).

4E TCP presented their findings in a public webinar[25] and solicited feedback from stakeholders on the preferred test concept to be used in a unified load-based test method. After investigative testing, 4E IEA recommended either a compensation target load-based method (if test condition/test operating tolerances, repeatability and burden increases are acceptable to stakeholders), or a CVP would be preferred if the tolerances and burden are not acceptable. They also found that the dynamic load response test method is not repeatable in a laboratory setting. Stakeholders indicated the projected 10%–15% repeatability increase for a compensation target load-based test was too large and that for regulatory purposes, the overridden steady-state test would be preferred.

On December 1, 2021, 4E IEA published a test method in ''Controls Validation Method for Variable Speed Air Conditioners and Heat Pumps'' (''4E TCP AC/HP Controls Validation Method''). This test method utilized the compensation target load-based method as a CVP for confirmation against regulatory tests in which modulating component(s) are overridden. This methodology is applicable to variable-speed ducted and non-ducted single-split and packaged air-source CAC/CHP with rated cooling or heating capacity below 65,000 Btu/h, including through-the-wall air conditioners (''ACs'') and heat pumps (''HPs'').

f. DOE Cold-Climate Heat Pump Investigative Testing

To inform the development of test methods for Cold Climate Heat Pump Test methods, DOE conducted investigative testing on 7 non-ducted mini-split and 2 central-ducted split variable-speed heat pumps. All heating regulatory tests as per appendix M/M1 were conducted, in addition to the $H4_2$ test at 5 °F (optional in appendix M1), $H5_2$ test at −5 °F, and $H6_2$ test at −15 °F (not part of appendix M or M1). Load-based tests were conducted using the load-compensation method for select appendix M1 conditions, denoted by the ''x'' subscript, namely $H1_{N_x}$, $H1_{1_x}$, and $H4_{2_x}$. The testing showed that regulatory and load-based tests showed similar performance for ducted units at 47 °F heating maximum air volume rate condition ($H1_N$ and $H1_{N_x}$). However, DOE found that regulatory tests did not capture ''real-world'' performance at ambient temperatures lower than 47 °F. Specifically, DOE observed that the compressor speeds and indoor fan speeds for load-based and regulatory tests at ambient temperatures below 47 °F differed by more than 11% for some of the tested units. Additionally, DOE observed that units in ''test mode'' allowed operation below the point at which the native control tests cut out.

g. DOE CCHP Tech Challenge

Performance of the CCHPs participating in the DOE CCHP Tech Challenge (see II.B.2 for further details) is evaluated by testing at the psychrometric chambers at Oak Ridge National Laboratory (''ORNL''). The test matrix comprises the regulatory heating mode tests outlined in appendix M1, with the $H4/H4_2$ test at outdoor ambient temperature of 5 °F being mandatory. Additionally, after consultation with manufacturers, it was decided that a battery of CCHP-Focused Dynamic Tests would be conducted based on the load-compensation method.[26] For variable-speed CCHPs to pass the DOE CCHP Tech Challenge specifications, one of the requirements is that the minimum capacity at 47 °F, validated using the ''Min/Mild'' load-based test, shall be at least 30% less than the nominal capacity at 47 °F (*i.e.,* capacity for test $H1_N$ of appendix M1). So far, 10 manufacturers have committed to participate in the DOE CCHP Tech Challenge, with three of them having successfully achieved the challenge's standards to date.[27]

h. Emulator-Based Assessment Method for Dynamic Performance Evaluation of Air Conditioners by Waseda University

Various groups at the Waseda University in Japan collaborated to develop an emulator-based method for load-based testing of ACs.[28] The virtual room emulator simulates the return indoor air temperature based on the input assumptions for a VBL. Consequently, the AC responds to the simulated indoor air conditions by supplying cooling capacity according to the response guided by its control system. Testing was conducted, with and without the emulator enabled, on a 2-ton non-ducted CHP, as per the conditions outlined in the Japanese Industrial Standards annual performance tests (''JIS B 08615, 2013'') (*i.e.,* indoor dry-bulb and wet-bulb temperatures of 80 °F and 67 °F, respectively, and outdoor dry-bulb and wet-bulb temperatures of 95 °F and 75 °F, respectively, at a 25 percent loading condition). It was found that the COP of the unit with the emulator enabled was 22 percent lower than the corresponding steady-state test (without the emulator).

As a result of testing, the team at Waseda University was able to identify several sources of errors and delays that affected the modulation of indoor air temperature and humidity, such as the emulator's calculation time delay, tracking of air flow rate, temperature and humidity by the condition generator, heat transfer and thermal capacity of the structure and instrumentation of the psychrometric chamber, time delay of the various signals, and the thermostat location.

i. The Advanced Heat Pump Coalition

The Advanced Heat Pump Coalition is a group of utilities and energy efficiency advocates, namely NEEA, the Northeast Energy Efficiency Partners (''NEEP''), the Midwest Energy Efficiency Alliance (''MEEA''), NRCan, EPA, California Energy Commission, and the New York State Energy Research and Development Authority (''NYSERDA''), that share knowledge and resources to assist the market adoption of residential heat

[24] ''Load-based Testing for Variable Speed Air Conditioners & Heat Pumps Phase 1 Findings Webinar'' 4E IEA presentation (January 29, 2021). See *https://www.iea-4e.org/wp-content/uploads/2021/08/AC-HP-Test-Methods-Phase-1-Key-Findings_Revised.pdf.*

[25] ''AC/HP Test Methods Investigative Testing: Phase 2 Preliminary Findings'' 4E IEA presentation (May 7, 2021). See *https://www.iea-4e.org/wp-content/uploads/2021/08/AC-HP-Test-Methods-Phase-2-key-Findings-2021-08-06-CLEAN.pdf.*

[26] *See www.energy.gov/sites/default/files/2021-10/bto-cchp-tech-challenge-spec-102521.pdf.*

[27] *See www.energy.gov/articles/biden-harris-administration-announces-250-million-investment-inflation-reduction-act.*

[28] Niccolo Giannetti, Hifni Ariyadi, Yoichi Miyaoka, Jongsoo Jeong, Kiyoshi Saito, ''Development of an Emulator-Based Assessment Method for Representative Evaluation of the Dynamic Performance of Air Conditioners '' (2022). International Refrigeration and Air Conditioning Conference. Paper 2458. *docs.lib.purdue.edu/iracc/2448/.*

pumps in the US.[29] Workgroup 1 of this coalition aims to identify a load-based test procedure for ASHPs that is more representative of their performance in the field.

Initially, 13 heat pumps made by nine manufacturers were tested using CSA EXP07:19 and AHRI 210/240[30] (''Performance Rating of Unitary Air-conditioning & Air-source Heat Pump Equipment'') at the UL Plano laboratory in Texas. Two were initially tested only in the heating mode and 11 were tested in both heating and cooling modes to generate a complete set of seasonal COP ratings. As previously mentioned, EXP07 accounts for the on-board control algorithms of the units under test. A comparison of the relationship between HSPF and heating SCOP or SEER and cooling SCOP was not conducted due to the fact that these are two different metrics based on different measurement conditions and methodologies. However, comparing different models with similar SEER and HSPF ratings to the results using the CSA EXP07 method showed that the relative efficiencies of those models were significantly different. The Coalition stated that the on-board controls are a critical component of the heat pump's real performance and should be accounted for in future test standards.

j. ISO/TC 86/SC 6/TG 13

TG 13 (''Next generation of performance standards'') is a working group of ISO/TC 86/SC 6 (''Testing and rating of air-conditioners and heat pumps'') that is responsible for gathering information on various activities pertaining to load-based testing methods for residential CAC/HPs. Recently, lab testing results of several CAC/HPs using the BAM Dynamic Testing Method (section II.B.4.d of this document), CSA–EXP07:2019 (section II.B.4.a of this document), and the emulator-based assessment method (section II.B.4.h of this document), along with findings of the 4E IEA project (section II.B.4.e of this document), have been presented to members of ISO/TC 86/SC6/TG 13. The subcommittee has raised concerns about the repeatability and reproducibility of load-based tests on several occasions (*e.g.,* the ''Load-based test method'' informal virtual meeting held on July 8th, 2022), and hence encourage all ongoing and future research projects to address both of these factors.

k. ASHRAE TC 8.11 Subcommittee Unitary Next Generation Test Procedure

The American Society of Heating, Refrigerating and Air-Conditioning Engineers (''ASHRAE'') Technical Committee (''TC'') 8.11[31] is concerned with the following AC and HP systems: (1) ducted unitary ACs/HPs, (2) room ACs such as window mounted units and non-ducted split systems, and (3) packaged terminal equipment. The TC 8.11 subcommittee titled ''Unitary Next Generation Test Procedure Subcommittee'' was developed with the aim of coordinating technical activities related to the development of the next generation load-based test procedure for unitary HVAC equipment. It is planning to develop a Research Topic Acceptance Request (''RTAR''), which will enable identification of ASHRAE Research Projects (''RPs'') to improve upon the reproducibility, repeatability, and representativeness of load-based test procedures for residential and commercial unitary AC/HP equipment.

5. Request for Information

As explained in section II.B.3, all load-based test methods are characterized by how the load is applied on the test chamber. Two primary testing procedures are used for capacity measuring, namely the calorimetric or air enthalpy method. The calorimetric room method measures the energy input to the equipment serving a known load added into the conditioned room. Test chambers are typically limited to a 3.4-ton (12 kW) cooling capacity and are typically preferable for testing non-ducted CAC/HPs. In contrast, the air enthalpy method is typically employed in psychrometric chambers, and is geared towards ducted equipment, but can accommodate non-ducted if needed. Table II–1 shows which of the two capacity measuring methods (*i.e.,* calorimetric room or air enthalpy) are used for each load-based test method, and also show the load application scheme for each of them.

TABLE II–1—APPLICABILITY OF LOAD-BASED TEST METHODS TO EQUIPMENT TYPES, AND PROCEDURE FOR CAPACITY MEASUREMENT

Load-based test method	Test procedure for capacity measurement		Type of equipment test method is applicable to		Load application scheme	
	Calorimetric room	Air enthalpy method	Ducted	Non-ducted	Test chamber induced load	Virtual building load
CSA EXP07		✓	✓	✓		✓
AHRI 1230–2021 VRF CVP		✓	✓	✓	✓	
Energy Star CCHP CVP		✓	✓	✓	✓	
BAM Dynamic Testing Method	✓		✓	✓	✓	
DOE CCHP Investigative Testing		✓	✓		✓	
DOE CCHP Tech Challenge		✓	✓		✓	
Emulator-Based Assessment Method for Dynamic Performance Evaluation of ACs	✓			✓		✓
4E TCP AC/HP Controls Validation Method	✓	✓	✓	✓	✓	

In the following sections, DOE has identified a variety of issues on which it seeks input to determine whether, and if so, how, an amended test procedure for CAC/HPs and CCHPs would more accurately or fully comply with the requirements in EPCA that test procedures be reasonably designed to produce test results that reflect energy use during a representative average use cycle or period of use without being unduly burdensome to conduct (42

[29] *See www.mwalliance.org/advanced-heat-pump-coalition.*

[30] AHRI 210/240 establishes a method to rate residential central air conditioners and heat pumps consistent with the test procedure codified in 10 CFR part 430, subpart B, appendix M1.

[31] ASHRAE's technical committees are responsible for coordination of society-sponsored Research Projects (''RPs''), reviewing technical papers, evaluating the need for standards, and acting as the advisory board for the Society on all aspects of the technology for which it is in charge.

U.S.C. 6293(b)(3)). DOE also seeks input on the most appropriate application of such an amended test procedure.

a. Repeatability and Reproducibility

DOE is interested in information and data regarding the repeatability and reproducibility of known load-based test methods. Publicly available information on this topic for the load-based test method initiatives discussed in section II.B.4 is very limited. Presentations regarding the 4E IEA work on development of load-based test procedures (*see* section II.B.4.e of this document) include claims that the degree of repeatability and reproducibility of load-based test procedures is extremely important, and through testing three different units twice at different test labs, the COP was found to vary as much as 10.6 percent during the load compensation method.[32] In addition, several units have been tested at two laboratories to assess the repeatability and reproducibility of CSA EXP07 and AHRI 210/240, but the information is only available to ISO/TC 86/SC 6/TG 13 and not to the public. DOE is aware of ongoing efforts where it has been pointed out during load-based testing that thermostat location within the indoor environmental chambers is very crucial for repeatability of load-based tests across different laboratories.[33]

Issue 3: DOE requests quantitative information regarding the repeatability and reproducibility of load-based test procedures (not limited to the developments discussed in section II.B.4 of this RFI). Specifically, which of the approaches presented in section II.B.4 are better in this regard, and what specific characteristics make them better? How do the repeatability and reproducibility of load-based test procedures compare to more conventional test methods that involve operating the system with one or more fixed control setting? To what extent do the differences in test facility characteristics lead to different settings of control system parameters as a result of control system learning (*i.e.,* adaptation of control parameters in response to ''conditioned system'' behavior) and how much does this affect different load-based test approaches? Please provide appropriate data to the extent possible to support the information.

b. Field Performance

As described in sections II.B.1 and II.B.2 of this RFI, stakeholders have expressed greater interest in load-based test procedures based on the observation that variable-speed CAC/HPs may not always operate in the field in a manner that is represented by conventional testing using fixed speeds for the compressor and other key components. Developers of load-based testing methods claim these tests are more representative of an average use cycle than the fixed compressor speed methods found in appendix M1. However, comprehensive information comparing the results of different test methods with the results of field operation have not been made public. Currently, DOE is only aware of NEEP managing a field performance research study to directly compare the representativeness of both EXP07 and appendix M1, but the results of this research are expected in the 2nd quarter of 2023.[34]

Issue 4: DOE seeks data showing how the representativeness of load-based test procedures compares to that of more conventional fixed-speed and fixed-setting test procedures. What are the key issues observed that cause field performance of CAC/HPs to deviate from the predictions of conventional testing, and has load-based testing provided more representative predictions? Additionally, DOE is interested in any data suggesting that CAC/HPs that were considered to be performing poorly in the lab when tested using load-based methods also performed poorly when installed in the field.

c. Test Burden

In addition to considering repeatability, reproducibility, and representativeness when evaluating test procedures, DOE must also consider the relative burdens associated with conducting test procedures. One component of test burden is the total testing time, which includes setup/commissioning/decommissioning, official test points, and any time required to transition between test conditions. Test burden also accounts for difficulties in repeatably achieving test conditions (*i.e.,* whether a test has a higher likelihood of needing to be conducted multiple times to achieve a valid result). Another key component of analyzing test burden is considering any upgrades to laboratory equipment or capital expenditures required to conduct testing. These upgrades may constitute considerable burden when large capital expenditures are required.

Issue 5: DOE seeks information related to the test burden of load-based test methods, including those discussed in this document and any other method that may not be considered here. What is the test duration and how does it compare with a regulatory test under the currently prescribed DOE test method? How much time is needed for control system learning (*i.e.,* adaptation of control parameters in response to ''conditioned system'' behavior) to take place prior to testing? What specific changes to the facility, including its control systems, are required to conduct load-based testing? Additionally, what are the costs associated with upgrading controls of environmental chambers and the time needed for training technicians to successfully conduct load-based testing?

d. Thermostat Selection and Built-In Control Firmware

A key aspect of system performance addressed by load-based test procedures is the way that the control system impacts the operation and performance of the system. Since thermostats can vary in their control algorithms and how they communicate with a system, the thermostat selection can potentially impact the results of the test (*see* section II.B.2.b of this RFI for further discussion). As noted in section II.B.4.a, CSA EXP07 requires the make and model of the thermostat to be recorded and reported with test data. The 4E IEA Project 2.0 round-robin testing (described in section II.B.4.e of this RFI) is investigating the impact of different thermostat selections on system performance when subjected to the same test procedure using load-based test conditions. DOE is not aware of data showing the variability of test results when pairing the same CAC/CHP model with different thermostats. However, as explained in section II.B.1, in response to a notice of proposed rulemaking (''NOPR'') regarding CAC/HP test procedures published on March 24, 2022 (''March 2022 CAC TP NOPR''), NEEA provided data from a report [35] that showed the seasonal efficiency performance of variable-speed CAC/HPs

[32] Slide 24 of ''AC/HP Test Methods Investigative Testing: Phase 2 Preliminary Findings'' 4E IEA presentation (May 7, 2021).

[33] Cheng, Li; Patil, Akash; Dhillon, Parveen; Braun, James E.; and Horton, W. Travis, ''Impact of Virtual Building Model and Thermostat Installation on Performance and Dynamics of Variable-Speed Equipment during Load-based Tests'' (2018). International Refrigeration and Air Conditioning Conference. Paper 2078. *docs.lib.purdue.edu/iracc/2078.*

[34] *See neep.org/request-proposals-heat-pump-rating-representativeness-project-0.*

[35] The report is titled ''Heat Pump and Air Conditioner Efficiency Ratings: Why Metrics Matter'', and can be downloaded for free from this link: *neea.org/resources/heat-pump-and-air-conditioner-efficiency-ratings-why-metrics-matter.*

was highly dependent on the internal firmware of the system. 87 FR 16830.

Issue 6: DOE requests comment on the impact of thermostat selection and the built-in firmware version when testing CAC/HP under their native controls. What range of performance could be measured using different thermostats when testing the same system? How does this vary for staged systems as compared with fully variable-speed systems? How should thermostat pairings and the built-in firmware be considered from a certification standpoint (*i.e.,* should the thermostat used for testing be certified as part of the tested combination)? DOE is also interested in knowing how behavior of CAC/HPs in the field varies depending on the thermostats pairing (*i.e.,* those shipped with the unit versus those obtained from third-party suppliers). DOE would like to know what percentage of thermostats can be updated remotely via firmware upgrades and what percentage can only be updated in the field via service technicians.

e. Use of Different Test Methods for Different Purposes

It is DOE's understanding that some organizations seek to use load-based testing as a tool to evaluate the performance of air conditioning and heat pump systems even as the current regulatory test procedures (*e.g.,* appendix M1) are required for certification of compliance with minimum efficient standards. As noted in section II.B.4.a, CSA EXP07 proposes to use test conditions that differ from the Federal test procedures, which will yield different test results, whether or not there might be inefficiencies that CSA EXP07 would capture that conventional test methods do not.

Issue 7: DOE is interested in any existing examples of load-based testing for regulatory purposes or for use in voluntary incentive-based programs. Are there draft examples of how such regulation would be applied, with focus on differences as compared with more conventional test methods (*e.g.,* appendix M1)?

f. Test Conditions for Load-Based Methods

Load-based test procedures for CAC/HPs may sometimes have test conditions that do not align with the DOE test procedure outlined in appendix M1. For example, EXP07 includes more test conditions spanning a wider range of outdoor temperatures than appendix M1. Figure II–1 and Table II–2 show a comparison of the test room conditions used in EXP07 versus the test conditions used in the DOE test procedure appendix M1.

Figure II-1: Comparison of Outdoor Dry-Bulb Temperature Test Conditions between EXP07 and DOE Test Procedure (Appendix M1) for CAC/HPs

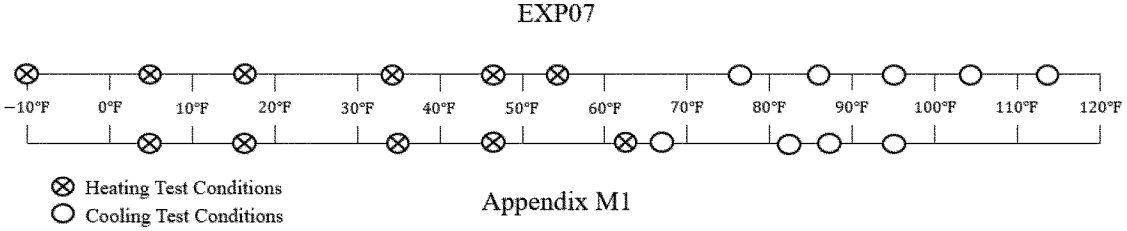

TABLE II–2—COMPARISON OF OUTDOOR DRY-BULB TEMPERATURE TEST CONDITIONS BETWEEN EXP07 AND DOE TEST PROCEDURE (APPENDIX M1) FOR CAC/HPS

Appendix M1:	
A2—95 °F	$H0_1$—62 °F.
Ev—87 °F	$H1_1$/$H1_2$*/$H1_N$/$H1C_1$*—47 °F.
B1 & B2—82 °F	$H2_V$/$H2_2$*—35 °F.
F1/G_1*/I_1*—67 °F	$H3_2$—17 °F.
	$H4_2$*—5 °F.
EXP07:	
CA*—113 °F	HA*—(−10 °F).
CB—104 °F	HB*—5 °F.
CC—95 °F	HC—17 °F.
CD—86 °F	HD—34 °F.
CE—77 °F	HE—47 °F.
	HF—54 °F.

* Optional Test Condition.

[1] Cooling-mode indoor room test condition temperatures are 80 °F dry-bulb, 67 °F wet-bulb for appendix M1. EXP07 utilizes different indoor room conditions based on humid climate (74 °F dry-bulb, 63 °F wet-bulb) and dry climate (79 °F dry-bulb, 56 °F wet-bulb).

[2] Heating-mode indoor room test condition temperatures are 70 °F dry-bulb, 60 °F wet-bulb for both appendix M1 and for EXP07.

Issue 8: Given the differences between the EXP07 and appendix M1 test procedures for CAC/HPs, DOE requests information comparing how rankings/ratings of CAC/HPs would differ when tested using the EXP07 test conditions (both outdoor and indoor) rather than the appendix M1 test conditions, keeping other aspects of the test the same. Further, DOE requests comments on the relative benefits and drawbacks of revising the appendix M1 test conditions.

g. Communicating and Non-Communicating Variable-Speed CAC/HP Systems

Controls used with CAC/HPs may transfer information between system components, or they may use more conventional low-voltage on-off signals to indicate ''calls'' for space conditioning and/or consumer selection of fan settings. In the October 2022 CAC TP Final Rule, DOE defined ''communicating control'' in the context of variable-speed coil-only CAC/HPs to differentiate the test procedure provisions applicable to communicating systems from those applicable to non-communicating systems. 87 FR 16830, 16837. Section 1.2 of appendix M1 defines ''Communicating Variable-Speed Coil-Only Central Air Conditioner or Heat Pump'' as follows:

Variable-Speed Communicating Coil-Only Central Air Conditioner or Heat Pump means a variable-speed compressor system having a coil-only indoor unit that is installed with a control system that (a) communicates the difference in space temperature and space setpoint temperature (not a setpoint value inferred from on/off thermostat signals) to the control that sets compressor speed; (b) provides a signal to the indoor fan to set fan speed appropriate for compressor staging and air volume rate; and (c) has installation instructions indicating that the required control system meeting both (a) and (b) must be installed.

Although the DOE test procedure explicitly addresses communicating vs. non-communicating operation only for coil-only variable-speed systems, DOE is aware that there may also be non-communicating blower coil variable-speed system installations. DOE understands that the fundamental differences in the control architecture will lead to performance differences. For example, a non-communicating

variable-speed system will not be able to apply classic proportional/integral/differential control algorithms to minimizing space temperature offset from setpoint, since the space thermostat would generally only be able to indicate to the system whether there is a need for conditioning and/or whether a call for a first or a second level of conditioning should be engaged. Thus, it is unclear how such a system would determine the appropriate level of variable-speed compressor operation to engage to meet the conditioning load. It is expected that there would be more variation of the capacity level of such a system, operation which is known to affect efficiency. For communicating variable-speed systems, it is clearer how the control system would be able to set compressor operating level consistent and better optimized for the conditioning need.

DOE is unaware if any of the load-based test methods have different test procedure provisions for communicating and non-communicating CAC/HPs, regardless of whether they are coil-only or blower coil systems.

Issue 9: DOE is interested in test data, if any, that shows how the performance of communicating and non-communicating variable-speed CAC/HPs compares when tested using load-based methods. For systems equipped with non-communicating controls, DOE would like to know how load-based methods address modulation of compressor speed for changing load and outdoor conditions if the difference in indoor space temperature and space setpoint temperature is not communicated to the control setting compressor speed.

h. Load-Based Testing for Single-Stage and Two-Stage Variable-Speed CAC/HP Systems

Much of the discussion about load-based testing has focused on potential performance differences of variable-speed CAC/HP systems in traditional fixed-setting testing as compared with load-based testing methodologies that may better reflect field performance. However, the potential application of load-based testing has also been discussed for single-stage and two-stage CAC/HP systems. Appendix M1 does include cyclic test procedures to capture the losses associated with compressor cycling when capacity is greater than the load.[36] But there may be questions about whether this test is not sufficiently accurate or whether there are other factors that might cause traditional test methods to provide inaccurate indications of field performance.

Issue 10: DOE requests comment on the application of load-based testing to single-stage and two-stage CAC/HP systems, specifically on the differences between conventional test approaches and load-based testing as indicators of system field performance. Additionally, DOE requests any available information indicating whether the cyclic test methods in appendix M1 may be unrepresentative in capturing cyclic losses. Finally, DOE requests comment on whether there are other aspects of single- and two-stage system operation that are not adequately captured by the test methods of appendix M1.

i. Other Factors That Affect System Energy Use

The overall energy use of CAC/HP systems not only depends on how long they operate in the cooling and/or heating seasons, but also on aspects such as adaptive defrost systems, operation of electric resistance heating elements, operation of the fan when the compressor is not running (*i.e.,* during the shoulder season) and operation of auxiliary components during off-mode, such as crank case heaters. In order to accurately capture the performance of CAC/HP systems while testing in a laboratory for regulatory purposes, it is imperative that a load-based test procedure should also account for the aforementioned aspects.

Issue 11: DOE requests comment on the potential application of load-based test procedure to other aspects of CAC/HP operation affecting energy use, including but not limited to defrost systems, operation of electric resistance heating elements (if equipped), operation of fans when the compressor is not running during the shoulder season, and operation of crank case heaters during off-mode.

C. Stakeholder Requests for Test Improvements in Appendix M1

As noted in section I.B, several stakeholder comments in the October 2022 CAC TP final rule encouraged DOE to review ways to improve the representativeness of the test procedures for CAC/HP in a future rulemaking under DOE's 7-year lookback authority. Stakeholder requests that relate to test procedure improvements in appendix M1 are discussed in the subsequent sections.

1. Shoulder-Season Fan Power Consumption

In their written comments submitted during the rulemaking that culminated in the October 2022 CAC TP final rule, the CA IOUs contended that the current test procedure does not fully reflect energy use during the shoulder-season hours when outdoor temperatures are typically between 55 °F and 64 °F and the equipment is likely in fan-only mode (*i.e.,* the compressor is not running). (CA IOUs, No. 20 at pp. 2–3) CA IOUs further commented that the HSPF2 metric used for evaluating heating operation in appendix M1 no longer includes fractional bin hours when outdoor temperatures are between 55 °F and 64 °F and that these hours represent approximately 24 percent of the fractional bin hours relative to appendix M. *Id.*

In the October 2022 CAC TP Final Rule, DOE acknowledged the CA IOUs' comment that shoulder-season fan energy consumption (*i.e.,* fan operation when there is no heating or cooling load) is not captured by either the SEER/SEER2 or HSPF/HSPF2 metrics, which are constructed to represent cooling season efficiency and heating season efficiency, respectively.

DOE notes that a majority of CAC/HPs are installed in the field with a furnace as the air mover (*i.e.,* as coil-only CAC/HPs). Appendix M1 specifies a default fan power for the testing of coil-only CAC/HPs to represent the furnace fan use. The furnace fan test procedure (*see* 10 CFR part 430, subpart B, appendix AA (''appendix AA'')) addresses fan energy use for cooling, heating, and constant circulation modes, including constant circulation operation during the shoulder season. Appendix AA uses an estimate of 400 hours as the national-average annual hours of constant circulation fan operation (*see* 10 CFR part 430, subpart B, appendix AA, Table IV.2). The survey data used to develop this estimate value is described in a furnace fan NOPR, published on May 15, 2012. 77 FR 28674, 28682–28683. While the shoulder season may include many hours when heating or cooling is not required, the survey data and DOE's analysis suggest that only 9 percent of systems operate in fan-only mode when no heating or cooling is being provided, indicating that the shoulder-season fan energy consumption may not be as significant as the CA IOUs present. (*See,*

[36] Sections 3.5 and 3.8 of appendix M1 contain provisions for conducting optional cooling and heating cyclic tests. These cyclic tests are used to determine the Coefficient of Degradation (C_D), which is incorporated into the calculation of SEER2 and HSPF2, to account for any compressor cycling losses. If the optional cyclic tests are not conducted, appendix M1 requires use of the default C_D value of 0.25. However, for the majority of single- and two-stage systems, a lower C_D can be achieved when completing the optional cyclic tests, which results in higher SEER2 and HSPF2.

e.g., Table III.1 in the furnace fan NOPR, 77 FR 28674, 28682). While these hours are specifically associated with coil-only CAC/HP systems, they may also be representative of blower coil systems, which are excluded from the scope of appendix AA and covered in appendix M1. Key factors that would make this energy use significant and worth addressing include the constant circulation fan wattage of blower coil systems, the percentage of such systems that use constant fan when not in cooling and heating mode, and the average hours per year operating in this mode for such a system.

Additionally, there is a potential of increased use of constant circulation in systems that employ new refrigerants to mitigate flammability risks. Currently, nearly all CAC/HP products are designed with R–410A as the refrigerant. The EPA Significant New Alternatives Policy (''SNAP'') Program evaluates and regulates substitutes for ozone-depleting chemicals (such as CAC/HP refrigerants) that are being phased out under the stratospheric ozone protection provisions of the Clean Air Act. (42 U.S.C. 7401 *et seq.*) [37] Of interest in this RFI, the EPA SNAP Program's list of viable substitutes [38] includes a group of refrigerants classified as A2L refrigerants. A2L refrigerants receive high attention for their low global warming potential in addition to their minimal to zero ozone depletion potential. However, A2L refrigerants also face stricter safety requirements than most due to the flammability concerns associated with their ''2L'' ASHRAE safety classification.[39]

Considering A2L flammability concerns and the large push towards their increased use in design, UL recently published updated safety standards [40] for electrical heat pumps, air-conditioners, and dehumidifiers that include the CAC/HP products at issue in this document. One safety risk these standards address is refrigerant leakage, which can be especially hazardous with A2Ls involved. In satisfaction of new UL safety requirements, manufacturers may need to adjust CAC/HP product design to include refrigerant leak detection systems, which use sensors and control logic to detect a loss of pressure, activate the evaporator fan, and use circulated air to quickly disperse and dilute refrigerant in the event of a leakage. DOE acknowledges that a subsequent need may exist for the constant circulation of refrigerant or circulation based on leak detection to accommodate these refrigerant leak detection and mitigation strategies in CAC/HP product design.

Issue 12: DOE requests information on the typical fan power for constant circulation mode for blower coil systems (or as a fraction of cooling or heating fan power); whether constant circulation mode is a default or user configurable setting for these systems and whether manufacturers plan to modify this as part of their mitigation strategy for refrigerant leakage; and information on the percentage of people that use this mode and the associated hours per year on average the system would be in this mode.

Issue 13: DOE requests comment on whether measurement of SEER2 and/or HSPF2 should take into consideration that a certain fraction of systems will use constant circulation mode rather than turn off the fan during the compressor off mode.

Issue 14: DOE requests comment on whether UL safety requirements for A2L refrigerants will require some level of circulation on a continuous basis, or whether circulation to disperse refrigerant will only be required when sensors detect a leak. DOE is interested to know of any other techniques that manufacturers will use for dispersing the A2L refrigerant in the event of a refrigerant leak.

2. Power Consumption of Auxiliary Components

In comments submitted during the rulemaking that culminated in the October 2022 CAC TP final rule, the CA IOUs also commented that neither the HSPF2 nor the SEER2 metrics reflect the energy use of auxiliary components, including fans and crankcase heaters, when the compressor is off, and the SEER2 and HSPF2 metrics therefore do not fully represent any difference in the efficiency of auxiliary equipment between systems. (CA IOUs, No. 20 at pp. 2–3) They recommended that DOE consider methods to address these energy uses in a subsequent review of test procedure. *Id.*

DOE notes that there are already test procedures and energy conservation standards governing the allowable off-mode power consumption for CAC/HPs, which encapsulates the off-mode and standby power consumed by auxiliary components such as crankcase heaters as suggested by the CA IOUs. These test procedures are enumerated in section 4.3 of appendix M and appendix M1, and standards are enumerated at 10 CFR 430.32(c)(4). DOE acknowledges the CA IOUs' comment that the energy use of crankcase heaters is not directly included [41] in the SEER2 and HSPF2 metrics but notes that this energy use is accounted for in off-mode power. In a NOPR regarding CAC/HP test procedures published on June 2, 2010 (''June 2010 CAC TP NOPR''), DOE noted that integrating off-mode energy use, and hence crankcase heater energy use, into SEER and HSPF metrics, would not be technically feasible because they both are seasonal descriptors. 75 FR 31224, 31239. Using these two seasonal metrics to account for out-of-season off-mode energy consumption (*i.e.,* the energy consumed during the shoulder season and during the heating season) would be inconsistent with the definitions of SEER and HSPF. *Id.* Hence, in order to maintain the technical integrity of SEER and HSPF and to account for off-mode energy consumption, DOE developed a separate algorithm to calculate the off-mode (off-season) energy consumption.[42] *Id.* Nevertheless, to help DOE further assess whether its test procedure adequately addresses crankcase heater energy use, DOE is requesting information and data from stakeholders.

Issue 15: DOE requests information as to what percentage of units on the market (split separately between air-conditioners and heat pumps) are shipped from the factory with crank-case heaters; what percentage have crank-case heaters installed in the field (*e.g.,* by contractors); and the percentage breakdown of controls used with units (both factory- and field-installed)—by those that are energized at full power during the compressor off cycle, those that also have an ambient thermostat to prevent use when temperature is high, and those that are self-regulating.

[37] Additional information regarding EPA's SNAP Program is available online at: *www.epa.gov/ozone/snap/*.

[38] List of EPA SNAP program-approved refrigerant substitutes is available at: *www.epa.gov/snap/substitutes-residential-and-light-commercial-air-conditioning-and-heat-pumps.*

[39] ASHRAE assigns safety classification to refrigerants based on toxicity and flammability data. The capital letter designates a toxicity class based on allowable exposure and the numeral denotes flammability. For toxicity, Class A denotes refrigerants of lower toxicity, and Class B denotes refrigerants of higher toxicity. For flammability, class 1 denotes refrigerants that do not propagate a flame when tested as per the standard; class 2 and 2L denotes refrigerants of lower flammability; and class 3, for highly flammable refrigerants such as the hydrocarbons.

[40] On November 1, 2019, UL published an updated 3rd edition of UL 60335–2–40 that includes safety requirements regarding the use A2L refrigerants in CAC/HP product design.

[41] Some energy use associated with crankcase heaters is inherently measured in the cyclic cooling (for non-temperature dependent crankcase heaters) and cyclic heating tests in appendix M1.

[42] The calculation of off-mode power consumption is explained in section 3.13 of appendix M, and section 4.3 of appendix M1.

Issue 16: DOE requests information and available field data, on any other auxiliary components that come equipped with CAC/HPs that use energy or affect system energy use.

In a supplemental notice of proposed rulemaking (''SNOPR'') regarding CAC/HP test procedures published on August 24, 2016, DOE revised the off-mode test procedure by imposing time delays to allow self-regulating crankcase heaters to approach equilibrium. 81 FR 58163, 58173–58174 (''August 2016 CAC TP SNOPR''). Specifically, DOE proposed a 4-hour time delay for units without compressor sound blankets and an 8-hour time delay for units with compressor sound blankets. *Id.* DOE proposed these time delays based on testing of a 5-ton residential condensing unit. *Id.* In response to stakeholder comments regarding the aforementioned time delays, DOE decided in the January 2017 CAC TP final rule to adopt the proposed time delays for measurements of off-mode power for units with self-regulating crankcase heaters or heater systems in which the crankcase heater control is affected by the heater's heat, in appendix M1, but not appendix M. 82 FR 1426, 1438. Nevertheless, DOE acknowledges that with more test procedure development time, an approach could potentially be developed that would allow for accurate projections of self-regulating crankcase heater energy use to be determined in reduced time and requests comment on this possibility.

Issue 17: DOE requests test data that would indicate if and how the 4-hour time delay (for compressors without sound blankets) and 8-hour time delay (for compressors with sound blankets) may be reduced, for units with self-regulating crankcase heaters, without compromising the accuracy of the off-mode power consumption measurement.

3. Low-Temperature Heating Performance

In the previous CAC/HP test procedure rulemaking, NYSERDA encouraged DOE to start immediately on foundational work needed to improve the standard and test procedure to better account for equipment performance in cold climates. (NYSERDA, No. 17 at pp. 2–3) NYSERDA requested that DOE make the H4, $H4_2$, or $H4_3$ heating tests in appendix M1 mandatory in order to produce more representative ratings that account for system performance at 5 °F. *Id.* NYSERDA also requested that DOE explore how to test and report relative capacity maintenance at temperatures lower than the heating mode test temperatures that are used to determine nominal capacity and suggested that DOE prescribe performance requirements of low-temperature capacity maintenance for products advertised as cold-climate heat pumps. *Id.* Further, NYSERDA requested that DOE evaluate how a variety of sizing approaches could be incorporated into the test procedure. *Id.* NYSERDA highlighted that DOE has previously established that the sizing assumptions inherent in the DOE test procedure are based on cooling capacity and provide an example of a sizing and selection guide that emphasizes heating function. *Id.*

While the H4 heating tests provide meaningful information and more representative ratings for products designed specifically for low temperature operation, appendix M1 includes them as optional tests, as they may not be appropriate for all CHPs. Currently, appendix M1 allows the performance at 5 °F to be extrapolated based on tests conducted at 17 °F and 47 °F (*i.e.* using the $H3_2$ and $H1_2$ tests, respectively) for CHPs that are not tested at the H4 heating condition. While the ENERGY STAR certification is a voluntary program, DOE notes that the latest ENERGY STAR specification for CAC/HPs [43] already has cold-climate performance and capacity maintenance requirements as suggested by NYSERDA.

In the August 2016 CAC TP SNOPR, DOE noted that most heat pump units in the field are sized based on cooling capacity as opposed to heat pump capacity, consistent with ACCA Manual S provisions. 81 FR 58163, 58188. Subsequently, in the January 2017 CAC TP final rule, DOE revised appendix M1 such that the determination of the heating load line was based on cooling capacity rather than heating capacity. 82 FR 1426,1453–1454. Part of DOE's motivation for this change was that the previous approach of heating load line determination based on the nominal heating capacity (H1N capacity) provided little incentive to design for good heat pump performance, since low H1N capacity resulted in a low load line and generally better HSPF. Sizing based on cooling capacity is consistent with trends for sales distributions of heat pumps, which have had greater adoption in milder climates than cold climates.[44] However, DOE is aware that NRCan has proposed alternatives for sizing CAC/HPs, in its ''Air Source Heat Pump Sizing and Selection Guide'',[45] which provides four different approaches with varying emphasis on heating vs. cooling, ranging from sizing based on cooling to sizing such that the heat pump can meet the design heating load without need for resistance auxiliary heat. DOE acknowledges that in cold climates, sizing a heat pump for heating may be more appropriate than sizing for cooling. Further, DOE acknowledges that accurate information regarding heat pump cold-weather performance is relevant for selection of the best heat pumps for cold climates. Nevertheless, it is not clear how a test procedure using a heating load line based on heating performance would incentivize good heating performance, particularly if it is based on heating performance at 47 °F, which is not a heating design temperature. As mentioned earlier, this is the same issue that led DOE to move to the cooling-capacity-based load line in appendix M1. Further, given the greater market share in milder climates, it is unclear that requiring a 5 °F test is appropriate for all heat pump models.

Issue 18: DOE requests comment on whether it would be appropriate to make the H4 heating tests mandatory for all CHPs. If not for all CHPs, DOE requests comment on whether it would be appropriate to make the tests mandatory for any subset of CHPs, *e.g.,* cold climate heat pumps, and if so, what characteristics would represent a clear delineation to distinguish such models from others. DOE also seeks information on the prevalence of test chambers capable of testing CHPs at outdoor ambient temperature of 5 °F.

Issue 19: Further, DOE requests comment on whether the test procedure for such cold climate heat pumps should use a heating load line based on heating performance, and how such an approach could be implemented such that it does not weaken the incentive for good cold-temperature heating performance.

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[43] Version 6.1 of the ENERGY STAR specification for CAC/HPs, revised in January 2022, can be found here: *www.energystar.gov/products/spec/central_air_conditioner_and_air_source_heat_pump_specification_version_6_0_pd.*

[44] RECS 2020 data shows that electric heat pumps represent 29% of primary space heating equipment in homes in the South region, which is a higher number as compared to the 14% for US overall. *See: www.eia.gov/consumption/residential/data/2020/hc/pdf/HC%206.8.pdf.*

[45] The ''Air Source Heat Pump Sizing and Selection Guide'' was written by NRCan in response to stakeholder requests for consistent guidance for sizing ASHPs according to the design heating or cooling load and intended use as well as identifying the appropriate system according to the installation and application. The four methods of sizing in the Guide are Options 4A (Emphasis on Cooling), 4B (Balanced Heating and Cooling), 4C (Emphasis on Heating) and 4D (Sized on Design Heating Load). The ''Air Source Heat Pump Sizing and Selection Guide'' is available here: *publications.gc.ca/collections/collection_2021/rncan-nrcan/M154-138-2020-eng.pdf.*

D. Additional Improvements in Appendix M1

In addition to the potential improvements in appendix M1 suggested by stakeholders in previous rulemakings, DOE is also considering potential improvements to address issues and questions that have come to light as part of DOE testing of CAC/HPs, industry technical committee discussions, and other discussions with stakeholders.

1. Impact of Defrost on Performance

Defrost is required for heat pumps when operating in moderate to low outdoor temperatures when the outdoor coil surface temperature is sufficiently low to freeze moisture removed from the air or precipitation that can collect on the coil. For defrost, the system switches back to cooling mode operation in which heat is transferred from the indoor coil to the outdoor coil to provide the heat to warm the coil and melt the frost. During defrost, different control strategies are applied to maintain comfort level inside the house. For example, the indoor fan may or may not be operated during defrost, and (if the indoor fan is operated) the auxiliary resistance heater may or may not be energized to warm the indoor air while the system is temporarily in defrost mode. Defrost initiation can be based on time (clock time or time of compressor operation), or the need for defrost can be determined based on temperature and pressure or other measurements that provide an indication of the need for defrost.[46] Appendix M1 defines a demand-defrost control system as a system that defrosts the heat pump outdoor coil only when measuring a predetermined degradation of performance. When frequent defrost occurrences are not needed, *e.g.* when there is insufficient moisture in the outdoor air to build up a significant frost layer on the outdoor coil, demand defrost can save energy by delaying defrost initiation. Defrost cycles are terminated when there is indication that defrost has been long enough for frost to be eliminated from the coil, *e.g.,* when a coil temperature sensor indicates the coil is well above 32 °F.

For CAC/HPs equipped with demand defrost, appendix M1 includes a term called the demand defrost credit (''F_{def}'') in the HSPF2 calculation to provide nominal credit for heat pumps with a demand-defrost control system, reflecting the relative improvement in heating mode efficiency due to use of demand defrost rather than defrosts with fixed periodicity. The demand-defrost credit, first introduced in a March 14, 1988, rulemaking (53 FR 8304, 8319), is calculated by the following equation in section 3.9.2 of appendix

$$\text{M1: } F_{def} = 1 + 0.03[1 - \frac{\Delta\tau_{def} - 1.5}{\Delta\tau_{max} - 1.5}],$$

where $\Delta\tau_{def}$ = time between defrost terminations (in hours) or 1.5, whichever is greater. $\Delta\tau_{def}$ is assigned a value of 6 if this limit is reached during a frost accumulation test and the heat pump has not completed a defrost cycle, and $\Delta\tau_{max}$= maximum time between defrosts as allowed by the controls (in hours) or 12, whichever is less, as provided in the certification report.

The credit equation has remained unchanged in its current form in the test procedure since at least January 22, 2001, when DOE published a NOPR. 66 FR 6767. Based on the test results of several CAC/HPs in various programs, DOE has noticed a range of defrost operation sequences and a range of approaches to defrost initiation for demand defrost. Based on these observations, DOE acknowledges that the demand defrost credit may no longer accurately reflect the benefits of demand defrost.

Issue 20: DOE seeks information on the operation of demand-defrost control systems, specifically information that would indicate whether the demand-defrost credit outlined in the calculation in section 3.9.2 of appendix M1 is representative of the improvement in seasonal heating efficiency in field operation. Further, DOE requests comment whether any specific change in the credit equation could improve its accuracy.

Appendix M1 requires that CHPs undergo a test at 35 °F dry-bulb temperature and 33 °F wet-bulb temperature, a condition for which frost accumulation is rapid, generally affecting performance before a 30-minute steady-state test can be completed. For this condition, the test procedure prescribes use of a transient test, including a frost accumulation period followed by defrost. Capacity and power input for the test are averaged for a full cycle of heating followed by defrost. At this condition, appendix M1 estimates the average capacity is 10 percent lower (or more) than it would be if there were no frost accumulation, while average power may be just slightly lower, thus reducing efficiency. At temperatures between 17 °F and 45 °F, the performance calculations prescribed in the test procedure call for representing capacity as a linear function of temperature based on the tests conducted at 17 °F and 35 °F—likewise for power input. Hence, the frost/defrost impact is built into the HSPF2 calculation for temperatures in this range. The DOE test procedure requires use of the 35 °F test for single-stage and two-stage CHPs for all capacity levels. However, for variable-speed CHPs, the test procedure requires the defrost test be conducted only at intermediate compressor speed, and performance is estimated using default degradation factors at full capacity (*see* section 3.6.4.1.c of appendix M1).

In testing, DOE has observed variations among CHP models in regard to defrost control (*e.g.,* time durations of the defrost can vary significantly for different models, and the indoor unit fan shuts off during defrost for some units but not all). In addition, as part of the DOE CCHP Tech Challenge, DOE has tested systems with electric resistance heaters and noted that resistance heater operation during defrost can vary significantly for different models. This varying behavior clearly affects energy use, and while some aspects of which may be captured by the current appendix M1 test procedure, others may not be.

Issue 21: DOE requests information regarding defrost impact on heating capacity and power input over a range of temperatures to inform evaluation of whether the approach used in the DOE test procedure to account for this impact is accurate or whether it could be improved by revision.

[46] Some examples of parameters monitored for demand-defrost control systems are coil to air differential temperature, coil differential air pressure, outdoor fan power or current, optical sensors. Note that systems that vary defrost intervals according to outdoor dry-bulb temperature are not demand-defrost systems.

2. Inlet Duct Design for Accurate Measurement With Minimal Length

In a final rule regarding CAC/HP test procedures published on June 8, 2016 (''June 2016 CAC TP final rule''), DOE made clarifications on the indoor unit air inlet geometry and made a revision to ensure that the inlet plenum is not installed upstream of the airflow prevention device, and that the minimum lengths of inlet plenum, locations of static-pressure taps, and minimum cross-sectional dimensions are consistent with American National Standards Institute (''ANSI'')/ASHRAE Standard 37–2009 (''ANSI/ASHRAE 37–2009''), Methods of Testing for Rating Electrically Driven Unitary Air-Conditioning and Heat Pump Equipment. 81 FR 36991, 37037. DOE also clarified that when an inlet plenum is not used, then the length of straight duct upstream of the unit's inlet within the airflow prevention device must still adhere to the inlet plenum length requirements as illustrated in ANSI/ASHRAE 37–2009, figures 7b, 7c, and 8. *Id.*

In response, AHRI and Nortek commented that DOE's clarification of inlet plenum may result in the overall height of unit setup exceeding the current height limit of many existing psychrometric rooms. 82 FR 1426, 1463. They proposed that DOE should consider allowing the approach included in ASHRAE's RP 1581, requesting DOE to approve the use of the 6'' skirt coupled with the 90° square vane elbow, along with the appropriate leaving duct. *Id.* At the time of the January 2017 CAC TP Final Rule, the ASHRAE Standards Policy Committee had not added the details of RP 1581 into ASHRAE Standard 37, and hence DOE did not modify its requirement laid out in the January 2016 CAC TP Final Rule. However, DOE is aware that these details may be part of the upcoming edition of ASHRAE Standard 37.

Issue 22: DOE seeks test data that shows testing done using reduced overall height of the unit setup (similar to that proposed in ASHRAE RP 1581) and compared against the baseline duct designs in ASHRAE 37–2009 Figures 7(b) and 7(c) for blower coil indoor units, and Figure 8 for coil-only indoor units. DOE requests information that could help inform the existing CAC/HP test procedures to allow testing in smaller environmental chambers, or to incorporate adjustments to the test setup that might reduce test burden.

3. Heat Comfort Controllers

A heat comfort controller enables a heat pump to regulate the operation of the electric resistance elements such that the air temperature leaving the indoor section does not fall below a specified temperature (*see* appendix M1). Appendix M1 notes that heat pumps that actively regulate the rate of electric resistance heating when the controls indicate heat pump capacity at the given outdoor temperature is insufficient to meet the load (*e.g.,* through higher-stage calls from the thermostat), but do not operate to maintain a minimum delivery temperature, are not considered as having a heat comfort controller.

Section 3.6.5 of appendix M1 includes test instructions for testing heat pumps having a heat comfort controller. However, DOE understands that the heat comfort controller option may no longer be prevalent in contemporary CHP systems.

Issue 23: DOE requests information on the prevalence of CHP systems that include heat comfort controllers. DOE requests feedback on whether the heat comfort controller test approach in appendix M1 is utilized by manufacturers, and if yes, whether it needs to be updated.

4. Cut-Out and Cut-In Temperature Certification

The calculation of HSPF2 in appendix M1 requires values for cut-out [47] and cut-in [48] temperatures (*see, e.g.,* equation 4.2.1–3 in section 4.2 of appendix M1). For CAC/HPs that do not include the cut-out and cut-in temperatures in their installation manuals, the manufacturer (or DOE, in case of compliance testing) must provide the test lab with this information. DOE's lab testing suggests that manufacturers often use cut-out and cut-in temperatures in their HSPF2 calculations that are much lower than can be reasonably expected in the field—in some instances as low as –40 °F. However, a review of product literature for scroll compressors with model numbers Copeland ZP*3KE and ZP*5KE R410A (typically used in CAC/HPs) shows that the lowest refrigerant evaporating temperature of these systems is no lower than –10 °F.[49]

DOE has also found in testing that the ambient temperatures at which the control cuts out and cuts in may be significantly different than the control's specified temperatures. This can be due to control component manufacturing variation. However, it can also be due to sensors being located where temperature deviates from that of the ambient air—this can occur downstream of the outdoor coil, which absorbs heat from the ambient air during heat pump operation.

Issue 24: DOE requests information on the range of cut-out temperatures for compressor operation of CAC/HPs.

5. Extending the Definition of Low-Static Blower-Coil Systems to Single-Split Systems

Section 3.1.4.1.1 of appendix M1 defines the minimum external static pressure (''ESP'') for ducted blower coil systems in Table 4. For conventional blower coil systems (*i.e.,* all CAC/HPs that are not classified as ceiling-mount, wall-mount, mobile home, low-static, mid-static, small-duct high-velocity (''SDHV''), or space-constrained), the minimum ESP is specified as 0.5 inches of water column (''w.c.''). The definition for low-static blower-coil systems includes only multi-split and multi-head mini-split systems—it does not include single-split systems. In response to the March 2022 CAC TP NOPR, DOE received multiple comments concerning the 0.5 inches w.c. minimum ESP. AHRI and Samsung commented that currently, appendix M1 does not allow testing of low-static single-zone [50] units and requested that the low-static blower coil system definition be expanded to include products that cannot accommodate the 0.5 inches w.c. necessary for testing. (AHRI, No.25 at p. 7, Samsung, No.22 at pp. 2–3)

In the October 2022 CAC TP final rule, DOE did not revise the definition for low-static blower coil systems, nor did it include any new test provisions to accommodate these system types. DOE presented evidence from the November 2015 SNOPR (80 FR 74020, 69355), 2016 CAC Term Sheet (*see* 2016 CAC Term Sheet: Docket No. EERE–2014–BT–STD–0048, No. 76), and the August 2016 CAC TP SNOPR (81 FR 58163) public meeting [51] to indicate that stakeholders had rejected DOE's proposal to establish a ''short-ducted''

[47] Cut-out temperature refers to the outdoor temperature at which the unit compressor stops (cuts out) operation.

[48] Cut-out temperature refers to the outdoor temperature at which the unit compressor stops (cuts out) operation.

[49] Figure 7 in the operating bulletin of the Copeland ZP*3KE and ZP*5KE R410A scroll compressors shows their evaporating envelope, clearly indicating that they should not be used below saturated suction temperatures of –10 °F, implying that this should be set as the cut-out temperature. The bulletin is available here *climate.emerson.com/documents/ae-1331-zp16-to-zp44k3e-zp14-to-zp61k5e-r-410a-1-5-to-5-ton-copeland-scroll-compressors-en-us-1571048.pdf.*

[50] The comments used the term ''single-zone'', which is addressed by the term ''single-split'' in appendix M1.

[51] *See www.regulations.gov* Docket No. EERE–2016–BT–TP–0029, No. 20 for the transcript of the August 2016 CAC TP SNOPR public meeting.

product class, and a majority of them expressed support for the new minimum ESP requirements that DOE had proposed, including the 0.5 inches w.c. ESP requirement generally applicable to single-split systems. Thus, DOE believed that revising the definition of low-static blower coil systems, as suggested by Samsung and AHRI, would conflict with the intent of the stakeholders' comments when establishing appendix M1, and could potentially create an unfair competitive advantage for such systems by allowing more lenient testing conditions (and thus comparatively higher ratings) as compared to conventional centrally ducted systems tested at minimum ESPs exceeding 0.50 inches w.c. Rather than granting test procedure waivers to allow such models to test using lower ESP, DOE considers it more appropriate to revisit the issue in a test procedure rulemaking. Thus, DOE is soliciting feedback on this issue.

Issue 25: DOE requests comment from stakeholders on whether the low-static blower-coil system definition should be extended to single-split systems, and if extended, how these low-static blower-coil systems will be differentiated from conventional systems.

6. Hybrid Heat Pumps

Heat pumps generally perform less efficiently at low ambient outdoor temperatures than they do at moderate ambient outdoor temperatures. DOE is aware of CHPs that combine the operation of a conventional electric CHP with a back-up heating source, such as a fuel-fired furnace or boiler. These are referred to as ''dual-fuel'' or hybrid heat pumps (''HHPs'') and provide an alternative to heat pumps specifically designed to perform in cold climates (*i.e.,* cold climate heat pumps). HHPs rely on heat pump operation at milder ambient temperatures, but switch to the back-up heating source at low ambient temperatures, thereby optimizing for energy cost and comfort.

Currently, the HSPF2 calculation at appendix M1 does not differ for a HHP and heat pumps that rely solely on vapor-compression or electric resistance auxiliary heating. However, this may not be representative of HHP field operation since the back-up heating source takes over for much of the coldest conditions when heat pump efficiency would be lower. While the focus of test procedures for cold climate heat pumps has been on evaluation of performance at colder temperatures (*e.g.* the optional 5 °F test condition) to incentivize improved cold-temperature performance, incentivizing efficiency improvement for HHPs might more appropriately focus on warmer conditions, potentially temperatures warmer than 17 °F.

Issue 26: DOE requests information on the prevalence of HHP systems (including shipment numbers and shipment breakdown among single-stage, two-stage and variable-capacity) and the climates they are most used in. DOE requests information on how the controls for HHPs are generally set up to provide dual functionality—specifically, whether the furnace is just set at a higher stage, or whether there is a crossover temperature below which the CHP isn't used, if so, the range of crossover temperatures; and whether these systems have electric resistance auxiliary heaters. DOE requests feedback on whether it is more appropriate to adjust the HSPF2 to address actual operation of the heat pump or just to emphasize performance only in heat pump mode (*i.e.,* when the back-up source is not operating).

III. Submission of Comments

DOE invites all interested parties to submit in writing by the date specified under the **DATES** heading, comments and information on matters addressed in this RFI and on other matters relevant to DOE's consideration of amended test procedures for CAC/HPs. These comments and information will aid in the development of a test procedure NOPR for CAC/HPs if DOE determines that amended test procedures may be appropriate for these products.

Submitting comments via www.regulations.gov. The *www.regulations.gov* web page will require you to provide your name and contact information. Your contact information will be viewable to DOE Building Technologies staff only. Your contact information will not be publicly viewable except for your first and last names, organization name (if any), and submitter representative name (if any). If your comment is not processed properly because of technical difficulties, DOE will use this information to contact you. If DOE cannot read your comment due to technical difficulties and cannot contact you for clarification, DOE may not be able to consider your comment.

However, your contact information will be publicly viewable if you include it in the comment or in any documents attached to your comment. Any information that you do not want to be publicly viewable should not be included in your comment, nor in any document attached to your comment. Following this instruction, persons viewing comments will see only first and last names, organization names, correspondence containing comments, and any documents submitted with the comments.

Do not submit to *www.regulations.gov* information for which disclosure is restricted by statute, such as trade secrets and commercial or financial information (hereinafter referred to as Confidential Business Information (''CBI'')). Comments submitted through *www.regulations.gov* cannot be claimed as CBI. Comments received through the website will waive any CBI claims for the information submitted. For information on submitting CBI, see the Confidential Business Information section.

DOE processes submissions made through *www.regulations.gov* before posting. Normally, comments will be posted within a few days of being submitted. However, if large volumes of comments are being processed simultaneously, your comment may not be viewable for up to several weeks. Please keep the comment tracking number that *www.regulations.gov* provides after you have successfully uploaded your comment.

Submitting comments via email, hand delivery/courier, or postal mail. Comments and documents submitted via email, hand delivery/courier, or postal mail also will be posted to *www.regulations.gov.* If you do not want your personal contact information to be publicly viewable, do not include it in your comment or any accompanying documents. Instead, provide your contact information on a cover letter. Include your first and last names, email address, telephone number, and optional mailing address. The cover letter will not be publicly viewable as long as it does not include any comments.

Include contact information each time you submit comments, data, documents, and other information to DOE. If you submit via postal mail or hand delivery/courier, please provide all items on a CD, if feasible, in which case it is not necessary to submit printed copies. Faxes will not be accepted.

Comments, data, and other information submitted to DOE electronically should be provided in PDF (preferred), Microsoft Word or Excel, WordPerfect, or text (ASCII) file format. Provide documents that are not secured, written in English and free of any defects or viruses. Documents should not contain special characters or any form of encryption and, if possible, they should carry the electronic signature of the author.

Campaign form letters. Please submit campaign form letters by the originating organization in batches of between 50 to

500 form letters per PDF or as one form letter with a list of supporters' names compiled into one or more PDFs. This reduces comment processing and posting time.

Confidential Business Information. According to 10 CFR 1004.11, any person submitting information that he or she believes to be confidential and exempt by law from public disclosure should submit via email two well-marked copies: one copy of the document marked confidential including all the information believed to be confidential, and one copy of the document marked ''non-confidential'' with the information believed to be confidential deleted. DOE will make its own determination about the confidential status of the information and treat it according to its determination.

It is DOE's policy that all comments may be included in the public docket, without change and as received, including any personal information provided in the comments (except information deemed to be exempt from public disclosure).

DOE considers public participation to be a very important part of the process for developing test procedures and energy conservation standards. DOE actively encourages the participation and interaction of the public during the comment period in each stage of this process. Interactions with and between members of the public provide a balanced discussion of the issues and assist DOE in the process. Anyone who wishes to be added to the DOE mailing list to receive future notices and information about this process should contact Appliance and Equipment Standards Program staff at (202) 287–1445 or via email at *ApplianceStandardsQuestions@ee.doe.gov.*

Signing Authority

This document of the Department of Energy was signed on January 12, 2023, by Francisco Alejandro Moreno, Acting Assistant Secretary for Energy Efficiency and Renewable Energy, pursuant to delegated authority from the Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on January 12, 2023.

Treena V. Garrett,

Federal Register Liaison Officer, U.S. Department of Energy.

[FR Doc. 2023–00942 Filed 1–23–23; 8:45 am]

BILLING CODE 6450–01–P

FARM CREDIT ADMINISTRATION

12 CFR Part 652

RIN 3052–AD51

Federal Agricultural Mortgage Corporation Funding and Fiscal Affairs; Risk-Based Capital Requirements

AGENCY: Farm Credit Administration.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Farm Credit Administration (FCA) is considering updating its regulatory capital framework for the Federal Agricultural Mortgage Corporation (Farmer Mac) to enhance safety and soundness during periods of financial and economic stress. With this Advance Notice of Proposed Rulemaking (ANPRM), FCA is seeking comments from the public on whether and how to amend and strengthen the regulatory capital framework in furtherance of Farmer Mac's safe and sound operations and its role in promoting affordable and sustainable access to credit in agricultural and rural communities, which it carries out by providing liquidity and credit protection tools to rural lenders.

DATES: You may send comments on or before March 27, 2023.

ADDRESSES: For accuracy and efficiency reasons, FCA encourages commenters to submit comments by email or through the FCA's website. As facsimiles (fax) are difficult to process and achieve compliance with section 508 of the Rehabilitation Act, comments submitted by fax are not accepted. Regardless of the method used, please do not submit comments multiple times via different methods. Comments may be submitted by any of the following methods:

- *Email:* Send an email to *reg-comm@fca.gov.*
- *FCA Website: http://www.fca.gov.* Click inside the ''I want to . . .'' field near the top of the page; select ''comment on a pending regulation'' from the dropdown menu; and click ''Go.'' This takes you to an electronic public comment form.
- *Mail:* Joseph T. Connor, Acting Director, Office of Secondary Market Oversight, Farm Credit Administration, 1501 Farm Credit Drive, McLean, VA 22102–5090.

FCA posts all comments on the FCA website. FCA shows comments as submitted, including any supporting data provided, but for technical reasons may omit items such as logos and special characters. Identifying information that you provide, such as phone numbers and addresses, will be publicly available. However, FCA will attempt to remove email addresses to help reduce internet spam.

Copies of all comments received may be reviewed on the FCA website at *http://www.fca.gov.* Once on the website, click inside the ''I want to . . .'' field near the top of the page; select ''find comments on a pending regulation'' from the dropdown menu; and click ''Go.'' This will take you to the Comment Letters page where you can select the regulation for which you would like to read the public comments. You may also review comments at the FCA office in McLean, Virginia. Please call us at (703)883–4056 or email us at *reg-comm@fca.gov* to make an appointment.

FOR FURTHER INFORMATION CONTACT:

Joseph T. Connor, *connorj@fca.gov,* Acting Director, Office of Secondary Market Oversight, Farm Credit Administration, McLean, VA 22102–5090, (703) 883–4280, TTY (703) 883–4056, or

Andra Grossman, *grossmana@fca.gov,* Attorney Advisor, or Jennifer Cohn, *cohnj@fca.gov,* Assistant General Counsel, Office of the General Counsel, Farm Credit Administration, McLean, VA 22102–5090, (703) 883–4020, TTY (703) 883–4056.

SUPPLEMENTARY INFORMATION:

I. Objective

The objective of this ANPRM is to gather public input to:

- Promote Farmer Mac's safe and sound operations through the ongoing maintenance of sufficient capital and reserves to absorb unexpected losses and support the growth and continued fulfillment of its role.
- Ensure that Farmer Mac operates under a clear, comprehensive, and transparent capital framework.
- Assess whether and how the FCA should further incorporate elements of other established and emerging regulatory frameworks governing capital to enhance the regulatory capital framework for Farmer Mac and determine whether the application of those frameworks to Farmer Mac would

require modifications to suit Farmer Mac's non-bank, rural-focused, secondary market business model, and if so what modifications would be needed.

- Analyze the costs and benefits of updating FCA's capital regulations for Farmer Mac, including the costs of potential unintended consequences, if any. Responses to this ANPRM will help FCA evaluate whether and how it should adopt a capital framework similar to other recognized frameworks to enhance the safety and soundness of Farmer Mac, with adjustments as appropriate, that would take into consideration Farmer Mac's status as a secondary market financial institution focused on agricultural and rural utility markets.[1]

II. Introduction

Farmer Mac is an institution of the Farm Credit System (System), regulated by FCA through its Office of Secondary Market Oversight (OSMO).[2] Governed by Title VIII of the Act, Farmer Mac was established in 1988 to create a secondary market for agricultural real estate mortgage loans and rural housing mortgage loans; rural utilities loans were later added. The Act established Farmer Mac as a stockholder-owned instrumentality of the United States government, a structure commonly referred to as a government-sponsored enterprise (GSE). Farmer Mac's role in the secondary market for agriculture and rural infrastructure loans is comparable to the roles of the Federal National Mortgage Association (Fannie Mae) and the Federal Home Loan Mortgage Corporation (Freddie Mac) (collectively, the housing GSEs) in the secondary market for U.S. housing mortgages. The housing GSEs' Federal regulator is the Federal Housing Finance Agency (FHFA).

The purpose of the legislation creating Farmer Mac was to provide a secondary market for agricultural real estate mortgages, to increase the availability of long-term credit to farmers and ranchers, to provide greater liquidity and lending capacity to primary lenders as they extend credit to farmers and ranchers, to provide an arrangement for new lending to facilitate capital market investments in long-term agricultural funding, and to enhance the ability of individuals in small rural communities to obtain financing for moderate-priced houses.[3] The FCA, through OSMO, is responsible for the oversight and supervision of Farmer Mac's safe and sound operations in furtherance of its role to facilitate an efficient, competitive, and resilient secondary market for agriculture and rural communities.

Sufficient capital is crucial to the resiliency and effective operations of all financial institutions, serving functions such as absorbing losses, promoting public confidence, helping restrict excessive asset growth, and providing protection to debt investors. Capital's loss-absorbing capacity allows financial institutions to continue operating as going concerns during periods of unexpected operating losses or other adverse financial conditions. Financial institution regulators, both internationally and in the United States, have increasingly recognized the value of globally adopted standards and measurements that, among other things, provide more transparency to an institution's capital adequacy and make institutions' financial strength more readily comparable.

After the worldwide financial crisis of 2007–2009, the Basel Committee on Banking Supervision (BCBS) issued in 2010, subsequently revised, and issued additional documents related to, a framework known as Basel III.[4] Basel III was an internationally agreed upon set of measures developed in response to the financial crisis with the goal of strengthening the regulation, supervision, and risk management of banks. Since that time, the BCBS has revised, updated, and integrated the Basel III reforms into a consolidated Basel Framework (Basel Framework), which comprises all of the current and forthcoming BCBS standards.[5] Three U.S. Federal banking regulatory agencies are represented on the BCBS: the Office of the Comptroller of the Currency (OCC), the Board of Governors of the Federal Reserve System (FRB), and the Federal Deposit Insurance Corporation (FDIC) (collectively, the FBRAs).[6]

The Basel Framework is intended to improve both the quality and quantity of banking organizations' capital, as well as to strengthen various aspects of the international capital standards governing regulatory capital. Enhanced comparability and disclosure requirements also improve market discipline, the positive externality provided by the response of capital markets to disclosed information. The Basel Framework has two main approaches to calculating risk-weighted assets for credit risk—the internal ratings-based (IRB) approach and the standardized approach.[7] In turn, the IRB approach has two approaches—the advanced IRB approach (A–IRB) approach and the foundation IRB approach. While this ANPRM focuses more on the A–IRB than the foundation IRB approach, we invite comments on both.

Under the Basel Framework's IRB approach, an institution calculates risk weights using its internal risk rating assignments, probabilities of default, and other inputs derived from its internal models.[8] In general, under the standardized approach, an institution's regulator assigns fixed risk weights to exposures based on their relative risk characteristics.[9]

In 2013 and 2014, the FBRAs adopted the Basel III framework to apply to the U.S. banking organizations they regulate (U.S. rule).[10] The U.S. rule applies the A–IRB approach to the largest, internationally active bank organizations—in general, those with assets of $700 billion or more—and the standardized approach to smaller banks.[11] In addition, the U.S. rule requires the A–IRB approach banks to

[1] This ANPRM seeks comment only on Farmer Mac's regulatory capital framework, not on the regulatory capital framework applicable to System banks and associations. Farmer Mac is governed by different statutory and regulatory capital requirements than those that apply to System banks and associations.

[2] Sections 8.1 and 8.11 of the Farm Credit Act of 1971, as amended (Act), 12 U.S.C. 2279aa–1 and 2279aa–11.

[3] *See* Section 701 of the Agricultural Credit Act of 1987, Public Law 100–233, 101 Stat. 1568, 1686 (Jan. 6, 1988) (12 U.S.C. 2279aa note).

[4] *See* ''Basel III: A global regulatory framework for more resilient banks and banking systems,'' revised version June 2011, and other Basel III documents at *https://www.bis.org/bcbs/basel3.htm?m=2572.*

[5] *Id.* The Basel Framework can be found at *http://www.bis.org/basel_framework/index.htm,* and the BCBS continues to update it as indicated on the website. While the Basel Framework includes liquidity and other provisions in addition to capital provisions, this ANPRM addresses only its capital provisions.

[6] Neither the FBRAs nor any other U.S. regulator is required by law to adopt the Basel Framework but, as discussed below, the FRBAs, the FCA (for System banks and associations), and FHFA have all issued Basel-based capital rules.

[7] Basel Framework at CRE20.1 and CRE20.2 (version effective as of 1/1/2023). The Basel Framework's IRB approach also addresses the calculation of risk-weighted assets for market risk and operational risk (see MAR and OPE sections of the Basel Framework), but these risks are not the focus of this ANPRM.

[8] See Basel Framework at CRE 30 through CRE 36.

[9] Basel Framework at CRE 20.

[10] 78 FR 62018 (Oct. 11, 2013) (FRB and OCC); 79 FR 20754 (Apr. 14, 2014) (FDIC). This rulemaking refers to the FBRAs' capital regulations, including amendments after their initial adoption, as the U.S. rule. The U.S. rule reflects Basel III as well as other BCBS standards, and the provisions of the U.S. rule that are not specifically included in the Basel III framework are generally consistent with the goal of the framework. The U.S. rule is codified at 12 CFR part 3 (OCC), 12 CFR part 217 (FRB), and 12 CFR part 324 (FDIC).

[11] 12 CFR 3.1(c)(3) (OCC), 12 CFR 217.1(c)(4) (FRB), 12 CFR 324.1(c)(3) (FDIC).

also calculate their capital ratios under the standardized approach and provides that their capital ratios are whichever approach yields the lower ratios. In other words, A–IRB approach banks are required to comply with whichever approach requires the bank to hold more capital.[12]

In 2016, FCA adopted a rule governing System banks and associations that is comparable to the standardized approach of the U.S. rule to the extent appropriate for the System's cooperative structure and status as a GSE with a mission to provide a dependable source of credit and related services for agriculture and rural America.[13] Consistent with the U.S. rule, the FCA's rule for banks and associations incorporates key aspects of the Basel III framework.

The FHFA issued several final capital rules between 2020 and 2022 that apply aspects of the Basel Framework to the housing GSEs (FHFA capital rule).[14] Like the U.S. rule, the FHFA capital rule requires the housing GSEs to calculate their risk-weighted assets under both the standardized and A–IRB approaches with the greater of the two used to determine compliance with risk-based capital requirements.[15]

The FHFA capital rule is particularly relevant to Farmer Mac in several respects. As discussed earlier, the housing GSEs, like Farmer Mac, are secondary market GSEs. Like the housing GSEs, Farmer Mac has a countercyclical role, meaning that while it is an important resource for liquidity in normal operating conditions, it becomes an even more important resource for primary lenders under stressful conditions.

The financial crisis of 2007–2009 demonstrated the inadequacy of the capital requirements that governed the housing GSEs at the time. On September 6, 2008, ''in response to a substantial deterioration in the housing markets that severely damaged [the housing GSEs'] financial condition and left both of them unable to fulfill their missions without government intervention,'' [16] the FHFA placed the housing GSEs into conservatorship (where they remain as of the date the FCA Board adopted this ANPRM). While the housing GSEs are not subject to the FHFA capital rule while they are in conservatorship, the FHFA adopted the FHFA capital rule in anticipation of the eventual termination of the conservatorships.

For Farmer Mac, a strong capital position promotes market confidence in the Corporation's ability and readiness to provide rural lenders with a reasonably priced source of liquidity and credit. That service, in turn, helps lenders provide uninterrupted credit services to agricultural and rural utility borrowers.

In 2013, FCA adopted regulations governing Farmer Mac (the capital planning rule) that included provisions based on the Basel III framework.[17] The capital planning rule focuses on the capital planning process, board responsibilities for approving that process, and the mandatory elements of the capital plan, among other things. In addition, the capital planning rule requires Farmer Mac's capital plan to include a Basel-based tier 1 ratio using tier 1 capital comprised of components that meet the criteria established in definitions set forth in the Basel III Framework or the U.S. rule, and using a risk-weighted assets approach that is appropriate given Farmer Mac's business activities and consistent with broadly accepted banking practices and standards.[18] In accordance with the rule, Farmer Mac reports other capital measures to FCA in agreed-upon call report schedules.

Although the capital planning rule does not require Farmer Mac to disclose its tier 1 capital ratio, Farmer Mac voluntarily discloses the ratio in its Securities and Exchange Commission (SEC) filings its tier 1 ratio as calculated under the A–IRB approach.[19] In addition, Farmer Mac voluntarily discloses in its SEC filings that its board has adopted a capital policy which includes a 2.5% buffer over its internal minimum tier 1 capital ratio.[20]

Since FCA's adoption of the 2013 capital planning rule, the scale and complexity of Farmer Mac's operations and secondary market activities have both increased substantially. Outstanding program volume was $23.6 billion as of December 31, 2021, up from $14.0 billion at yearend 2013. Farmer Mac's agricultural finance operations include an increased focus on participations in, and syndications of, large commercial loans. Further, the scope of its rural infrastructure finance operations has expanded to include renewable energy project finance and telecommunications finance focused on broadband services. Because of Farmer Mac's growth and the increasing complexity of its operations, and in light of enhancements other U.S. regulators have made to their capital requirements since Farmer Mac's capital planning requirements were adopted in 2013, FCA believes it is appropriate to consider whether and how Farmer Mac's capital requirements should be enhanced to strengthen its safe and sound operations.

III. Discussion of Farmer Mac's Business and Current Capital Requirements

A. Farmer Mac's Business Operations

Under Farmer Mac's agricultural finance activities, it purchases eligible loans directly from lenders, provides advances against eligible loans by purchasing obligations secured by those loans or assets that qualify as eligible agricultural real estate collateral, securitizes assets and guarantees the resulting securities, and issues long-term standby purchase commitments for eligible loans. Securities guaranteed by Farmer Mac may be held either by the originator of the underlying assets or by Farmer Mac, or they may be sold to third-party investors.

Under its rural infrastructure financing activities, Farmer Mac purchases, or commits to purchase, and guarantees, qualified rural electric and

[12] The FBRAs' A–IRB approach rules are at 12 CFR part 3 (OCC), 12 CFR part 217 (FRB), and 12 CFR part 324 (FDIC). The regulatory requirements to hold capital in accordance with whichever approach requires holding the greater amount of capital are set forth at 12 CFR 3.10(d) (OCC), 12 CFR 217.10(d) (FRB), and 12 CFR 324.10(d) (FDIC). The U.S. rule includes market risk (as appropriate) and operational risk, as well as credit risk, in its calculation of risk-weighted assets under the A–IRB approach. See definition of ''advanced approaches total risk-weighted assets'' in 12 CFR 3.2 (OCC), 12 CFR 217.2 (FRB), and 12 CFR 324.2 (FDIC). As stated above, this ANPRM is focused on credit risk only.

[13] 81 FR 49720 (Jul. 28, 2016). FCA made revisions to the rule in 2021; see 86 FR 54347 (Oct. 1, 2021). These rules are part 628 of FCA regulations. FCA did not adopt IRB approaches or market or operational risk provisions.

[14] 85 FR 82150 (Dec. 17, 2020); 87 FR 14764 (Mar. 16, 2022). These rules have been codified at 12 CFR part 1240. As discussed below, the housing GSEs have been in conservatorship since 2008. They will not be subject to FHFA's capital rules until after they exit conservatorship (see 12 CFR 1240.4(d)(1) and (d)(2)). Like the FBRAs, the FHFA did not adopt the foundation IRB approach and includes market risk (as appropriate) and operational risk, as well as credit risk, in its calculation of risk-weighted assets under the A–IRB approach (see 12 CFR 1240 Subpart E and 12 CFR 1240 Subpart F).

[15] 12 CFR 1240.10.

[16] See ''History of Fannie Mae and Freddie Mac Conservatorships,'' at *https://www.fhfa.gov/Conservatorship/Pages/History-of-Fannie-Mae--Freddie-Conservatorships.aspx#:~:text=History%20of%20Fannie%20Mae%20and%20Freddie%20Mac%20Conservatorships,its%20authorities%20to%20place%20each%20Enterprise%20into%20conservatorship.*

[17] 78 FR 65145 (Oct. 31, 2013). This rule is set forth at 12 CFR 652 Subpart B.

[18] 12 CFR 652.61(b), definition of ''Tier 1 ratio.''

[19] *See, e.g.,* Farmer Mac Form 10–Q for the quarterly period ended June 30, 2022, page 111, at *https://www.sec.gov/ix?doc=/Archives/edgar/data/845877/000084587722000163/agm-20220630.htm.*

[20] *See, e.g.,* Farmer Mac's Form 10–K for the period ending December 31, 2021, page 32 at *https://www.sec.gov/ix?doc=/Archives/edgar/data/845877/000084587722000022/agm-20211231.htm.*

telephone utility loans, or securities backed by such loans, directly from cooperative lenders. Congress granted Farmer Mac the authority for this activity as program business in 2008.[21]

Farmer Mac's total program business volume was $23.6 billion which equates to 20-year compound average growth of 9.0 percent since yearend 2001. Of that $23.6 billion in total outstanding program business volume, 75 percent is in agricultural finance and 25 percent in rural infrastructure finance.[22]

B. Farmer Mac's Current Capital Requirements

Section 8.11 of the Act authorizes FCA to provide for the general supervision of the safe and sound performance of the powers, functions, and duties of Farmer Mac.

Section 8.32 of the Act requires FCA to establish a risk-based capital test to determine the amount of regulatory capital[23] that would be sufficient for Farmer Mac to maintain positive capital during a 10-year period under certain specified circumstances. FCA first issued regulations governing Farmer Mac capital to implement the requirements for the Risk-based Capital Stress Test (RBCST) in 2001. These regulations have been updated three times, most recently in 2011.[24] FCA is not requesting comment on potential changes to the RBCST in this ANPRM.[25]

Section 8.33 of the Act established minimum core capital[26] (leverage) ratios, for which FCA also published regulations in 2001.[27] FCA is also not seeking comment on potential changes to these regulations.

As discussed above, FCA's capital planning rule requires Farmer Mac calculate and include in its capital plan a Basel-based tier 1 ratio as defined by established standards or regulations.[28] The capital planning rule incorporates by reference Basel capital-related terms[29] that are also in the U.S. rule.

The capital planning rule requires Farmer Mac's board of directors to review the robustness of its process for assessing capital adequacy, to correct any deficiencies in that process, and to approve the annual capital plan.[30] The rule also established an annual assessment by FCA of Farmer Mac's capital plan.[31] The rule requires Farmer Mac to consider the results of its stress tests and FCA's assessment of the plan in its capital planning process, including specific stress scenarios required by FCA.[32]

IV. Request for Comments

FCA solicits comments on the following questions. Comments should be supported with relevant data or examples when available. These questions refer collectively to the Basel Framework, the U.S. rule, FCA's capital regulations governing System banks and associations, and the FHFA's capital regulations as the ''existing capital frameworks.''

A. General

1. What core principles are most important in FCA's consideration of whether capital regulations governing Farmer Mac should be more closely aligned with any of the existing capital frameworks?

2. What unintended consequences, if any, could result from the application of any of the existing capital frameworks to Farmer Mac?

B. Risk-Based Approaches and Buffers

3. FCA's existing regulations do not specify whether Farmer Mac must use the standardized approach, an IRB approach, or both to calculate credit risk-weighted assets. As discussed above, Farmer Mac reports its capital measures to FCA in agreed-upon call report schedules and voluntarily makes certain public disclosures regarding its use of the A–IRB approach. The IRB approach was intended to apply to large, international lenders and include fundamental assumptions consistent with their size and the scope of their business profiles.

The U.S. rule and the FHFA capital rule require regulated entities that use the A–IRB approach to also calculate credit risk-weighted assets using the standardized approach, and the binding capital minimum requirements are based on the greater of the risk-weighted asset calculations under the two approaches.

(a) Should FCA consider requiring Farmer Mac to comply with the standardized approach, the IRB approach, or both? If so, which approach or approaches should Farmer Mac be required to comply with, and why?

(b) What adjustments, if any, should FCA consider to tailor either the standardized approach or an IRB approach to take account of Farmer Mac's smaller size, more limited financing authorities, or other unique aspects of its business model?

(c) If FCA were to require Farmer Mac to use both the standardized and an IRB approach to calculate its credit risk-weighted assets, how should differences between the two approaches' results be treated with respect to capital requirements? For example, the U.S. rule and FHFA both require the use of the greater of the two risk-weighed assets calculation.

4. The BCBS' summary of 2017 post-crisis reforms notes that the financial crisis of 2007–2009 highlighted shortcomings in the internally modeled approaches for regulatory capital, including the IRB approach to credit risk.[33] The shortcomings included excessive complexity of the IRB approach, the lack of comparability in banks' internally modeled IRB capital requirements, and the lack of robustness in modeling certain asset classes.[34]

The BCBS noted that internal models should allow for more accurate risk measurement than the standardized approach. It cautioned, however, that internal modeling, when used to set minimum capital requirements, can create incentives to minimize risk weights. The BCBS stated that ''certain types of asset, such as low-default exposures, cannot be modelled reliably or robustly.''[35]

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[21] *See* Section 5406 of Public Law 110–246, 122 Stat. 1651, 1920, June 18, 2008 (codified at section 8.0(9) of the Act).

[22] Farmer Mac is authorized to invest in eligible non-program investments. In this activity, Farmer Mac purchases eligible securities for the purposes of enterprise risk management, including complying with its interest rate risk requirements, complying with its liquidity risk requirements, managing surplus short-term funds, and complementing program business activities. *See* 12 CFR 652.15. These investments also contribute to total risk-weighted assets for capital purposes.

[23] ''Regulatory capital'' is defined in section 8.31(5) of the Act as core capital ''plus an allowance for losses and guarantee claims, as determined in accordance with generally accepted accounting principles [GAAP].''

[24] These regulations are set forth at 12 CFR part 652 Subpart B. The regulations were published at 66 FR 19048 (Apr. 12, 2001); 71 FR 77247 (Dec. 26, 2006); 73 FR 31937 (Jun. 5, 2008); and 76 FR 23459 (Apr. 27, 2011).

[25] FCA notes that at the time the housing GSEs entered conservatorship in 2008, their regulator had in place a similar RBCST-type requirement pursuant to the housing GSEs' authorizing statute. This statute also imposed minimum leverage ratio requirements similar to, though lower than, the leverage ratio requirements imposed on Farmer Mac by the Act.

[26] ''Core capital''is defined as the sum of the following as determined in accordance with GAAP: the par value of outstanding common and preferred stock, paid-in capital, and retained earnings.

[27] 66 FR 19048 (Apr. 12, 2001), originally codified at 12 CFR 650.25(c), and later moved to 12 CFR 652.75(c).

[28] 12 CFR 652.61(b), definition of ''Tier 1 ratio.''

[29] *Id.*

[30] 12 CFR 652.61(c).

[31] 12 CFR 652.61(d) and (e).

[32] 12 CFR 652.61(c)(1)(iii)(A), (c)(2)(i)(A).

[33] BCBS, ''High-level summary of Basel III reforms,'' December 2017, at 5. *https://www.bis.org/bcbs/publ/d424_hlsummary.pdf.*

[34] *Id.*

[35] BCBS, ''Finalising Basel III, In brief'', December 2017, page 1. *https://www.bis.org/bcbs/publ/d424_inbrief.pdf.*

The existing capital frameworks—particularly the A–IRB approach—have expanded the use of floors to address these shortcomings in modeling. These frameworks impose floors on measures—such as probability of default (PD), loss given default (LGD), and risk-weights—that apply to certain exposures. These floors prevent the measures from falling below specified levels, even if the modeling would otherwise result in lower levels. The existing capital frameworks include both input floors, for measures such as PD and LGD,[36] and output floors (*i.e.,* risk-weight floors to be applied when model outputs are lower than the floor) for different exposures.

If FCA adopts Basel Framework-based requirements, should it establish floors similar to those in the existing capital frameworks? If so, what should those floors be and why? Given the differences among the risk-weight floors established in the other capital frameworks, is there a policy among them that should be considered the most readily transferrable to a Farmer Mac capital framework, or should FCA develop Farmer Mac-specific risk-weight floors?

5. The existing capital frameworks require entities to hold capital over the minimum requirements—referred to as ''buffers''—to avoid restrictions on dividend payouts and discretionary bonuses. The existing capital frameworks include different types of buffers including, but not limited to, a capital conservation buffer and a countercyclical buffer.[37] Should capital buffers be required for Farmer Mac and, if so, what type should FCA consider?

6. The existing capital frameworks require certain entities to make capital-related public disclosures to improve market discipline and transparency.[38] The nature of these disclosures varies depending on whether the entities follow the standardized or an IRB approach. Currently, as discussed above, within a Basel-based context, Farmer Mac voluntarily discloses its tier 1 ratio as calculated under the A–IRB approach, as well as its adoption of a buffer over its internal minimum tier 1 capital ratio. What disclosures, if any, should FCA consider requiring for Farmer Mac?

C. Leverage Ratio and Leverage Buffer

7. The Basel Framework requires a minimum leverage ratio (*i.e.,* a non-risk-based ratio) of three percent.[39] The U.S. rule requires a minimum leverage ratio of four percent to be considered adequately capitalized and an additional supplementary leverage ratio of three percent for A–IRB approach users.[40] FCA regulations governing System banks and associations require a four percent leverage ratio with a leverage buffer of one percent.[41] The FHFA capital rule requires a 2.5 percent minimum tier 1 leverage ratio plus a leverage buffer that adjusts based on the entity's market share.[42] FCA regulations do not require Farmer Mac to calculate a leverage ratio or buffer.

Should FCA consider leverage ratio requirements for Farmer Mac? If so, what leverage ratio requirements should FCA consider? Should FCA consider a leverage buffer for Farmer Mac? If so, what type and structure should FCA consider?

D. Other

8. What other approaches, risk categories (*e.g.,* market risk and operations risk, including model risk), or methodologies not discussed above should FCA consider in updating its regulatory capital framework for Farmer Mac?

Dated: January 17, 2023.

Ashley Waldron,

Secretary, Farm Credit Administration Board.

[FR Doc. 2023–01042 Filed 1–23–23; 8:45 am]

BILLING CODE 6705–01–P

[36] For example, see Basel Framework at CRE32.4 for PD floor and CRE 32.16 for LGD floor (version effective as of January 1, 2023). For examples of the U.S. rule PD and LGD floors see 12 CFR 3.131 (OCC); 12 CFR 217.131 (FRB); and 12 CFR 324.131 (FDIC).

[37] See buffer requirements at section RBC30 of the Basel Framework; 12 CFR 3.11 (OCC); 12 CFR 217.11 (FRB); and 12 CFR 324.11 (FDIC) of the U.S. rule; 12 CFR 628.11 of the FCA banks and associations capital rule; and 12 CFR 1240.11 of the FHFA capital rule. A conservation buffer is designed to ensure that banks build up capital buffers outside periods of stress which can be drawn down as losses are incurred. Under a countercyclical buffer regime, the regulator monitors credit growth and other indicators for signs of elevated system-wide risk; based on this assessment the regulator may put in place a countercyclical buffer requirement when circumstances warrant and then remove that buffer when credit risk returns to more normal levels. Other types of buffers also exist.

[38] *See* Basel Framework section DIS10; 12 CFR 3.61–3.63 (OCC); 12 CFR 217.61–217.63 (FRB); 12 CFR 324.61–324.63 (FDIC) (U.S. rule standardized approach entities with total consolidated of $50 billion or more); 12 CFR 3.171–3.173 (OCC); 12 CFR 217.171–217.173 (FRB); 12 CFR 324.171–324.173 (FDIC) (U.S. rule A–IRB approach entities); 12 CFR 628.61–628.63 (FCA rule for System banks); 12 CFR 1240.61–1240.63 (FHFA).

[39] Basel Framework at LEV20.6.

[40] *See* 12 CFR 217.10 (FRB); 12 CFR 3.10 (OCC); 12 CFR 324.10 (FDIC).

[41] *See* 12 CFR 628.11.

[42] See 12 CFR 1240.10(f) and 12 CFR 1240.11, respectively.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–0022; Project Identifier MCAI–2022–00564–E]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Canada Corporation Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Pratt & Whitney Canada Corporation (P&WC) PW308A and PW308C model turbofan engines. This proposed AD was prompted by a manufacturer's design review which identified that the combustion chamber outer case (CCOC) to rear compressor case (RCC) flange bolt low cycle fatigue life was inadequate and that those flange bolts may develop cracks resulting in flange bolt fracture. This proposed AD would require replacing all CCOC flange bolts and modifying the CCOC and inner bypass ducts. This proposed AD would also prohibit installation of certain flange bolts on any affected engine, as specified in a Transport Canada AD, which is proposed for incorporation by reference (IBR). The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by March 10, 2023.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov.* Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* 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 to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–0022; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory

continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

For material that is proposed for IBR in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663–3639; email: *AD-CN@tc.gc.ca.* You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation.*

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT: Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7146; email: *barbara.caufield@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2023–0022; Project Identifier MCAI–2022–00564–E'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov,* including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7146; email: *barbara.caufield@faa.gov.* Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2022–22, dated April 22, 2022 (referred to after this as ''the MCAI''), to correct an unsafe condition on P&WC PW308A model turbofan engines with build specification (BS) BS935 and BS1249, serial numbers PCE–CE0180 and prior, and PW308C model turbofan engines with BS1047 and BS1238, serial numbers PCE–CF0967 and prior. The MCAI states that during a design review, the manufacturer identified that the existing low cycle fatigue life of the flange bolts that secure the CCOC and the RCC is inadequate. As of May 6, 2022 (the effective date of Transport Canada AD CF–2022–22), there have been no reports of cracked flange bolts, however the MCAI states there is potential that cracks could develop on the flange bolt which could lead to fracture of the bolt. The MCAI also states that to address the potential cracking issue, P&WC introduced redesigned flange bolts made of an improved fatigue resistant material. P&WC also introduced revised procedures to modify the CCOC and the inner bypass duct flange with chamfers to reverse the installation direction of the flange bolts. The MCAI specifies installation of the redesigned bolt configuration, modifications to the COCC and inner bypass duct, and specifies an installation prohibition for flange bolts with part numbers MS9698–08 or MS9698–09 on the affected engines. The FAA is proposing this AD to prevent cracking and fracture of the flange bolts which may result in flange separation or case rupture, damage to the engine and damage to the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2023–0022.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Transport Canada AD CF–2022–22, which specifies instructions for replacing certain CCOC flange bolts and modifying the CCOC and inner bypass ducts. Transport Canada AD CF–2022–22 also specifies an installation prohibition for flange bolts with part numbers MS9698–08 and MS9698–09 on the affected engines.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES**.

FAA's Determination

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of these same type designs.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in Transport Canada AD CF–2022–22, described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD and except as discussed under ''Differences Between This Proposed AD and the MCAI.''

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has since coordinated with other manufacturers and CAAs to use this process. As a result, the FAA proposes to incorporate by reference Transport Canada AD CF–2022–22 in the FAA final rule. This proposed AD would, therefore, require compliance with Transport Canada AD CF–2022–22 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in the Transport Canada AD does not mean that operators need comply only with

that section. For example, where the AD requirement refers to ''Compliance,'' compliance with this AD requirement is not limited to the section titled ''Corrective Actions'' in Transport Canada AD CF–2022–22. Service information required by the Transport Canada AD for compliance will be available at regulations.gov by searching for and locating Docket No. FAA–2023–0022 after the FAA final rule is published.

Differences Between This Proposed AD and the MCAI

Where the service information referenced in Transport Canada AD CF–2022–22 requires reporting certain information to the manufacturer, this proposed AD would not require reporting the information to the manufacturer.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 668 engines installed on airplanes of U.S. Registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Remove and replace all CCOC flange bolts	1.5 work-hours × $85 per hour = $128	$7,742	$7,870	$5,257,160
Modify the CCOC and inner bypass ducts	1.5 work-hours × $85 per hour = $128	0	128	85,504

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

Pratt & Whitney Canada Corporation: Docket No. FAA–2023–0022; Project Identifier MCAI–2022–00564–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by March 10, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

(1) Pratt & Whitney Canada (P&WC) PW308A model turbofan engines with build specification (BS) BS935 and BS1249, serial numbers PCE–CE0180 and prior; and

(2) P&WC PW308C model turbofan engines with BS1047 and BS1238, serial numbers PCE–CF0967 and prior.

(d) Subject

Joint Aircraft Service Component (JASC) Code 7240, Turbine Engine Combustion Section.

(e) Unsafe Condition

This AD was prompted by a manufacturer's design review which identified that the combustion chamber outer case (CCOC) to rear compressor case (RCC) flange bolts low cycle fatigue life was inadequate, and that those flange bolts may develop cracks resulting in flange bolt fracture. The FAA is issuing this AD to prevent cracking and fracture of the flange bolts. The unsafe condition, if not addressed, may result in flange bolt fracture, flange separation or case rupture, damage to the engine and damage to the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, Transport Canada AD CF–2022–22.

(h) Exceptions to Transport Canada AD CF–2022–22

Where Transport Canada AD CF–2022–22 requires compliance from its effective date, this AD requires using the effective date of this AD.

(i) No Reporting Requirement

Although the service information referenced in Transport Canada AD CF–2022–22 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in § 39.19. In accordance with § 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD or email to: *ANE-AD-AMOC@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager

of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7146; email: *barbara.caufield@faa.gov.*

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Transport Canada AD CF–2022–22, dated April 22, 2022.

(ii) [Reserved]

(3) For Transport Canada AD CF–2022–22, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663–3639; email: *AD-CN@tc.gc.ca;* website: *tc.canada.ca/en/aviation.*

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: *fr.inspection@nara.gov,* or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on January 17, 2023.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–01148 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–0023; Project Identifier MCAI–2022–01030–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2021–08–08, which applies to all Airbus SAS Model A350–941 and –1041 airplanes. AD 2021–08–08 requires replacing affected bleed duct assemblies and bleed gimbals at the wing-to-pylon interface, and prohibits the installation of affected parts. This AD was prompted by a report of a welding quality issue in the gimbal joint of the air bleed duct at each wing-to-pylon interface and the consequent deformation of the gimbal inner ring, and by new findings that affected bleed gimbals were found on certain airplanes that did not have any maintenance record of affected part replacement. This proposed AD would continue to require the actions in AD 2021–08–08 and, for certain airplanes, would require inspection of the bleed gimbals to determine the part number and replacement if necessary, as specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by March 10, 2023.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov.* Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* 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 to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2023–0023; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For material that will be incorporated by reference (IBR) in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*
- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

FOR FURTHER INFORMATION CONTACT: Dat Le, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7317; email *dat.v.le@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2023–0023; Project Identifier MCAI–2022–01030–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Dat Le, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7317; email *dat.v.le@faa.gov.* Any commentary that the FAA receives which is not specifically designated as CBI will be

placed in the public docket for this rulemaking.

Background

The FAA issued AD 2021–08–08, Amendment 39–21502 (86 FR 20453, April 20, 2021) (AD 2021–08–08), for all Airbus SAS Model A350–941 and –1041 airplanes. AD 2021–08–08 was prompted by MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2020–0169R1, dated August 19, 2020 (EASA AD 2020–0169R1), to correct an unsafe condition.

AD 2021–08–08 requires replacing affected bleed duct assemblies and bleed gimbals at the wing-to-pylon interface with serviceable parts. The FAA issued AD 2021–08–08 to address a welding quality issue in the gimbal joint of the air bleed duct located at each wing-to-pylon interface; the inner ring of a gimbal had deformed to an oval shape, which could cause cracking by direct contact between metal parts, and could lead to hot bleed air leakage in the pylon area, and possibly result in loss of the pneumatic system and exposure of the wing structure to high temperatures, and lead to reduced structural integrity of the airplane.

Actions Since AD 2021–08–08 Was Issued

Since the FAA issued AD 2021–08–08, EASA superseded EASA AD 2020–0169R1 and issued EASA AD 2022–0156, dated August 2, 2022 (EASA AD 2022–0156) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model A350–941 and –1041 airplanes. Since EASA AD 2020–0169R1 was issued, affected bleed gimbals at the wing-to-pylon interface have been found installed on certain airplanes without having any maintenance record of affected part replacement.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2023–0023.

Explanation of Retained Requirements

Although this proposed AD does not explicitly restate the requirements of AD 2021–08–08, this proposed AD would retain all of the requirements of AD 2021–08–08. Those requirements are referenced in EASA AD 2022–0156, which, in turn, is referenced in paragraph (g) of this proposed AD.

Related Service Information Under 1 CFR Part 51

EASA AD 2022–0156 specifies procedures, for certain airplanes, for replacing affected bleed duct assemblies and bleed gimbals at the wing-to-pylon interface with serviceable parts, and, for certain other airplanes, inspecting each bleed gimbal at the wing-to-pylon interface to determine if it is an affected part and replacing affected parts. EASA AD 2022–0156 also prohibits the installation of an affected part on any airplane. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA's Determination

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with the State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2022–0156 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2022–0156 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2022–0156 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2022–0156 does not mean that operators need comply only with that section. For example, where the AD requirement refers to ''all required actions and compliance times,'' compliance with this AD requirement is not limited to the section titled ''Required Action(s) and Compliance Time(s)'' in EASA AD 2022–0156. Service information required by EASA AD 2022–0156 for compliance will be available at regulations.gov under Docket No. FAA–2023–0023 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 31 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions (Group 1 airplanes in the MCAI).	Up to 25 work-hours × $85 per hour = $2,125.	Up to $48,800	Up to $50,925	*$0
New proposed actions (Group 2 airplanes in the MCAI).	2 work-hours × $85 per hour = $170	0	170	5,270

*The retained replacement from AD 2021–08–08 applies to Group 1 airplanes specified in the MCAI. There are no affected U.S.-registered airplanes in Group 1.

The FAA estimates the following costs to do any necessary on-condition action that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
Up to 25 work-hours × $85 per hour = $2,125	Up to $48,800	Up to $50,925.

According to the manufacturer, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected individuals. The FAA does not control warranty coverage for affected individuals. As a result, the FAA has included all known costs in the cost estimate.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by:

■ a. Removing Airworthiness Directive (AD) 2021–08–08, Amendment 39–21502 (86 FR 20453, April 20, 2021); and

b. Adding the following new AD:

Airbus SAS: Docket No. FAA–2023–0023; Project Identifier MCAI–2022–01030–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by March 10, 2023.

(b) Affected ADs

This AD replaces AD 2021–08–08, Amendment 39–21502 (86 FR 20453, April 20, 2021) (AD 2021–08–08).

(c) Applicability

This AD applies to all Airbus SAS Model A350–941 and –1041 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 36, Pneumatic.

(e) Unsafe Condition

This AD was prompted by a report that a welding quality issue has been identified in the gimbal joint of the air bleed duct located at each wing-to-pylon interface; the inner ring of a gimbal had deformed to an oval shape, which could lead to cracking caused by direct contact between metal parts, and by new findings that affected bleed gimbals were found on certain airplanes that did not have any maintenance record of affected part replacement. The unsafe condition, if not addressed, could result in hot bleed air leakage in the pylon area, and possibly result in loss of the pneumatic system and exposure of the wing structure to high temperatures, and lead to reduced structural integrity of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022–0156, dated August 2, 2022 (EASA AD 2022–0156).

(h) Exceptions to EASA AD 2022–0156

(1) Where EASA AD 2022–0156 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (6) of EASA AD 2022–0156 refers to August 26, 2020 (the effective date of EASA AD 2020–0169R1), this AD requires using May 25, 2021 (the effective date of AD 2021–08–08).

(3) Where the definition of ''Groups'' in EASA AD 2022–0156 specifies Group 1 airplanes are those manufacturer serial numbers (MSN) listed in certain service information, replace the text ''Airbus Service Bulletin (SB) A350–36–P021 and SB A350–36–P022'' with ''Airbus Service Bulletin A350–36–P021, dated January 17, 2020; and Airbus Service Bulletin A350–36–P022, dated January 17, 2020.''

(4) Where the definition of ''Groups'' in EASA AD 2022–0156 specifies Group 2 airplanes are those MSN listed in certain service information, replace the text ''Airbus SB A350–36–P029'' with ''Airbus Service Bulletin A350–36–P029, Revision 01, dated February 3, 2022.''

(5) This AD does not adopt the Remarks paragraph of EASA AD 2022–0156.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022–0156 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the International Validation Branch the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must

be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (j)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Dat Le, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7317; email *dat.v.le@faa.gov.*

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0156, dated August 2, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0256, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this EASA AD on the EASA website at *ad.easa.europa.eu.*

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email *fr.inspection@nara.gov,* or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on January 18, 2023.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–01166 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 80

[Docket No. FDA–2022–N–1635]

RIN 0910–AI69

Color Additive Certification; Increase in Fees for Certification Services; Reopening of the Comment Period

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; reopening of the comment period.

SUMMARY: The Food and Drug Administration (FDA or we) is reopening the comment period for the proposed rule, ''Color Additive Certification; Increase in Fees for Certification Services,'' which published in the **Federal Register** of November 2, 2022. We are taking this action in response to a request from stakeholders to extend the comment period to allow additional time for interested parties to collect, analyze, and incorporate data to develop comments for this proposed rule.

DATES: FDA is reopening the comment period on the proposed rule ''Color Additive Certification; Increase in Fees for Certification Services,'' which published in the **Federal Register** on November 2, 2022 (87 FR 66116). Either electronic or written comments must be submitted by March 10, 2023.

ADDRESSES: You may submit comments as follows. Please note that late, untimely filed comments will not be considered. The *https://www.regulations.gov* electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of March 10, 2023. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

Electronic Submissions

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on *https://www.regulations.gov.*
- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see ''Written/Paper Submissions'' and ''Instructions'').

Written/Paper Submissions

Submit written/paper submissions as follows:

- *Mail/Hand Delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.
- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in ''Instructions.''

Instructions: All submissions received must include the Docket No. FDA–2022–N–1635 for ''Color Additive Certification; Increase in Fees for Certification Services; Reopening of the Comment Period.'' Received comments, those filed in a timely manner (see **ADDRESSES**), will be placed in the docket and, except for those submitted as ''Confidential Submissions,'' publicly viewable at *https://www.regulations.gov* or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

- Confidential Submissions—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states ''THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.'' We will review this copy, including the claimed confidential information, in our consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on *https://www.regulations.gov.* Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this

information on the cover sheet and not in the body of your comments and you must identify this information as ''confidential.'' Any information marked as ''confidential'' will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: *https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf.*

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to *https://www.regulations.gov* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

FOR FURTHER INFORMATION CONTACT: Bryan Bowes, Office of Cosmetics and Colors (HFS–105), Center for Food Safety and Applied Nutrition, Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240–402–1122; or Carrol Bascus, Center for Food Safety and Applied Nutrition, Office of Regulations and Policy (HFS–024), Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240–402–2378.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of November 2, 2022 (87 FR 66116), FDA published a proposed rule to amend the color additive regulations to increase the fee for certification services. The change in fees would allow FDA to continue to maintain an adequate color certification program as required by the Federal Food, Drug, and Cosmetic Act. The fees are intended to recover the full costs of operation of FDA's color certification program. We originally gave interested persons until January 3, 2023, to provide comments on the proposed rule.

Following publication of the proposed rule, FDA received a request to allow interested persons additional time to comment. The request asserted that 60 days was insufficient to respond fully to FDA's specific requests for comments and to allow potential respondents to thoroughly evaluate and address pertinent issues and requested that FDA extend the comment period by an additional 30 days. We have considered this request and, because it is too late for us to extend the comment period before it expired, we are reopening the comment period for 45 days. We believe that this additional 45 days will allow time for interested parties to collect, analyze, and incorporate data and submit comments to the proposed rule.

Dated: January 19, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01361 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 70

[EPA–R07–OAR–2022–0959; FRL–10493–01–R7]

Air Plan Approval; IA; Electronic Submittal of Air Quality Information

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve revisions to the Iowa State Implementation Plan (SIP) and the Operating Permit Program for the State of Iowa. The revisions require the electronic submittal of air emissions reporting, construction permit applications, and Title V permit applications, and make administrative updates. These revisions do not impact the stringency of the SIP or have an adverse effect on air quality. The EPA's proposed approval of this rule revision is being done in accordance with the requirements of the Clean Air Act (CAA).

DATES: Comments must be received on or before February 23, 2023.

ADDRESSES: You may send comments, identified by Docket ID No. EPA–R07–OAR–2022–0959 to *www.regulations.gov*. Follow the online instructions for submitting comments.

Instructions: All submissions received must include the Docket ID No. for this rulemaking. Comments received will be posted without change to *www.regulations.gov,* including any personal information provided. For detailed instructions on sending comments and additional information on the rulemaking process, see the ''Written Comments'' heading of the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Bethany Olson, Environmental Protection Agency, Region 7 Office, Air Quality Planning Branch, 11201 Renner Boulevard, Lenexa, Kansas 66219; telephone number: (913) 551–7905; email address: *olson.bethany@epa.gov*.

SUPPLEMENTARY INFORMATION: Throughout this document ''we,'' ''us,'' and ''our'' refer to the EPA.

Table of Contents

I. Written Comments
II. What is being addressed in this document?
III. What SIP revisions are being proposed by EPA?
IV. What operating permit plan revisions are being proposed by EPA?
V. Have the requirements for approval of a SIP and the operating permit plan revisions been met?
VI. What action is the EPA taking?
VII. Incorporation by Reference
VIII. Statutory and Executive Order Reviews

I. Written Comments

Submit your comments, identified by Docket ID No. EPA–R07–OAR–2022–0959, at *www.regulations.gov*. Once submitted, comments cannot be edited or removed from *Regulations.gov*. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit *www.epa.gov/dockets/commenting-epa-dockets*.

II. What is being addressed in this document?

The EPA is proposing to approve revisions to the Iowa SIP and the Operating Permits Program received on June 3, 2022. The revisions incorporate recent changes to Iowa Administrative Code. The following chapters are impacted:

- Chapter 20, ''Scope of Title—Definitions;''
- Chapter 21, ''Compliance;'' and
- Chapter 22, ''Controlling Pollution.''

The revisions require the electronic submittal of air emissions reporting, construction permit applications, and Title V permit applications, and make administrative updates. EPA proposes to find that these revisions meet the requirements of the Clean Air Act, do not impact the stringency of the SIP,

and do not adversely impact air quality. The full text of these changes can be found in the State's submission, which is included in the docket for this action.

III. What SIP revisions are being proposed by EPA?

The EPA is proposing the following revisions to the Iowa SIP:

Chapter 20, Subrule 20.2, Scope of Title-Definitions: The state revised the definition of ''Electronic format'' for clarity. The updates are administrative in nature; thus, EPA proposes to approve this change.

Chapter 21, Subrule 21.1(3), Emissions inventory: The state revisions require emissions information to be submitted in electronic format after January 1, 2023, if electronic submittal is provided. EPA finds this change meets the requirements of CAA section 110 and does not negatively impact the stringency of the SIP.

Chapter 22, Subrule 22.1(3) Construction permits: The state revisions require construction permit applications to be submitted in electronic format after January 1, 2023, if electronic submittal is provided. EPA finds this change meets the requirements of CAA section 110 and does not negatively impact the stringency of the SIP.

IV. What operating permit plan revisions are being proposed by EPA?

The EPA is proposing to approve the following revision to the Operating Permit Program:

Chapter 22, subrule 22.105(455B), Title V permit applications: The state revised subrule 22.105(1), ''Duty to apply,'' to require Title V operating permit applications to be submitted in electronic format after January 1, 2023, if electronic submittal is provided. The subrule was also revised to correct an outdated address.

The state revised subrule 22.105(2), ''Standard application form and required information,'' to require the standard Title V permit application form to be submitted in electronic format after January 1, 2023, if electronic submittal is provided.

Chapter 22, subrule 22.128(455B), Acid rain applications-requirement to apply: The state revised subrule 22.128(4), ''Submission of copies,'' to require acid rain permit applications to be submitted in electronic format after January 1, 2023, if electronic submittal is provided.

EPA finds these changes meet the requirements of 40 CFR part 70 and do not negatively impact the stringency of the Operating Permit Program.

V. Have the requirements for approval of a SIP and the operating permit plan revisions been met?

The State submission has met the public notice requirements for SIP submissions in accordance with 40 CFR 51.102. The submission also satisfied the completeness criteria of 40 CFR part 51, appendix V. The State provided public notice on this SIP revision from January 12, 2022, to February 14, 2022, and held a public hearing on February 14, 2022. Iowa received one comment in support of the rule during the comment period. Iowa did not revise the rule based on public comment prior to submitting to EPA, as noted in the State submission included in the docket for this action.

In addition, as explained above, the revision meets the substantive SIP requirements of the CAA, including section 110 and implementing regulations.

VI. What action is the EPA taking?

We are processing this as a proposed action because we are soliciting comments on this proposed action. Final rulemaking will occur after consideration of any comments.

VII. Incorporation by Reference

In this document, the EPA is proposing to include regulatory text in an EPA final rule that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, the EPA is finalizing the incorporation by reference of the Iowa rules 567–20.2, 567–21.1, 567–22.1, 567–22.105(1), 567–22.105(2) and 567–22.128(4) discussed in sections II–IV of this preamble and as set forth below in the proposed amendments to 40 CFR part 52. The EPA has made, and will continue to make, these materials generally available through *www.regulations.gov* and at the EPA Region 7 Office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information).

VIII. Statutory and Executive Order Reviews

Under the Clean Air Act (CAA), the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of the National Technology Transfer and Advancement Act (NTTA) because this rulemaking does not involve technical standards; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).
- The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the proposed rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

40 CFR Part 70

Environmental protection, Administrative practice and procedure, Air pollution control, Intergovernmental relations, Operating permits, Reporting and recordkeeping requirements.

Dated: January 12, 2023.

Meghan A. McCollister,

Regional Administrator, Region 7.

For the reasons stated in the preamble, the EPA proposes to amend 40 CFR parts 52 and 70 as set forth below:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

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

Subpart Q—Iowa

■ 2. In § 52.820, the table in paragraph (c) is amended by revising the entries ''567–20.2'', ''567–21.1'' and ''567–22.1'' to read as follows:

§ 52.820 Identification of plan.

* * * * *

(c) * * *

EPA-APPROVED IOWA REGULATIONS

Iowa citation	Title	State effective date	EPA approval date	Explanation
Iowa Department of Natural Resources Environmental Protection Commission [567]				
Chapter 20—Scope of Title–Definitions				
*	*	*	* *	* *
567–20.2	Definitions	5/11/22	[Date of publication of the final rule in the **Federal Register**], [**Federal Register** citation of the final rule].	The definitions for ''anaerobic lagoon,'' ''odor,'' ''odorous substance,'' ''odorous substance source'' are not SIP approved.
*	*	*	* *	* *
Chapter 21—Compliance				
567–21.1	Compliance Schedule.	5/11/22	[Date of publication of the final rule in the **Federal Register**], [**Federal Register** citation of the final rule]..	
*	*	*	* *	* *
Chapter 22—Controlling Pollution				
567–22.1	Permits Required for New or Existing Stationary Sources.	5/11/22	[Date of publication of the final rule in the **Federal Register**], [**Federal Register** citation of the final rule]..	
*	*	*	* *	* *

* * * * *

PART 70—STATE OPERATING PERMIT PROGRAMS

■ 3. The authority citation for part 70 continues to read as follows:

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

■ 4. Appendix A to part 70 is amended by adding paragraph (y) under ''Iowa'' to read as follows:

Appendix A to Part 70—Approval Status of State and Local Operating Permits Programs

* * * * *

Iowa

* * * * *

(y) The Iowa Department of Natural Resources submitted for program approval revisions to rules 567–22.105(1), 567–22.105(2) and 567–22.128(4) on June 3, 2022. The state effective date is May 11, 2022. The proposed revision effective date is [date 30 days after date of publication of the final rule in the **Federal Register**].

* * * * *

[FR Doc. 2023–00928 Filed 1–23–23; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 261

[EPA–R06–RCRA–2022–0780; FRL–10237–01–Region 6]

Hazardous Waste Management System; Identification and Listing of Hazardous Waste Proposed Rule

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to grant an exclusion from the list of hazardous wastes to ExxonMobil Baytown Refinery (EMBR or Petitioner) located in Baytown, Texas. This action responds to

a petition to exclude (or ''delist'') up to 730 cubic yards per year of sludges removed from the wastewater treatment plant (WWTP) from the list of federal hazardous wastes when disposed of in a Subtitle D landfill under the Resource Conservation Recovery Act (RCRA). The EPA is proposing to grant the petition based on an evaluation of waste-specific information provided by Petitioner.

DATES: Comments on this proposed exclusion must be received by February 23, 2023.

ADDRESSES: Submit your comments by one of the following methods:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the on-line instructions for submitting comments.
- *Email: shah.harry@epa.gov.*

Instructions: The EPA must receive your comments by February 23, 2023. Direct your comments to Docket ID Number EPA–R06–RCRA–2022–0780. The EPA's policy is that all comments received will be included in the public docket without change and may be made available online at *https://www.regulations.gov,* including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through *https://www.regulations.gov* or email. The Federal *regulations.gov* website is an ''anonymous access'' system, which means the EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to the EPA without going through *regulations.gov,* your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the internet. If you submit an electronic comment, the EPA recommends that you include your name and other contact information in the body of your comment with any CBI you submit. If the EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, the EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption and be free of any defects or viruses.

Docket: The index to the docket for this action is available electronically at *www.regulations.gov.* Although listed in the index, some information is not publicly available, *e.g.,* CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy.

You can view and copy the delisting petition and associated publicly available docket materials either through *www.regulations.gov* or at: EPA, Region 6, 1201 Elm Street, Suite 500, Dallas, Texas 75270. The EPA facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays and facility closures due to COVID–19. The EPA recommend that you telephone Harry Shah, at (214) 665–6457, before visiting the Region 6 office. Interested persons wanting to examine these documents should make an appointment with the office.

FOR FURTHER INFORMATION CONTACT: Harry Shah, (214) 665–6457, *shah.harry@epa.gov.* Out of an abundance of caution for members of the public and our staff, the EPA Region 6 office may be closed to the public to reduce the risk of transmitting COVID–19. The EPA encourages the public to submit comments via *https://www.regulations.gov,* as there will be a delay in processing mail and no courier or hand deliveries will be accepted. Please call or email the contact listed above if you need alternative access to material indexed but not provided in the docket.

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Overview Information
II. Background
  A. What is the history of the delisting program?
  B. What is a delisting petition, and what does it require of a petitioner?
  C. What factors must the EPA consider in deciding whether to grant a delisting petition?
  D. Environmental Justice Evaluation
III. The EPA's Evaluation of the Waste Information and Data
  A. What waste did the Petitioner petition the EPA to delist?
  B. How did the Petitioner generate the waste?
  C. How did the Petitioner sample and analyze the petitioned waste?
  D. What factors did the EPA consider in deciding whether to propose to grant the delisting petition?
  E. How did the EPA evaluate the risk of delisting this waste?
  F. What did the EPA conclude?
IV. Conditions for Exclusion
  A. How will the Petitioner manage the waste if it is delisted?
  B. What are the maximum allowable concentrations of hazardous constituents in the waste?
  C. How frequently must the Petitioner test the waste?
  D. What data must the Petitioner submit?
  E. What happens if the Petitioner fails to meet the conditions of the exclusion?
  F. What must the Petitioner do if the process changes?
V. When would the EPA finalize the proposed delisting exclusion?
VI. How would this action affect states?
VII. Statutory and Executive Order Reviews

I. Overview Information

The EPA is proposing to grant a May 2021 petition (''F037 Delisting Petition'') request submitted by EMBR in Baytown, Texas to exclude (or ''delist'') up to 730 cubic yards per year of F037 WWTP sludge from the list of federal hazardous waste set forth in 40 CFR 261.3 (hereinafter, all sectional references are to 40 CFR unless otherwise indicated) for offsite disposal. The Petitioner claims that the petitioned wastes do not meet the criteria for which the EPA listed it, and that there are no additional constituents or factors which could cause the waste to be hazardous. Based on our review described in section III, the EPA propose to approve the petition request, and allow the delisted waste to be disposed in a Subtitle D landfill. A copy of the May 2021 petition is located in the docket to this proposal action.

II. Background

A. What is the history of the delisting program?

The EPA published an amended list of hazardous wastes from non-specific and specific sources on January 16, 1981, as part of its final and interim final regulations implementing section 3001 of RCRA. The EPA has amended this list several times and codifies the list in §§ 261.31 and 261.32.

The EPA lists the Petitioner's wastes as hazardous because: (1) the wastes typically and frequently exhibit one or more of the characteristics of hazardous wastes identified in subpart C of part 261 (that is, ignitability, corrosivity, reactivity, and toxicity), (2) the wastes meet the criteria for listing contained in § 261.11(a)(2) or (3), or (3) the wastes are mixed with or derived from the treatment, storage or disposal of such characteristic and listed wastes and which therefore become hazardous under § 261.3(a)(2)(iv) or (c)(2)(i), known as the ''mixture'' or ''derived-from'' rules, respectively.

Individual waste streams may vary, however, depending on raw materials, industrial processes, and other factors. Thus, while a waste described in these part 261 regulations or resulting from the operation of the mixture or derived-from rules generally is hazardous, a

specific waste from an individual facility may not be hazardous.

For this reason, 40 CFR 260.20 and 260.22 provide an exclusion procedure, called delisting, which allows persons to prove that the EPA should not regulate a specific waste from a particular generating facility as a hazardous waste.

B. What is a delisting petition, and what does it require of a petitioner?

A delisting petition is a request from a facility to the EPA or an authorized state to exclude wastes from the list of hazardous wastes. The facility petitions the EPA because it does not consider the waste as hazardous under RCRA regulations.

In a delisting petition, the petitioner must show that wastes generated at a particular facility do not meet any of the criteria for which the waste was listed. The criteria for which the EPA lists a waste are in 40 CFR part 261 and further explained in the background documents for the listed waste in the June 30, 1992 publication of the ''Final Best Demonstrated Available Technology (BDAT) Background Document for Newly Listed Refinery Wastes F037 and F038'' (*https://nepis.epa.gov/Exe/ZyNET.exe/P100VUGS.TXT?ZyActionD=ZyDocument&Client=EPA&Index=1991+Thru+1994&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5Czyfiles%5CIndex%20Data%5C91thru94%5CTxt%5C00000035%5CP100VUGS.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x&ZyPURL*).

In addition, under 40 CFR 260.22, a petitioner must prove that the waste does not exhibit any of the hazardous waste characteristics (that is, ignitability, reactivity, corrosivity, and toxicity) and must present sufficient information for the EPA to decide whether factors other than those for which the waste was listed warrant retaining it as a hazardous waste.

Generators remain obligated under RCRA to confirm whether their waste remains non-hazardous based on the hazardous waste characteristics even if the EPA has ''delisted'' the waste.

C. What factors must the EPA consider in deciding whether to grant a delisting petition?

Besides considering the criteria in 40 CFR 260.22(a) and 3001(f) of RCRA, 42 U.S.C. 6921(f), and in the background documents for the listed wastes, the EPA must consider any factors (including additional constituents) aside from those for which the EPA listed the waste, if a reasonable basis exists that these additional factors could cause the waste to be hazardous.

The EPA must also consider hazardous waste mixtures containing listed hazardous wastes and wastes derived from treating, storing, or disposing of listed hazardous waste. See § 261.3(a)(2)(iii) and (iv) and (c)(2)(i), called the ''mixture'' and ''derived-from'' rules, respectively. These wastes are also eligible for exclusion and remain hazardous wastes until excluded. See 66 FR 27266 (May 16, 2001).

D. Environmental Justice Evaluation

To better meet the EPA's ''responsibilities related to the protection of public health and the environment, the EPA has developed a new environmental justice (EJ) mapping and screening tool called EJ Screen'' that reports values as a percentile when compared to a state or the nation. ''It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports,'' (*https://www.epa.gov/ejscreen*). The EPA is providing analysis of environmental justice associated with this action. The EPA are doing so for the purpose of providing information to the public, not as a basis of our final action.

The EPA utilized EJ Screen to evaluate potential environmental justice concerns in communities at one-, three-, and five-mile radiuses around the Baytown facility. The EPA considers the potential for EJ concerns in a community when one or more of the 12 EJ indices is at or above the 80th percentile when compared to the rest of the USA. At the one-mile radial measurement, all 12 EJ indices exceeded the 80th percentile, at the three-mile measurement, 11 out of the 12 EJ indices exceeded the 80th percentile, and at the five-mile radial measurement, four EJ indices exceeded the 80th percentile. This information is provided in Table 1. More information on EJ Screen, including an explanation of the 12 EJ indices can be found at *www.epa.gov/ejscreen/what-ejscreen.*

TABLE 1—EJ INDICES AT ONE-, THREE-, AND FIVE-MILE RADIUSES AROUND THE FACILITY

EJ index (USA percentile)	1 Mile radius around the facility	3 Mile radius around the facility	5 Mile radius around the facility
EJ Index for Particulate Matter 2.5	86	81	74
EJ Index for Ozone	82	77	72
EJ Index for 2017 Diesel Particulate Matter	86	82	77
EJ Index for 2017 Air Toxics Cancer Risk	95	89	79
EJ Index for 2017 Air Toxics Respiratory HI	88	82	75
EJ Index for Traffic Proximity	83	81	78
EJ Index for Lead Paint	84	82	79
EJ Index for Superfund Proximity	87	87	84
EJ Index for RMP Facility Proximity	97	94	88
EJ Index for Hazardous Waste Proximity	86	81	74
EJ Index for Underground Storage Tanks	86	85	81
EJ Index for Wastewater Discharge	90	87	85

III. The EPA's Evaluation of the Waste Information and Data

A. What waste did the Petitioner petition the EPA to delist?

In May 2021, EMBR petitioned the EPA to exclude from the list of hazardous wastes contained in § 261.31, WWTP solids (F037) generated from its facility located in Baytown, Texas. The waste falls under the classification of listed waste pursuant to § 261.31. Specifically, in its petition, EMBR requested that the EPA grant a standard exclusion for 730 cubic yards per year of the WWTP solids for offsite disposal.

B. How did the Petitioner generate the waste?

Per the definition provide in 40 CFR 261.31, an F037 listed hazardous waste is any sludge generated from the gravitational separation of oil/water/solids during the storage or treatment of process wastewaters and oily cooling wastewaters from petroleum refineries. Such sludges also include sludge generated from gravitational separation in stormwater units receiving dry weather flow. The preseparators receive industrial wastewater generated at the ExxonMobil Baytown Complex, comprised of the Baytown Olefins Plant, Baytown Chemical Plant, and the Baytown Refinery, as part of the WWTP. The sludge separates from the process wastewaters in the primary treatment/storage systems, making it an F037 waste stream by definition. Under routine operating conditions, the primary separation sludge is generated at the preseparators; however, during infrequent and isolated times of non-routine elevated wastewater flows, temporary storage/conveyance of dry weather industrial wastewater may occur in the stormwater impoundments (*e.g.* Upper Outfall Canal or Stormwater Retention Basin) where primary separation will occur. The sludge is collected in the units for removal and disposal.

C. How did the Petitioner sample and analyze the petitioned waste?

A total of twelve (3 samples per month for 4 months) acceptable sample results were provided by Petitioner to support the petition. The EPA considered all 12 samples of the WWTP solids and the disposal scenario of the landfill was modeled using the Delisting Risk Assessment Software. The worst-case scenario of the constituents' concentrations for the F037 sludge were used as input in the model to determine if it would meet the hazardous waste criteria for which it was listed. The maximum total and leachate concentrations for the inorganic and organic constituents which were found in the analytical data provided by Petitioner are presented in Table 2.

TABLE 2—MAXIMUM TOTAL AND TCLP CONCENTRATIONS

Chemical Name	Maximum total concentration (mg/kg)	Maximum TCLP concentration (mg/l)
Acenaphthene	3.6	0.0037
Acenapthylene	2.3	0.0003
Acetone (2-propanone)	0.12	0.046
Aniline (benzeneamine)	4.5	0.0014
Anthracene	0.14	0.0008
Antimony	3.17	0.0362
Arsenic	11.9	0.0486
Barium	221	0.862
Benz(a)anthracene	8.1	0.0003
Benzene	0.54	0.012
Benzo(a)pyrene	6.9	0.0004
Benzo(b)fluoranthene	9.9	0.0004
Benzo(ghi)perylene	4.1	0.0003
Benzo(k)fluoranthene	5.8	0.0007
Beryllium	1.12	0.0002
Bis(2-ethylhexyl)phthalate	0.45	0.0008
Cadmium	0.494	0.002
Chromium (III) (Chromic Ion)	62.4	0.151
Chrysene	11	0.0008
Cobalt	5.61	0.0236
Copper	127	0.308
Cresol m-	6.1	0.026
Cresol o-	16	0.055
Cresol p-	16	0.055
DDD	0.013	2.00E–05
DDE	0.013	2.00E–05
DDT p,p′-	0.031	2.50E–05
Dibenz(a,h)anthracene	1.1	0.0006
Dibenzofuran	21	0.0015
Dieldrin	0.0085	3.00E–05
Dimethylphenol, 2,4-	3.6	0.016
Diphenylamine	0.47	0.01
Endosulfan (Endosulfan I and II,mixture)	0.03664	1.10E–05
Endrin	0.025	3.00E–05
Ethyl methacrylate	0.11	0.02
Ethylbenzene	2.2	0.013
Fluoranthene	35	0.0004
Fluorene	27	0.0036
HCH, alpha- (Hexachlorocyclohexane alpha-BHC)	0.0022	4.90E–05
HCH, beta- (Hexachlorocyclohexane beta-BHC)	0.32	1.00E–05
Heptachlor	0.00068	1.10E–05
Heptachlor epoxide	0.033	1.00E–05

TABLE 2—MAXIMUM TOTAL AND TCLP CONCENTRATIONS—Continued

Chemical Name	Maximum total concentration (mg/kg)	Maximum TCLP concentration (mg/l)
Indeno (1,2,3-cd) pyrene	3.8	0.0006
Lead	94.3	0.0747
Mercury (Fish Pathway Only)	1.95	0.000642
Mercury (Total)	1.95	0.000642
Methoxychlor	0.0035	0.00015
Methylnapthalene 2-	55	0.042
Naphthalene	63	0.023
Nickel	464	3.38
Nitrosodiphenylamine N-	0.47	0.01
Phenanthrene	72	0.0051
Phenol	20	0.029
Pyrene	30	0.0003
Pyridine	0.43	0.0003
Selenium	1.86	0.0254
Silver	0.0688	0.002
Styrene	0.39	0.01
Tetrachlorodibenzo-p-dioxin (TCDD) 2,3,7,8-	2.00E–07	4.10E–06
Tin	15.1	0.0289
Toluene	9.7	0.093
Trinitrobenzene (Trinitrobenzene 1,3,5-) sym-	0.5	0.0006
Vanadium	1110	36.1
Xylenes (total)	21	0.096
Zinc	871	1.61

D. What factors did the EPA consider in deciding whether to propose to grant the delisting petition?

In reviewing this petition, the EPA considered the original listing criteria and the additional factors required by the Hazardous and Solid Waste Amendments of 1984 (HSWA). See section 222 of HSWA, 42 U.S.C. 6921(f), and 40 CFR 260.22(d)(2) through (4). The EPA evaluated the petitioned wastes against the listing criteria and factors cited in § 261.11(a)(2) and (3).

In addition to the criteria in 40 CFR 260.22(a), 261.11(a)(2) and (3), 42 U.S.C. 6921(f), and in the background documents for the listed wastes, the EPA also considered factors (including additional constituents) other than those for which the EPA listed the waste to determine if these additional factors could cause the waste to be hazardous (*See* the background documents).

Our proposed decision to grant the May 2021 petition to delist the waste from the Petitioner's facility in Baytown, Texas is based on our evaluation of the wastes for factors or criteria which could cause the waste to be hazardous. These factors included: (1) whether the waste is considered acutely toxic; (2) the toxicity of the constituents; (3) the concentration of the constituents in the waste; (4) the tendency of the constituents to migrate and to bioaccumulate; (5) the persistence in the environment of any constituents once released from the waste; (6) plausible and specific types of management of the petitioned waste; (7) the quantity of waste produced; and (8) waste variability.

The EPA must also consider as hazardous wastes mixtures containing listed hazardous wastes and wastes derived from treating, storing, or disposing of listed hazardous waste. See 40 CFR 261.3(a)(2)(iv) and (c)(2)(i), called the ''mixture'' and ''derived-from'' rules, respectively. Mixture and derived-from wastes are also eligible for exclusion but remain hazardous until excluded.

E. How did the EPA evaluate the risk of delisting this waste?

For this proposed delisting determination, the EPA evaluated the risk that the waste would be disposed of as a non-hazardous waste in a landfill. The EPA considered transport of waste constituents through groundwater, surface water and air. The EPA evaluated the Petitioner's analysis of the petitioned waste using the Delisting Risk Assessment Software (DRAS) to predict the concentration of hazardous constituents that might be released from the petitioned waste and to determine if the waste would pose a threat to human health and the environment. The DRAS software and associated documentation can be found at *www.epa.gov/hw/hazardous-waste-delisting-risk-assessment-software-dras.*

To predict the potential for release to groundwater from landfilled wastes and subsequent routes of exposure to a receptor, the DRAS uses dilution attenuation factors derived from the EPA's Composite Model for leachate migration with transformation products. From a release to groundwater, the DRAS considers routes of exposure to a human receptor through ingestion of contaminated groundwater, inhalation from groundwater while showering and dermal contact from groundwater while bathing.

From a release to surface water by erosion of waste from an open landfill into storm water run-off, DRAS evaluates the exposure to a human receptor by fish ingestion and ingestion of drinking water. From a release of waste particles and volatile emissions to air from the surface of an open landfill, DRAS considers routes of exposure of inhalation of volatile constituents, inhalation of particles, and air deposition of particles on residential soil and subsequent ingestion of the contaminated soil by a child. The technical support document and the user's guide to DRAS are available at *https://www.epa.gov/hw/hazardous-waste-delisting-risk-assessment-software-dras.*

F. What did the EPA conclude?

Petitioner stated in its petition that the petitioned waste meets the criteria of F037 for which the EPA listed it. Petitioner also stated that no additional constituents or factors could cause the waste to be hazardous. Petitioner also stated that disposal in a landfill will not adversely impact human health and the environment. The EPA's review of this

petition included consideration of the original listing criteria, and the additional factors required by the Hazardous and Solid Waste Amendments of 1984 (HSWA). See section 3001(f) of RCRA, 42 U.S.C. 6921(f), and § 260.22 (d)(1) through (4). In making the initial delisting determination, the EPA evaluated the petitioned waste against the listing criteria and factors cited in § 261.11(a)(2) and (3). Based on this review, the EPA agrees with the Petitioner that the petitioned waste is nonhazardous with respect to the original listing criteria. (If the EPA had found, based on this review, that the waste remained hazardous based on the factors for which the waste was originally listed, the EPA would propose to deny the petition.) The EPA evaluated the waste with respect to other factors or criteria to assess whether there is a reasonable basis to believe that such additional factors could cause the waste to be hazardous. The EPA considered whether the waste is acutely toxic, the concentration of the constituents in the waste, their tendency to migrate and to bioaccumulate, their persistence in the environment once released from the waste, plausible and specific types of management of the petitioned waste, the quantities of waste generated, and waste variability. The EPA believes that the petitioned waste does not meet the listing criteria and thus, should not be a listed waste. The EPA's proposed decision to delist the waste from the Petitioner's facility is based on the information submitted in support of this proposed rule, including descriptions of the wastes and analytical data from the Baytown, Texas facility, and that is contained in the Petition and attachments, all of which are included in the docket to this action.

IV. Conditions for Exclusion

A. How will the Petitioner manage the waste if it is delisted?

If the petitioned wastes are delisted as proposed, the Petitioner must dispose of them in a Subtitle D landfill which is permitted, licensed, or registered by a state to manage industrial waste.

B. What are the maximum allowable concentrations of hazardous constituents in the waste?

The EPA notes that in some instances the maximum allowable total constituent concentrations provided by the DRAS model exceed 100% of the waste—these DRAS results are an artifact of the risk calculations that do not have physical meaning. In instances where DRAS predicts a maximum constituent greater than 100 percent of the waste (that is, greater than 1,000,000 mg/kg or mg/L, respectively, for total and TCLP concentrations), the EPA is not proposing to require the Petitioner to perform sampling and analysis for that constituent and sampling type (total or TCLP).

C. How frequently must the Petitioner test the waste?

The testing approach for this waste stream will be conducted annually during the second calendar quarter. Petitioner must conduct annual sampling and analysis as described in the delisting sampling and analysis plan and ensure that the wastes do not exceed the delisting parameters. If any measured constituent concentration exceeds the delisting levels set forth in Table 2, ExxonMobil must collect an additional representative sample within 10 business days of being made aware of the exceedance and test it expeditiously for the constituent(s) which exceeded delisting levels in the original annual sample. If compliance with the delisting parameters is demonstrated with analytical testing (TCLP analysis), the Petitioner may dispose of the WWTP sludge as a non-hazardous waste. The annual amount of sludge disposed as delisted waste may not exceed 730 cubic yards. The annual sampling report shall include the volume of sludge disposed of in the landfill, as well as annual testing event data. The petitioner should monitor and report increasing trends of constituents which will affect the overall compliance with the discharge permit.

D. What data must the Petitioner submit?

The Petitioner must submit the data obtained through verification testing to U.S. EPA Region 6, Office of Land, Chemicals and Redevelopment Division, 1201 Elm Street, Suite 500, M/C 6LCR–RP, Dallas, Texas 75270–2102, within 30 business days after receiving the final results from the laboratory. These results may be submitted electronically to Harry Shah, *shah.harry@epa.gov.* The Petitioner must make those records available for inspection. All data must be accompanied by a signed copy of the certification statement in 40 CFR 260.22(i)(12).

E. What happens if the Petitioner fails to meet the conditions of the exclusion?

If this Petitioner violates the terms and conditions established in the exclusion, the EPA may start procedures to withdraw the exclusion. Additionally, the terms of the exclusion provide that ''[a]ny waste volume for which representative composite sampling does not reflect full compliance with the exclusion criteria must continue to be managed as hazardous.''

If the testing of the waste does not demonstrate compliance with the delisting concentrations described in section IV.C above, or other data (including but not limited to leachate data or groundwater monitoring data from the final land disposal facility) relevant to the delisted waste indicates that any constituent is at a concentration in waste above specified delisting verification concentrations in Table 2, the Petitioner must notify the EPA within 10 business days, or such later date as the EPA may agree to in writing, after receiving the final verification testing results from the laboratory or of first possessing or being made aware of other relevant data. The EPA may require the Petitioner to conduct additional verification sampling to better define the particular volume of wastes within the affected unit that does not fully satisfy delisting criteria. For any volume of wastes for which the corresponding representative sample(s) do not reflect full compliance with delisting exclusion levels, the exclusion by its terms does not apply, and the waste must be managed as hazardous.

The EPA has the authority under RCRA and the Administrative Procedures Act, 5 U.S.C. 551 (1978*) et seq.* to reopen a delisting decision if the EPA receive new information indicating that the conditions of this exclusion have been violated or, are otherwise not being met.

F. What must the Petitioner do if the process changes?

Any process changes or additions implemented at Petitioner's facility which would significantly impact the constituent concentrations of the waste must be reported to the EPA in accordance with Condition VI. of the exclusion language.

V. When would the EPA finalize the proposed delisting exclusion?

HSWA specifically requires the EPA to provide notice and an opportunity for public comment before granting or denying a final exclusion. Thus, the EPA will not make a final decision or grant an exclusion until it has addressed all timely public comments, including any at public hearings. Upon receipt and consideration of all comments, the EPA will publish its final determination as a final rule. Since this proposed rule would reduce the existing requirements for persons generating hazardous

wastes, the regulated community does not need a six-month period to come into compliance in accordance with section 3010 of RCRA, as amended by HSWA.

VI. How would this action affect states?

Because the EPA is proposing to issue this exclusion under the federal RCRA delisting regulations, only states subject to federal RCRA delisting provisions will be affected. This exclusion may not be effective in states which have received authorization from the EPA to make their own delisting decisions.

RCRA allows states to impose more stringent regulatory requirements than RCRA's under 3009 of RCRA. These more stringent requirements may include a provision that prohibits a federally-issued exclusion from taking effect in the state. The EPA urge Petitioners to contact the state regulatory authority to establish the status of its wastes under the state law.

The EPA has also authorized some states to administer a delisting program in place of the federal program, that is, to make state delisting decisions. Therefore, this exclusion does not apply in those states. If the Petitioner manages the wastes in any state with delisting authorization, the Petitioner must obtain delisting authorization or other determination from the receiving state before it can manage the waste as nonhazardous in that state.

VII. Statutory and Executive Order Reviews

Additional information about these statutes and Executive Orders can be found at *https://www2.epa.gov/laws-regulations/laws-and-executive-orders.*

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This proposed action is exempt from review by the Office of Management and Budget because it is a rule of particular applicability, not general applicability. The proposed action approves a delisting petition under RCRA for the petitioned waste at a particular facility.

B. Executive Order 13771: Reducing Regulations and Controlling Regulatory Costs

This proposed action is not an Executive Order 13771 regulatory action because actions such as approval of delisting petitions under RCRA are exempted under Executive Order 13771

C. Paperwork Reduction Act

This proposed action does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) because it only applies to a particular facility.

D. Regulatory Flexibility Act

Because this proposed rule is of particular applicability relating to a particular facility, it is not subject to the regulatory flexibility provision of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

E. Unfunded Mandates Reform Act

This proposed action does not contain any unfunded mandate as described in the Unfunded Mandates Reform Act (2 U.S.C. 1531–1538) and does not significantly or uniquely affect small governments. The action imposes no new enforceable duty on any state, local, or tribal governments or the private sector.

F. Executive Order 13132: Federalism

This proposed action does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

G. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This proposed action does not have tribal implications as specified in Executive Order 13175. This proposed action applies only to a particular facility on non-tribal land. Thus, Executive Order 13175 does not apply to this action.

H. Executive Order 13045: Protection of Children From Environmental Health Risks and Safety Risks

This proposed action is not subject to Executive Order 13045 because it is not economically significant as defined in Executive Order 13045 and because the EPA does not believe the environmental health or safety risks addressed by this action present a disproportionate risk to children. This proposed action's health and risk assessments using the EPA's Delisting Risk Assessment Software (DRAS), which considers health and safety risks to children, are described in section III.E above. The technical support document and the user's guide for DRAS are included in the docket.

I. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution or Use

This proposed action is not subject to Executive Order 13211, because it is not a significant regulatory action under Executive Order 13211.

J. National Technology Transfer and Advancement Act

This proposed action does not involve technical standards as described by the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note).

K. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 (59 FR 7629, Feb. 16, 1994) directs Federal agencies to identify and address ''disproportionately high and adverse human health or environmental effects'' of their actions on minority populations and low-income populations to the greatest extent practicable and permitted by law. The EPA defines environmental justice (EJ) as ''the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.'' The EPA further defines the term fair treatment to mean that ''no group of people should bear a disproportionate burden of environmental harms and risks, including those resulting from the negative environmental consequences of industrial, governmental, and commercial operations or programs and policies,'' (*https://www.epa.gov/environmentaljustice/learn-about-environmental-justice*).

The EPA believes that this proposed action does not have disproportionately high and adverse human health or environmental effects on minority populations, low-income populations, and/or indigenous peoples. The EPA has determined that this proposed action will not have disproportionately high and adverse human health or environmental effects on minority or low-income populations because the petitioned wastes do not meet the criteria that determines what constitutes a hazardous waste and there are no additional constituents or factors which could cause the waste to be hazardous. The EPA's risk assessment, as described in section III.E above, did not identify risks from management of this material in an authorized, solid waste landfill

(*e.g.,* RCRA Subtitle D landfill, commercial/industrial solid waste landfill, etc.). Therefore, the EPA believes that any populations in proximity of the landfill(s) used by the Baytown facility should not be adversely affected by common waste management practices for this delisted waste.

L. Congressional Review Act

This proposed action is exempt from the Congressional Review Act (5 U.S.C. 801 *et seq.*) because it is a rule of particular applicability.

List of Subjects in 40 CFR Part 261

Environmental protection, Hazardous waste, Recycling, Reporting and recordkeeping requirements.

Dated: January 9, 2023.

Ronald Crossland,

Director, Land, Chemicals and Redevelopment Division.

For the reasons set out in the preamble, the EPA proposes to amend 40 CFR part 261 as follows:

PART 261—IDENTIFICATION AND LISTING OF HAZARDOUS WASTE

■ 1. The authority citation for part 261 continues to read as follows:

Authority: 42 U.S.C. 6905, 6912(a), 6921, 6922, 6924(y) and 6938.

■ 2. Amend Table 1 of Appendix IX to Part 261 by adding the entry ''ExxonMobil Baytown Refinery'' in alphabetical order to read as follows:

Appendix IX to Part 261 Wastes Excluded Under §§ 260.20 and 260.22

TABLE 1—WASTES EXCLUDED FROM NON-SPECIFIC SOURCES

Facility	Address	Waste description
*	*	* * * * * *
ExxonMobil Baytown Refinery.	Baytown, Texas	Wastewater Treatment Plant Sludge (the EPA Hazardous Waste No. F037) maximum delisted amount of 730 cubic yards per calendar year after (date rule finalized) and disposed in a Subtitle D landfill. ExxonMobil must implement a verification program that meets the following Paragraphs: (1) Delisting Levels: All leachable constituent concentrations must not exceed the following levels. The petitioner must use the method specified in 40 CFR 261.24 to measure constituents in the waste leachate (mg/L). Wastewater Treatment Plant Solids Leachate: Acenaphthene-107; Acetone-5220; Aniline-19.8; Anthracene-260; Antimony-1.23; Arsenic-0.129; Barium-100; Benz(a) anthracene-5.13; Benzene-0.5; Benzo(a)pyrene-1930; Beryllium-1.43; Cadmium-1.0; Chromium (III)-5.0; Chrysene-513; Cobalt-2.71; Copper-88.1; Cresol (total)-200; Dibenzofuran-5.91; 2,4-Dimethylphenol-114; Diphenylamine-387; Endosulfan-35.9; Endrin-0.05; Ethyl Methacrylate-2030; Ethylbenzene-7.88; Fluoranthrene-24.7; Fluorene-49.2; Beta HCH-0.0636; Heptachlor-0.008; Heptachlor epoxide-0.008; Lead-5.0; Mercury-0.2; 2-Methylnapthalene-7.29; Naphthalene-0.947; Nickel-136; N-Nitrosodiphenylamine-11.5; Phenol-1740; Pyrene-44.6; Pyridine-5; Selenium-1.0; Silver-5.0; Styrene-15.2; TCDD-467; Toluene-152; 1,3,5-Trinitrobenzene-174; Vanadium-41.7; Xylenes (total)–86.1; Zinc-1980. (2) Waste Holding and Handling: (A) Wastewater treatment plant sludge must be tested annually to assure they have met the concentrations described in Paragraph (1). Solids that do not meet the concentrations in the original and retest representative sample must be disposed of as hazardous waste. (B) Levels of constituents measured in the samples of the solids that do not exceed the levels set forth in Paragraph (1) are non-hazardous. ExxonMobil can manage and dispose the non-hazardous WWTP solids according to all applicable solid waste regulations. (C) ExxonMobil must maintain a record of the actual volume of the WWTP solids to be disposed in the Subtitle D landfill according to the requirements in Paragraph (4). (3) Testing Requirements: (A) ExxonMobil must test a representative sample of the WWTP sludge for all constituents listed in paragraph (1) at least once per calendar year. If any measured constituent concentration exceeds the delisting levels set forth in paragraph (1), ExxonMobil must collect an additional representative sample within 10 business days of being made aware of the exceedance and test it expeditiously for the constituent(s) which exceeded delisting levels in the original annual sample. (B) The annual testing report should include the total amount of delisted waste in cubic yards disposed during the calendar year. (4) Changes in Operating Conditions: If ExxonMobil significantly changes the process described in its petition or starts any processes that may or could affect the composition or type of waste generated as established under Paragraph (1) (by illustration, but not limitation, changes in equipment or operating conditions of the treatment process), they must notify the EPA in writing during the annual report; they may no longer handle the wastes generated from the new process as nonhazardous until the test results of the wastes meet the delisting levels set in Paragraph (1). (5) Data Submittals: ExxonMobil must submit the information described below. If ExxonMobil fails to submit the required data within the specified time or maintain the required records on-site for the specified time, the EPA, at its discretion, will consider this sufficient basis to reopen the exclusion as described in Paragraph 5. ExxonMobil must: (A) Submit the data obtained through Paragraph 3 to the Chief, RCRA Permits & Solid Waste Section, Mail Code, (6LCR–RP) US EPA Region 6, 1201 Elm Street, Suite 500, Dallas, TX 75270 within the time specified. Data may be submitted via email to the technical contact for the delisting program. (B) Compile records of operating conditions and analytical data from Paragraph (3), summarized, and maintained on-site for a minimum of five years. (C) Furnish these records and data when the EPA or the State of Texas request them for inspection. (D) Send along with all data, a signed copy of the following certification statement, to attest to the truth and accuracy of the data submitted: ''Under civil and criminal penalty of law for the making or submission of false or fraudulent statements or representations (pursuant to the applicable provisions of the Federal Code, which include, but may not be limited to, 18 U.S.C. 1001 and 42 U.S.C. 6928), I certify that the information contained in or accompanying this document is true, accurate and complete. As to the (those) identified section(s) of this document for which I cannot personally verify its (their) truth and accuracy, I certify as the company official having supervisory responsibility for the persons who, acting under my direct instructions, made the verification that this information is true, accurate and complete. If any of this information is determined by the EPA in its sole discretion to be false, inaccurate or incomplete, and upon conveyance of this fact to the company, I recognize and agree that this exclusion of waste will be void as if it never had effect or to the extent directed by the EPA and that the company will be liable for any actions taken in contravention of the company's RCRA and CERCLA obligations premised upon the company's reliance on the void exclusion.'' (6) Reopener:

TABLE 1—WASTES EXCLUDED FROM NON-SPECIFIC SOURCES—Continued

Facility	Address	Waste description
		(A) If, any time after disposal of the delisted waste, ExxonMobil possesses or is otherwise made aware of any environmental data (including but not limited to leachate data or ground water monitoring data) or any other data relevant to the delisted waste indicating that any constituent identified for the delisting verification testing is at level higher than the delisting level allowed by the Division Director in granting the petition, then the facility must report the data, in writing, to the Division Director within 10 days of first possessing or being made aware of that data. (B) If the verification testing of the waste does not meet the delisting requirements in Paragraph 1, ExxonMobil must report the data, in writing, to the Division Director within 10 days of first possessing or being made aware of that data. (C) If ExxonMobil fails to submit the information described in paragraphs (5), (6)(A) or (6)(B) or if any other information is received from any source, the Division Director will make a preliminary determination as to whether the reported information requires EPA action to protect human health or the environment. Further action may include suspending, or revoking the exclusion, or other appropriate response necessary to protect human health and the environment. (D) If the Division Director determines that the reported information does require EPA action, the Division Director will notify the facility, in writing, of the actions the Division Director believes are necessary to protect human health and the environment. The notice shall include a statement of the proposed action and a statement providing the facility with an opportunity to present information as to why the proposed EPA action is not necessary. The facility shall have 10 business days from the date of the Division Director's notice to present such information. (E) Following the receipt of information from the facility described in paragraph (6)(D) or (if no information is presented under paragraph (6)(D)) the initial receipt of information described in paragraphs (5), (6)(A) or (6)(B), the Division Director will issue a final written determination describing the EPA actions that are necessary to protect human health or the environment. Any required action described in the Division Director's determination shall become effective immediately, unless the Division Director provides otherwise. (6) Notification Requirements: ExxonMobil must do the following before transporting the delisted waste: Failure to provide this notification will result in a violation of the delisting petition and a possible revocation of the decision. (A) Provide a one-time written notification to any State Regulatory Agency to which, or through which they will transport the delisted waste described above for disposal, 60 days before beginning such activities. If ExxonMobil transports the excluded waste to or manages the waste in any state with delisting authorization, ExxonMobil must obtain delisting authorization from that state before it can manage the waste as nonhazardous in the state. (B) Update the one-time written notification if they ship the delisted waste to a different disposal facility. (C) Failure to provide the notification will result in a violation of the delisting variance and a possible revocation of the exclusion.
*	*	* * * * * *

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DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS–R4–ES–2022–0098; FF09E21000 FXES111109FEDR 234]

RIN 1018–BG85

Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Sickle Darter

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), propose to designate critical habitat for the sickle darter (*Percina williamsi*) under the Endangered Species Act of 1973 (Act), as amended. In total, approximately 104 river miles (168 river kilometers) in Bledsoe, Blount, Morgan, and Roane Counties, Tennessee, and Scott, Smyth, and Washington Counties, Virginia, fall within the boundaries of the proposed critical habitat designation. If we finalize this rule as proposed, it would extend the Act's protections to this species' critical habitat. We also announce the availability of a draft economic analysis of the proposed designation of critical habitat for the sickle darter.

DATES: We will accept comments received or postmarked on or before March 27, 2023. Comments submitted electronically using the Federal eRulemaking Portal (see **ADDRESSES**, below) must be received by 11:59 p.m. Eastern Time on the closing date. We must receive requests for a public hearing, in writing, at the address shown in **FOR FURTHER INFORMATION CONTACT** by March 10, 2023.

ADDRESSES: *Written comments:* You may submit comments by one of the following methods:

(1) *Electronically:* Go to the Federal eRulemaking Portal:

https://www.regulations.gov. In the Search box, enter FWS–R4–ES–2022–0098, which is the docket number for this rulemaking. Then, click on the Search button. On the resulting page, in the panel on the left side of the screen, under the Document Type heading, check the Proposed Rule box to locate this document. You may submit a comment by clicking on ''Comment.''

(2) *By hard copy:* Submit by U.S. mail to: Public Comments Processing, Attn: FWS–R4–ES–2022–0098, U.S. Fish and Wildlife Service, MS: PRB/3W, 5275 Leesburg Pike, Falls Church, VA 22041–3803.

We request that you send comments only by the methods described above. We will post all comments on *https://www.regulations.gov.* This generally means that we will post any personal information you provide us (see Information Requested, below, for more information).

Availability of supporting materials: For the proposed critical habitat designation, the coordinates or plot points or both from which the maps are generated are included in the decision file for this critical habitat designation and are available at *https://www.regulations.gov* at Docket No. FWS–R4–ES–2022–0098 and on the Service's website at *https://www.fws.gov/office/tennessee-ecological-services.* Additional supporting information that we developed for this critical habitat designation will be available on the Service's website, at *https://www.regulations.gov,* or both.

FOR FURTHER INFORMATION CONTACT: Daniel Elbert, Field Supervisor, U.S. Fish and Wildlife Service, Tennessee Ecological Services Field Office, 446 Neal Street, Cookeville, TN 38501; telephone 931–528–6481. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make

international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

Executive Summary

Why we need to publish a rule. Under the Endangered Species Act, any species that is determined to be an endangered or threatened species requires critical habitat to be designated, to the maximum extent prudent and determinable. Designations and revisions of critical habitat can be completed only by issuing a rule through the Administrative Procedure Act rulemaking process.

What this document does. We propose the designation of critical habitat for the sickle darter, which is listed as a threatened species (see 87 FR 67380; November 8, 2022).

The basis for our action. Section 4(a)(3) of the Act requires the Secretary of the Interior (Secretary) to designate critical habitat concurrent with listing to the maximum extent prudent and determinable. Section 3(5)(A) of the Act defines critical habitat as (i) the specific areas within the geographical area occupied by the species, at the time it is listed, on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protections; and (ii) specific areas outside the geographical area occupied by the species at the time it is listed, upon a determination by the Secretary that such areas are essential for the conservation of the species. Section 4(b)(2) of the Act states that the Secretary must make the designation on the basis of the best scientific data available and after taking into consideration the economic impact, the impact on national security, and any other relevant impacts of specifying any particular area as critical habitat.

Information Requested

We intend that any final action resulting from this proposed rule will be based on the best scientific and commercial data available and be as accurate and as effective as possible. Therefore, we request comments or information from other governmental agencies, Native American Tribes, the scientific community, industry, or any other interested parties concerning this proposed rule. Due to the ongoing challenges regarding the 2019 regulations, we also seek comments on whether and how applying the regulations that were in effect before the 2019 regulations would alter any of these analyses.

We particularly seek comments concerning:

(1) The reasons why we should or should not designate habitat as ''critical habitat'' under section 4 of the Act (16 U.S.C. 1531 *et seq.*), including information to inform the following factors that the current regulations identify as reasons why designation of critical habitat may be not prudent:

(a) The species is threatened by taking or other human activity and identification of critical habitat can be expected to increase the degree of such threat to the species;

(b) The present or threatened destruction, modification, or curtailment of a species' habitat or range is not a threat to the species, or threats to the species' habitat stem solely from causes that cannot be addressed through management actions resulting from consultations under section 7(a)(2) of the Act;

(c) Areas within the jurisdiction of the United States provide no more than negligible conservation value, if any, for a species occurring primarily outside the jurisdiction of the United States;

(d) No areas meet the definition of critical habitat; or

(e) The Secretary otherwise determines that designation of critical habitat would not be prudent based on the best scientific data available.

In addition, we seek comment regarding whether and how this information would differ under the factors that the pre-2019 regulations identify as reasons why designation of critical habitat may be not prudent.

(2) Specific information on:

(a) The amount and distribution of sickle darter habitat;

(b) Any additional areas occurring within the range of the species in Bledsoe, Blount, Morgan, and Roane Counties, Tennessee, and Scott, Smyth, and Washington Counties, Virginia, that should be included in the designation because they (i) are occupied at the time of listing and contain the physical or biological features that are essential to the conservation of the species and that may require special management considerations or protection, or (ii) are unoccupied at the time of listing and are essential for the conservation of the species; and

(c) Special management considerations or protection that may be needed in critical habitat areas we are proposing, including managing for the potential effects of climate change; and

(d) For areas not occupied at the time of listing that are essential for the conservation of the species, we particularly seek comments:

(i) Regarding whether occupied areas are adequate for the conservation of the species; and

(ii) Providing specific information regarding whether or not unoccupied areas would, with reasonable certainty, contribute to the conservation of the species and contain at least one physical or biological feature essential to the conservation of the species;

We also seek comments or information regarding whether areas not occupied at the time of listing qualify as ''habitat'' for the species.

(3) Land use designations and current or planned activities in the subject areas and their possible impacts on proposed critical habitat.

(4) Any probable economic, national security, or other relevant impacts of designating any area that may be included in the final designation, and the related benefits of including or excluding specific areas.

(5) Information on the extent to which the description of probable economic impacts in the draft economic analysis is a reasonable estimate of the likely economic impacts and any additional information regarding probable economic impacts that we should consider.

(6) Whether any specific areas we are proposing for critical habitat designation should be considered for exclusion under section 4(b)(2) of the Act, and whether the benefits of potentially excluding any specific area outweigh the benefits of including that area under section 4(b)(2) of the Act. If you think we should exclude any additional areas, please provide information supporting a benefit of exclusion.

(7) Whether we could improve or modify our approach to designating critical habitat in any way to provide for greater public participation and understanding, or to better accommodate public concerns and comments.

Please include sufficient information with your submission (such as scientific journal articles or other publications) to allow us to verify any scientific information you include.

Please note that submissions merely stating support for, or opposition to, the action under consideration without providing supporting information, although noted, do not provide substantial information necessary to support a determination. Section 4(b)(2) of the Act directs that the Secretary shall designate critical habitat on the basis of the best scientific information available.

You may submit your comments and materials concerning this proposed rule

by one of the methods listed in **ADDRESSES**. We request that you send comments only by the methods described in **ADDRESSES**.

If you submit information via *https://www.regulations.gov,* your entire submission—including any personal identifying information—will be posted on the website. If your submission is made via a hardcopy that includes personal identifying information, you may request at the top of your document that we withhold this information from public review. However, we cannot guarantee that we will be able to do so. We will post all hardcopy submissions on *https://www.regulations.gov.*

Comments and materials we receive, as well as supporting documentation we used in preparing this proposed rule, will be available for public inspection on *https://www.regulations.gov.*

Because we will consider all comments and information we receive during the comment period, our final critical habitat designation may differ from this proposal. Based on the new information we receive (and any comments on that new information), our final designation may not include all areas proposed, may include some additional areas that meet the definition of critical habitat, or may exclude some areas if we find the benefits of exclusion outweigh the benefits of inclusion and exclusion will not result in the extinction of the species.

Public Hearing

Section 4(b)(5) of the Act provides for a public hearing on this proposal, if requested. Requests must be received by the date specified in **DATES**. Such requests must be sent to the address shown in **FOR FURTHER INFORMATION CONTACT**. We will schedule a public hearing on this proposal, if requested, and announce the date, time, and place of the hearing, as well as how to obtain reasonable accommodations, in the **Federal Register** and local newspapers at least 15 days before the hearing. For the immediate future, we will provide these public hearings using webinars that will be announced on the Service's website, in addition to the **Federal Register**. The use of these virtual public hearings is consistent with our regulations at 50 CFR 424.16(c)(3).

Previous Federal Actions

On November 12, 2020, we published in the **Federal Register** (85 FR 71859) a proposed rule to list the sickle darter as a threatened species with a rule issued under section 4(d) of the Act (a ''4(d) rule''). On November 8, 2022, we published our final determination in the **Federal Register** (87 FR 67380) and added the sickle darter as a threatened species to the List of Endangered and Threatened Wildlife at 50 CFR 17.11(h) with a 4(d) rule codified at 50 CFR 17.44.

In our November 12, 2020, proposed rule, we determined that critical habitat was prudent but not determinable because we lacked specific information on the impacts of our designation. In our November 8, 2022, final listing rule, we stated we were in the process of obtaining information on the impacts of the designation.

All Federal actions prior to November 12, 2020, are described in detail in the proposal to list the sickle darter as a threatened species under the Act (85 FR 71859; November 12, 2020). Additional information may be found in the final listing rule (87 FR 67380; November 8, 2022).

It is our intent to discuss in this proposed rule only those topics directly relevant to the designation of critical habitat for the sickle darter. For more information on the taxonomy, life history, habitat, population descriptions, and factors affecting the species, please refer to the November 12, 2020, proposed listing rule (85 FR 71859) and the November 8, 2022, final listing rule (87 FR 67380).

Peer Review

A species status assessment (SSA) team prepared an SSA report for the sickle darter. The SSA team was composed of Service biologists, in consultation with other species experts. The SSA report represents a compilation of the best scientific and commercial data available concerning the status of the species, including the impacts of past, present, and future factors (both negative and beneficial) affecting the species.

In accordance with our joint policy on peer review published in the **Federal Register** on July 1, 1994 (59 FR 34270), and our August 22, 2016, memorandum updating and clarifying the role of peer review of listing actions under the Act, we solicited independent scientific review of the information contained in the sickle darter SSA report. The Service sent the SSA report to five independent peer reviewers and received four responses. Results of this structured peer review process can be found at *https://regulations.gov* and *https://www.fws.gov/office/tennessee-ecological-services/library.* Our peer-reviewed SSA report provided the foundational science to inform this proposed critical habitat rule.

Critical Habitat

Background

Critical habitat is defined in section 3 of the Act as:

(1) The specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the Act, on which are found those physical or biological features,

(a) Essential to the conservation of the species, and

(b) Which may require special management considerations or protection; and

(2) Specific areas outside the geographical area occupied by the species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Our regulations at 50 CFR 424.02 define the geographical area occupied by the species as an area that may generally be delineated around species' occurrences, as determined by the Secretary (*i.e.,* range). Such areas may include those areas used throughout all or part of the species' life cycle, even if not used on a regular basis (*e.g.,* migratory corridors, seasonal habitats, and habitats used periodically, but not solely, by vagrant individuals).

Conservation, as defined under section 3 of the Act, means to use and the use of all methods and procedures that are necessary to bring an endangered or threatened species to the point at which the measures provided pursuant to the Act are no longer necessary. Such methods and procedures include, but are not limited to, all activities associated with scientific resources management such as research, census, law enforcement, habitat acquisition and maintenance, propagation, live trapping, and transplantation, and, in the extraordinary case where population pressures within a given ecosystem cannot be otherwise relieved, may include regulated taking.

Critical habitat receives protection under section 7 of the Act through the requirement that Federal agencies ensure, in consultation with the Service, that any action they authorize, fund, or carry out is not likely to result in the destruction or adverse modification of critical habitat. The designation of critical habitat does not affect land ownership or establish a refuge, wilderness, reserve, preserve, or other conservation area. Such designation also does not allow the government or public to access private lands. Such designation does not require implementation of restoration, recovery,

or enhancement measures by non-Federal landowners. Where a landowner requests Federal agency funding or authorization for an action that may affect a listed species or critical habitat, the Federal agency would be required to consult with the Service under section 7(a)(2) of the Act. However, even if the Service were to conclude that the proposed activity would likely result in destruction or adverse modification of the critical habitat, the Federal action agency and the landowner are not required to abandon the proposed activity, or to restore or recover the species; instead, they must implement ''reasonable and prudent alternatives'' to avoid destruction or adverse modification of critical habitat.

Under the first prong of the Act's definition of critical habitat, areas within the geographical area occupied by the species at the time it was listed are included in a critical habitat designation if they contain physical or biological features (1) which are essential to the conservation of the species and (2) which may require special management considerations or protection. For these areas, critical habitat designations identify, to the extent known using the best scientific and commercial data available, those physical or biological features that are essential to the conservation of the species (such as space, food, cover, and protected habitat).

Under the second prong of the Act's definition of critical habitat, we can designate critical habitat in areas outside the geographical area occupied by the species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Section 4 of the Act requires that we designate critical habitat based on the best scientific data available. Further, our Policy on Information Standards Under the Endangered Species Act (published in the **Federal Register** on July 1, 1994 (59 FR 34271)), the Information Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal Year 2001 (Pub. L. 106–554; H.R. 5658)), and our associated Information Quality Guidelines provide criteria, establish procedures, and provide guidance to ensure that our decisions are based on the best scientific data available. They require our biologists, to the extent consistent with the Act and with the use of the best scientific data available, to use primary and original sources of information as the basis for recommendations to designate critical habitat.

When we are determining which areas should be designated as critical habitat, our primary source of information is generally the information from the species status assessment (SSA) report and information developed during the listing process for the species. Additional information sources may include any generalized conservation strategy, criteria, or outline that may have been developed for the species; the recovery plan for the species; articles in peer-reviewed journals; conservation plans developed by States and counties; scientific status surveys and studies; biological assessments; other unpublished materials; or experts' opinions or personal knowledge.

Habitat is dynamic, and species may move from one area to another over time. We recognize that critical habitat designated at a particular point in time may not include all of the habitat areas that we may later determine are necessary for the recovery of the species. For these reasons, a critical habitat designation does not signal that habitat outside the designated area is unimportant or may not be needed for recovery of the species. Areas that are important to the conservation of the species, both inside and outside the critical habitat designation, will continue to be subject to: (1) Conservation actions implemented under section 7(a)(1) of the Act; (2) regulatory protections afforded by the requirement in section 7(a)(2) of the Act for Federal agencies to ensure their actions are not likely to jeopardize the continued existence of any endangered or threatened species; and (3) the prohibitions found in section 9 of the Act. Federally funded or permitted projects affecting listed species outside their designated critical habitat areas may still result in jeopardy findings in some cases. These protections and conservation tools will continue to contribute to recovery of the species. Similarly, critical habitat designations made on the basis of the best available information at the time of designation will not control the direction and substance of future recovery plans, habitat conservation plans (HCPs), or other species conservation planning efforts if new information available at the time of those planning efforts calls for a different outcome.

Prudency Determination

Section 4(a)(3) of the Act, as amended, and implementing regulations (50 CFR 424.12) require that, to the maximum extent prudent and determinable, the Secretary shall designate critical habitat at the time the species is determined to be an endangered or threatened species. Our regulations (50 CFR 424.12(a)(1)) state that the Secretary may, but is not required to, determine that a designation would not be prudent in the following circumstances:

(i) The species is threatened by taking or other human activity and identification of critical habitat can be expected to increase the degree of such threat to the species;

(ii) The present or threatened destruction, modification, or curtailment of a species' habitat or range is not a threat to the species, or threats to the species' habitat stem solely from causes that cannot be addressed through management actions resulting from consultations under section 7(a)(2) of the Act;

(iii) Areas within the jurisdiction of the United States provide no more than negligible conservation value, if any, for a species occurring primarily outside the jurisdiction of the United States;

(iv) No areas meet the definition of critical habitat; or

(v) The Secretary otherwise determines that designation of critical habitat would not be prudent based on the best scientific data available.

As described in the final listing rule, no imminent threat of collection or vandalism was identified under Factor B in the final listing rule for the sickle darter. The identification and mapping of proposed critical habitat units is not expected to initiate any such threat of collection. In our final listing determination for the sickle darter, we determined that the present or threatened destruction, modification, or curtailment of habitat or range is a threat to sickle darter, and that those threats in some way can be addressed by section 7(a)(2) consultation measures. The species occurs wholly in the jurisdiction of the United States, and we are able to identify areas that meet the definition of critical habitat. Therefore, because none of the circumstances enumerated in our regulations at 50 CFR 424.12(a)(1) have been met and because the Secretary has not identified other circumstances for which this designation of critical habitat would be not prudent, we have determined that the designation of critical habitat is prudent for the sickle darter.

Critical Habitat Determinability

Having determined that designation is prudent, under section 4(a)(3) of the Act we must find whether critical habitat for the sickle darter is determinable. Our regulations at 50 CFR 424.12(a)(2) state that critical habitat is not determinable when one or both of the following situations exist:

(i) Data sufficient to perform required analyses are lacking, or

(ii) The biological needs of the species are not sufficiently well known to identify any area that meets the definition of ''critical habitat.''

When critical habitat is not determinable, the Act allows the Service an additional year to publish a critical habitat designation (16 U.S.C. 1533(b)(6)(C)(ii)).

We reviewed the available information pertaining to the biological needs of the species and habitat characteristics where this species is located. This and other information represent the best scientific data available and led us to conclude that the designation of critical habitat is determinable for the sickle darter.

Physical or Biological Features Essential to the Conservation of the Species

In accordance with section 3(5)(A)(i) of the Act and regulations at 50 CFR 424.12(b), in determining which areas we will designate as critical habitat from within the geographical area occupied by the species at the time of listing, we consider the physical or biological features that are essential to the conservation of the species and that may require special management considerations or protection. The regulations at 50 CFR 424.02 define ''physical or biological features essential to the conservation of the species'' as the features that occur in specific areas and that are essential to support the life-history needs of the species, including, but not limited to, water characteristics, soil type, geological features, sites, prey, vegetation, symbiotic species, or other features. A feature may be a single habitat characteristic or a more complex combination of habitat characteristics. Features may include habitat characteristics that support ephemeral or dynamic habitat conditions. Features may also be expressed in terms relating to principles of conservation biology, such as patch size, distribution distances, and connectivity. For example, physical features essential to the conservation of the species might include gravel of a particular size required for spawning, alkaline soil for seed germination, protective cover for migration, or characteristic flooding or fire regime that maintains necessary early-successional habitat characteristics. Biological features might include prey species, forage grasses, specific kinds or ages of trees for roosting or nesting, symbiotic fungi, or a particular level of nonnative species consistent with conservation needs of the listed species. The features may also be combinations of habitat characteristics and may encompass the relationship between characteristics or the necessary amount of a characteristic essential to support the life history of the species.

In considering whether features are essential to the conservation of the species, we may consider an appropriate quality, quantity, and spatial and temporal arrangement of habitat characteristics in the context of the life-history needs, condition, and status of the species. These characteristics include, but are not limited to, space for individual and population growth and for normal behavior; food, water, air, light, minerals, or other nutritional or physiological requirements; cover or shelter; sites for breeding, reproduction, or rearing (or development) of offspring; and habitats that are protected from disturbance.

Habitats Representative of the Historical, Geographical, and Ecological Distributions of the Species

The sickle darter's historical range (prior to 2005) included nine tributary systems of the upper Tennessee River drainage in North Carolina, Tennessee, and Virginia (Menhinick et al. 1974, p. 42; Etnier and Starnes 1993, p. 576; Page and Near 2007, pp. 608–609). The sickle darter continues to occupy portions of five tributary systems in the historical range in the upper Tennessee drainage in Tennessee and Virginia, and it occupies a sixth tributary system in Tennessee with more recently discovered occurrences (Alford 2019, pp. 6–13; Conservation Fisheries Inc (CFI) and Tennessee, Department of Environment and Conservation (TDEC) unpublished data). These six tributary systems occur in two of three historically occupied ecoregions (Ridge and Valley ecoregion and the Southwestern Appalachians ecoregion); the species is extirpated from the Blue Ridge ecoregion (EPA Level III ecoregions). Impoundments and the creation of reservoirs have reduced connectivity and isolated populations historically, affecting the current distribution of the species.

The sickle darter is most abundant, with evidence of reproduction and recruitment, in the Emory River and Little River systems in Tennessee. The species' persistence and documented recruitment within the Emory River and Little River systems suggests that physical habitat and water quality conditions within these reaches are favorable for the species. The headwaters of the Little River are protected by land use regulations and surrounding forested habitat in the Great Smoky Mountains National Park (the Park), but downstream of the Park, stream habitat and water quality are influenced by pollutants, and multiple impoundments in the watershed restrict the species' movements in the river system (Layman 1991, p. 483; Petty et al. 2017, p. 2; Alford 2019, p. 12). The species occurs in low densities in the remaining four river and tributary systems (Clinch River, North Fork Holston River, Middle Fork Holston River, and Sequatchie River systems).

The species has not been observed in North Carolina since 1940, and is now extirpated from the French Broad River system (upper French Broad River) with deterioration of water quality as the primary reason for the species' decline (Menhinick et al. 1974, p. 42; Etnier 1997, p. 78; Page and Near 2007, p. 610). The species is also likely extirpated from four tributary systems in Tennessee (Powell River, South Fork Holston River, Watauga River, and the lower French Broad River), where it has not been observed since the 1890s, 1940s, 1980s, and 1970s, respectively (Alford 2019, pp. 12–13; CFI, TDEC, and Tennessee Valley Authority (TVA) unpublished data). The effects of impoundments, surface coal mining, and pollution have degraded water quality and stream habitat and have contributed to the extirpation of sickle darter from these four river systems. The aforementioned river systems of the upper Tennessee River drainage in the current range of the species are representative of the historical, geographical, and ecological distribution of the species.

Space for Individual and Population Growth and for Normal Behavior

The sickle darter typically occurs in slow-flowing pools of larger, upland creeks and small to medium rivers (Kuehne and Barbour 1983, p. 37; Page 1983, p. 37; Etnier and Starnes 1993, p. 576; Page and Near 2007, p. 609; Alford 2019, p. 8). Streams with sickle darter occurrence have good water quality, with low turbidity and negligible siltation (Etnier and Starnes 1993, p. 576; Alford 2019, p. 9). In these habitats, the species is most often associated with clean sand-detritus or gravel-cobble-boulder substrates, stands of American water willow (*Justicia americana*), or piles of woody debris (Etnier and Starnes 1993, p. 576; Page and Near 2007, p. 609; Alford 2019, p. 8).

Sickle darters occur most often in shallow pools near the bank or adjacent to vegetated gravel bars, but these pools are adjacent to swift currents (Alford 2019, p. 10). The species spends most of its time in the water column, often

hovering a few centimeters (inches) above the stream or river bottom (Etnier and Starnes 1993, p. 576).

No species-specific information is available on movement behavior of the sickle darter. However, studies of movement behavior in two related species, the longhead darter (*Percina macrocephala*) and the frecklebelly darter (*Percina stictogaster*) suggest that the sickle darter may have similar migratory behavior (Eisenhour et al. 2009, pp. 7–12; Eisenhour et al. 2011, pp. 14–15; Eisenhour and Washburn 2016, pp. 19–24). Sickle darters may follow seasonal movements similar to the longhead darter and move from downstream to upstream reaches following periods of severe drought (Eisenhour et al. 2011, pp. 14–15). Therefore, connectivity between suitable habitat is needed for the sickle darter's dispersal or movement within a stream system.

Food, Water, Air, Light, Minerals, or Other Nutritional or Physiological Requirements

Sickle darters feed primarily on larval mayflies and midges, and also consume riffle beetles, caddisflies, dragonflies, and other aquatic macroinvertebrates (Page and Near 2007, pp. 609–610; Alford 2019, p. 10). Although the closely related longhead darter feeds on crayfish, the sickle darter does not (Page 1978, p. 663; Alford 2019, p. 10). The long snout and large mouth of the sickle darter likely facilitates the capture and ingestion of larger prey items such as heptageniid mayflies (Page and Near 2007, p. 609). Sickle darters deftly pluck food items from the surfaces of stones and other underwater objects while swimming above the stream bottom (Etnier and Starnes 1993, p. 576).

Sites for Breeding, Reproduction, or Rearing (or Development) of Offspring

In winter, sickle darters reside in deep pools or in slow-flowing, shallow pools in close proximity to cover (Etnier and Starnes 1993, p. 576; Service 2020, p. 1). The species migrates to shallow gravel shoals (riffles) in late winter or early spring (February through March) to spawn (Etnier and Starnes 1993, p. 576). The sickle darter requires water temperatures of 10 to 16 degrees Celsius (°C) (50 to 61 degrees Fahrenheit (°F)) for successful spawning (February through March) (Etnier and Starnes 1993, p. 576; Page and Near 2007, p. 609; Petty et al. 2017, p. 3; Alford 2019, p. 8). In the Little River system, Tennessee, eggs laid in March hatched in 27 days at an average stream temperature of 10 °C (50 °F) (Etnier and Starnes 1993, p. 576). The incubation period is likely shorter (about 2 weeks) when stream temperatures are higher (Service 2020, p. 1). The pelagic larvae presumably feed on zooplankton and other small macroinvertebrates after depleting yolk sac nutrients (Etnier and Starnes 1993, p. 576; Petty et al. 2017, p. 3). The larvae move to the stream bottom in about 30 days (Petty et al. 2017, p. 3).

Summary of Essential Physical or Biological Features

We derive the specific physical or biological features essential for the sickle darter from studies of this species' habitat, ecology, and life history as described below. Additional information can be found in the SSA report (Service 2020, pp. 9–19). We have determined that the following physical or biological features are essential to the conservation of the sickle darter:

(1) Riffle-pool complexes and transitional areas (glides, runs, and slow-flowing pools) of geomorphically stable stream channels and banks with ample cover (including woody debris piles and water willow beds) and suitable substrates (relatively silt-free sand-detritus or gravel-cobble-boulder particles) used for foraging, sheltering, and spawning. Geomorphically stable stream channels are those that maintain lateral dimensions, longitudinal profiles, and sinuosity patterns over time without an aggrading or degrading bed elevation.

(2) Adequate flows or an instream flow regime (*e.g.,* magnitude, frequency, duration, and seasonality of discharge over time) sufficient to provide permanent surface flows, as measured during years with average rainfall, and to maintain instream habitats used by the species for foraging, sheltering, and spawning.

(3) Adequate water quality (including, but not limited to, ammonia, conductivity, hardness, heavy metals, pH, temperature, turbidity, and other chemical constituents) necessary for normal behavior, growth, and viability of all life stages of the sickle darter.

(4) Aquatic macroinvertebrate prey items, which are typically dominated by mayflies and larval midges, but also include riffle beetles, caddisflies, dragonflies, and other invertebrates.

Special Management Considerations or Protection

When designating critical habitat, we assess whether the specific areas within the geographical area occupied by the species at the time of listing contain features which are essential to the conservation of the species and which may require special management considerations or protection. The features essential to the conservation of the sickle darter may require special management considerations or protection to reduce the following threats: (1) Urbanization of the landscape, including, but not limited to, land conversion for urban and commercial use, infrastructure (roads, bridges, utilities), and urban water uses (water supply reservoirs, wastewater treatment); (2) nutrient pollution from agricultural activities that impact water quantity and quality; (3) significant alteration of water quality; (4) significant alteration of channel morphology or geometry, including channelization, impoundment, road and bridge construction, or instream mining, dredging, or channelization; and (5) watershed, riparian, and floodplain disturbances that release sediments or nutrients into the water or fill suitable habitat.

Management activities that could ameliorate these threats include, but are not limited to, restoration and protection of riparian corridors; implementation of best management practices to reduce sedimentation, erosion, and streambank degradation; stream bank restoration projects; increased use of stormwater management and reduction of stormwater flows into the stream systems; reduction of other watershed, riparian, and floodplain disturbances that release sediments, pollutants, or nutrients into the water; and improvements to industrial and municipal water treatment facilities and sewage systems to reduce nutrient and pathogen pollution.

Criteria Used To Identify Critical Habitat

As required by section 4(b)(2) of the Act, we use the best scientific data available to designate critical habitat. In accordance with the Act and our implementing regulations at 50 CFR 424.12(b), we review available information pertaining to the habitat requirements of the species and identify specific areas within the geographical area occupied by the species at the time of listing and any specific areas outside the geographical area occupied by the species to be considered for designation as critical habitat. We are not currently proposing to designate any areas outside the geographical area occupied by the species because we have not identified any unoccupied areas that meet the definition of critical habitat; specifically, no unoccupied areas are essential for the conservation of the species. Designating the six currently occupied units across the geographic

range as critical habitat is adequate to ensure the conservation of the species, as it will support the species' redundancy and representation.

The current distribution of the sickle darter is reduced from its historical distribution. The species occurs in six populations, Little River, Emory River, Copper Creek, Middle Fork Holston River, North Fork Holston River, and Sequatchie River, across two ecoregions, Ridge and Valley and Southwestern Appalachians. We anticipate that recovery will require continued protection of the existing populations and habitat, as well as ensuring there are six or more stable populations of sickle darters with sufficient abundance and occupied reaches to increase species' viability and that these populations occur in each of the two ecoregions (Ridge and Valley and Southwestern Appalachians). The sickle darter historically occurred in the Blue Ridge ecoregion; however, the habitat in this historically occupied French Broad River no longer supports the species' life history needs. This conservation strategy and the designation of proposed critical habitat support the species' ability to withstand the loss of any one of the populations through a catastrophic event, such as the effects of a rangewide drought or mega-drought or chemical spills, and help ensure such an event is less likely to simultaneously affect all known populations. Rangewide recovery considerations, such as maintaining existing genetic diversity and striving for representation in both ecoregions in the current range of the species, were considered in formulating this proposed critical habitat designation.

Sources of data for this proposed critical habitat designation include the species status assessment (Service 2020, entire); proposed and final listing rules (85 FR 71859, November 12, 2020; 87 FR 67380, November 8, 2022); records maintained by the North Carolina Natural Heritage Program, Tennessee Department of Environment and Conservation, Tennessee Wildlife Resources Agency, Tennessee Valley Authority, and the Virginia Department of Game and Inland Fisheries; peer-reviewed research (*e.g.,* Page 1978, Etnier and Starnes 1993, Page and Near 2007, Alford 2019); university and museum collections; and information from other survey reports on streams throughout the species' range (Conservation Fisheries Inc (CFI) and Tennessee Aquarium Conservation Institute, unpublished data) (Service 2020, p. 15). We have also reviewed available information that pertains to the habitat requirements of the sickle darter. Sources of information on habitat requirements include studies conducted at occupied sites and published in peer-reviewed articles, agency reports, and data collected during monitoring efforts (Service 2020).

In summary, for areas within the geographic area occupied by the species at the time of listing, we delineated critical habitat unit boundaries using the following criteria. We identified streams and rivers within the geographical area occupied at the time of listing (*i.e.,* with sickle darter occurrence records from 2005 to 2019). Due to the breadth and intensity of survey efforts for freshwater fishes throughout the known range of the species, it is reasonable to assume that streams with no positive surveys since the 1980s should not be considered occupied for the purpose of our analysis. However, this does not preclude the possibility of detecting the species in other locations upon subsequent surveys. For example, in 2014 and 2019, the sickle darter was observed in the Sequatchie River—a new collection site and range extension for the species (Alford 2019, pp. 2, 6).

We then determined those streams that contain one or more of the physical or biological features to support the life-history functions essential to the conservation of the sickle darter. We delineated end points of river units by evaluating the presence or absence of habitat conditions and physical or biological features essential to the species. We selected upstream and downstream endpoints for each stream unit where habitat conditions no longer meet species requirements (*i.e.,* do not contain the physical or biological features essential to the conservation of the sickle darter). The endpoints often correspond to tributary confluences or dams because of the effect of these features on habitat conditions. Where favorable habitat shifts to less favorable habitat, we selected a reference point such as a highway or bridge crossing that will allow the public to identify proposed critical habitat units. The occurrence data are linear in nature; therefore, for stretches of habitat between occurrences, and between occurrences and endpoints of units, we assumed the interposing stream segments contain at least one of the physical or biological features essential to the conservation of the species and include the interposing stream segment in the proposed critical habitat unit. Based on the best available scientific data, we determined that all currently known occupied habitat for the sickle darter was also occupied by the species at the time of listing, and that these areas contain one or more of the physical or biological features essential to the conservation of the species and which may require special management considerations or protection.

Based on this analysis, the following rivers meet the criteria for areas occupied by the species at the time of listing: Little River, Emory River and Rock Creek, Copper Creek, North Fork Holston River, Middle Fork Holston River, and the Sequatchie River. The critical habitat designation does not include all streams known to have been occupied by the species historically; instead, it includes only the occupied streams within the historical range that have also retained the physical or biological features that will allow for the maintenance and expansion of existing populations.

The result was the inclusion of six units of critical habitat occupied by the sickle darter. These six occupied units amount to approximately 104 river miles (168 river kilometers) and account for all of the proposed critical habitat. No areas outside the geographical area occupied by the species at the time of listing were delineated as proposed critical habitat.

When determining proposed critical habitat boundaries, we made every effort to avoid including developed areas such as lands covered by buildings, pavement, and other structures because such lands lack physical or biological features necessary for the sickle darter. The scale of the maps we prepared under the parameters for publication within the Code of Federal Regulations may not reflect the exclusion of such developed lands. Any such lands inadvertently left inside critical habitat boundaries shown on the maps of this proposed rule have been excluded by text in the proposed rule and are not proposed for designation as critical habitat. Therefore, if the critical habitat is finalized as proposed, a Federal action involving these lands would not trigger section 7 consultation with respect to critical habitat and the requirement of no adverse modification unless the specific action would affect the essential physical or biological features in the adjacent critical habitat.

We propose to designate as critical habitat those lands that we have determined are occupied at the time of listing (*i.e.,* currently occupied) and that contain the physical or biological features that are essential to support life-history processes of the species.

Six units are proposed for designation based on one or more of the physical or biological features being present to support the sickle darter's life-history processes. Some units contain all of the

identified physical or biological features and support multiple life-history processes. Some units contain only some of the physical or biological features necessary to support the sickle darter's particular use of that habitat.

The proposed critical habitat designation is defined by the maps, as modified by any accompanying regulatory text, presented at the end of this document under Proposed Regulation Promulgation. We include more detailed information on the boundaries of the critical habitat designation in the preamble of this document. We will make the coordinates or plot points or both on which each map is based available to the public on *https://www.regulations.gov* at Docket No. FWS–R4–ES–2022–0098 and on our internet site at *https://www.fws.gov/office/tennessee-ecological-services.*

Proposed Critical Habitat Designation

We are proposing to designate 104 river miles (rmi) (168 river kilometers (rkm)) in six units as critical habitat for the sickle darter. The critical habitat areas we describe below constitute our current best assessment of areas that meet the definition of critical habitat for the sickle darter. The six areas we propose as critical habitat are: Little River, Emory River and Rock Creek, Copper Creek, North Fork Holston River, Middle Fork Holston River, and Sequatchie River. Table 1 shows the proposed critical habitat units, riparian land ownership, and the approximate river miles of each unit. Per State regulations (Tennessee Code Annotated section 69–1–101 and Code of Virginia section 62.1–81), navigable waters are considered public rights-of-way. Lands beneath the navigable waters included in this proposed rule are owned by the State of Tennessee or the Commonwealth of Virginia. Ownership of lands beneath non-navigable waters included in this rule are determined by riparian land ownership. The riparian land adjacent to the proposed critical habitat is composed of lands in private (93 percent), State (6 percent), and Federal (1 percent) ownership.

TABLE 1—PROPOSED CRITICAL HABITAT UNITS FOR THE SICKLE DARTER

[All units were occupied by the species at the time of listing and have current (2005 to 2019) sickle darter occurrences]

Unit No.	Unit name	Riparian land ownership by type (miles) (kilometers)			Length of unit * miles) (kilometers)
		Federal	State	Private	
1	Little River			16.0 (25.7)	16 (25.7)
2	Emory River (Subunit 2a)	1.1 (1.8)	5.8 (9.3)	22.08 (35.5)	29.03 (46.7)
	Rock Creek (Subunit 2b)			1.1 (1.8)	1.1 (1.8)
3	Copper Creek			13.9 (22.4)	13.9 (22.4)
4	North Fork Holston River			25.1 (40.4)	25.1 (40.4)
5	Middle Fork Holston River			13.7 (22)	13.7 (22)
6	Sequatchie River			5.4 (8.7)	5.4 (8.7)
Total		1.1 (1.8)	5.8 (9.3)	97.3 (156.5)	104.2 (167.7)

* **Note:** Stream lengths may not sum due to rounding.

Approximately 79 percent (83 rmi (133 rkm)) of the critical habitat proposed for the sickle darter overlaps with currently designated Federal critical habitat for the spotfin chub (*Erimonax monachus*), yellowfin madtom (*Notorus flavipinnis*), Cumberlandian combshell (*Epioblasma brevidens*), fluted kidneyshell (*Ptychobranchus subtentus*), oyster mussel (*Epioblasma capsaeformis*), purple bean (*Villosa perpurpurea),* rough rabbitsfoot (*Quadrula cylindrica strigillata*), and slabside pearlymussel (*Pleuronaia dolabelloides*). Please refer to table 2, below, for the area of overlap with other federally designated critical habitat and to specific unit descriptions below for which currently designated Federal critical habitat overlaps with each proposed critical habitat unit for the sickle darter.

TABLE 2—UNITS AND CO-OCCURRING FEDERALLY LISTED SPECIES OR DESIGNATED CRITICAL HABITAT

Proposed critical habitat units	Co-occurring listed species	Overlapping critical habitat (miles) (kilometers)
1: Little River	Duskytail darter (*Etheostoma percnurum*)	
	Snail darter (*Percina tanasi*)	
	Finerayed pigtoe (*Fusconaia cuneolus*)	
2a: Emory River	Spotfin chub	29.0 (46.7)
	Purple bean	
	Alabama lampmussel (*Lampsilis virescens*)	
2b: Rock Creek.		
3: Copper Creek	Duskytail darter	
	Slender chub (*Erimystax cahni*)	
	Yellowfin madtom	13.9 (22.4)
	Birdwing pearlymussel (*Lemiox rimosus*)	
	Cracking pearlymussel (*Hemistena lata*)	
	Cumberlandian combshell	13.9 (22.4)
	Cumberland bean (*Villosa trabalis*)	
	Fanshell (*Cyprogenia stegaria*)	
	Fine-rayed pigtoe	

TABLE 2—UNITS AND CO-OCCURRING FEDERALLY LISTED SPECIES OR DESIGNATED CRITICAL HABITAT—Continued

Proposed critical habitat units	Co-occurring listed species	Overlapping critical habitat (miles) (kilometers)
	Fine-rayed pigtoe	
	Fluted kidneyshell	13.9 (22.4)
	Littlewing pearlymussel (*Pegias fabula*)	
	Oyster mussel	13.9 (22.4)
	Purple bean	13.9 (22.4)
	Rough rabbitsfoot	13.9 (22.4)
	Sheepnose (*Plethobasus cyphyus*)	
	Shiny pigtoe (*Fusconaia cor*)	
	Slabside pearlymussel	
	Snuffbox (*Epioblasma triquetra*)	
	Spectaclecase (*Cumberlandia monodonta*)	
4: North Fork Holston River	Spotfin chub	
	Yellowfin madtom	
	Fluted kidneyshell	
	Littlewing pearlymussel	
	Shiny pigtoe	
	Slabside pearlymussel	21.0 (33.8)
5: Middle Fork Holston River	Fluted kidneyshell	13.7 (22.0)
	Littlewing pearlymussel	
	Shiny pigtoe	
	Slabside pearlymussel	13.7 (22.0)
	Tan riffleshell (*Epioblasma florentina walkeri* (=*E. walkeri*))	
6: Sequatchie River	Slabside pearlymussel	5.4 (8.7)

We present brief descriptions of each of the proposed critical habitat units and why they meet the definition of critical habitat for the sickle darter, below.

Unit 1: Little River

Unit 1 consists of approximately 16.0 rmi (25.7 rkm) of the Little River beginning at the Rockford Manufacturing Company low head dam (Blount County, Tennessee) and continuing upstream to Peery's Mill Dam, Blount County, Tennessee. Land ownership for Unit 1 is private except for any small amount of publicly owned lands in the form of bridge crossings and road easements. Unit 1 contains all of the physical or biological features essential to the conservation of the sickle darter. Special management considerations or protection may be required within Unit 1 to alleviate impacts from stressors that are anticipated to amplify degradation of the habitat, including pollutant input, siltation, excess nutrients, loss of riparian vegetation, stream habitat alteration, and pathogens. Sources of these stressors include agricultural, municipal, and residential land uses. Special management considerations related to agricultural and developed areas that will benefit the habitat in Unit 1 include, but are not limited to, the following: Treating wastewater to the highest level practicable to reduce pollution input; reducing other wastewater or stormwater runoff to decrease effects of pollution, siltation, and excess nutrients; removing barriers to increase connectivity of sickle darter populations; protecting and restoring riparian buffers to decrease siltation, nutrient, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input.

Unit 2: Emory River and Rock Creek

Unit 2 consists of two subunits comprising a total of 30.1 rmi (48.5 rkm) in Morgan and Roane Counties, Tennessee. The riparian lands in this unit are held in State (19.3 percent), Federal (3.7 percent), and private (77 percent) ownership.

Subunit 2a consists of 29.0 rmi (46.7 rkm) of the Emory River beginning at its confluence with Clifty Creek in Morgan County, Tennessee, and continuing upstream to its confluence with Little Creek, Morgan and Roane Counties, Tennessee. Ownership for Subunit 2a (Emory River) includes a mixture of Federal (National Park Service (Obed Wild and Scenic River)), State (Tennessee Wildlife Resources Agency (Catoosa Wildlife Management Area)), and private lands. The Tennessee Wildlife Resources Agency owns and manages 5.8 rmi (9.3 rkm) of the riparian area in the Catoosa Wildlife Management Area and manages 1.1 rmi (1.8 rkm) in the Obed Wild and Scenic River through the planning and management guidelines found in the National Park Service's Wild and Scenic River Foundation Document (NPS 2015, entire). Subunit 2a contains all of the physical or biological features essential to the conservation of the sickle darter. Special management considerations or protection may be required within Subunit 2a to alleviate impacts from stressors that have led to the degradation of the habitat, including siltation, loss of riparian vegetation, elevated levels of dissolved solids, and excess nutrients. Sources of these stressors include legacy mining, petroleum activities, rural municipal and residential land uses (including point source discharges), as well as small-scale agriculture (predominantly hay and pasture). Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to the following: Treating wastewater to the highest level practicable to reduce nutrients and other pollutant input; reducing other wastewater or stormwater runoff to decrease effects of pollution, siltation, and excess nutrients; protecting and restoring riparian buffers to decrease siltation, nutrient, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input. All of Subunit 2a overlaps with designated critical habitat for the spotfin chub.

Subunit 2b (Rock Creek) consists of approximately 1.1 rmi (1.8 rkm) of Rock Creek from the Emory River confluence to a steep riffle/run sequence on Rock

Creek, Morgan County, Tennessee. Land ownership for Subunit 2b is private except for any small amount of publicly owned lands in the form of bridge crossings and road easements. Subunit 2b contains all of the physical or biological features essential to the conservation of the sickle darter. Special management considerations or protection may be required within Subunit 2b to alleviate impacts from stressors that have led to the degradation of the habitat, including siltation, loss of riparian vegetation, elevated levels of dissolved solids, and excess nutrients. Sources of these stressors include legacy mining, petroleum activities, rural municipal and residential land uses (including point source discharges), as well as small-scale agriculture (predominantly hay and pasture). Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to: Protecting and restoring riparian buffers to decrease siltation, excess nutrients, and other pollution inputs into habitat where the sickle darter occurs and encouraging agricultural and grazing practices that minimize nutrient and sediment input.

Unit 3: Copper Creek

Unit 3 consists of approximately 13.9 rmi (22.4 rkm) of Copper Creek beginning at the Clinch River confluence, Scott County, Virginia, and continuing upstream to the Obeys Creek confluence, Scott County, Virginia. Land ownership for Unit 3 is private except for any small amount of publicly owned lands in the form of bridge crossings and road easements. Unit 3 contains three of the physical or biological features essential to the conservation of the sickle darter; the water quality in this unit is degraded. Special management considerations or protection may be required within Unit 3 to alleviate impacts from stressors that are anticipated to amplify degradation of the habitat, including pathogens, siltation, elevated levels of dissolved solids, and excess nutrients. Sources of these stressors include agricultural practices (pasture grazing and unrestricted cattle access), legacy coal mining, municipal point source discharges, and residential development. Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to, the following: Treating wastewater to the highest level practicable to reduce input of pollutants; reducing other wastewater or stormwater runoff to decrease the effects of pollution, siltation, and excess nutrients; removing barriers to increase connectivity of sickle darter populations; protecting and restoring riparian buffers to decrease siltation, excess nutrients, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input. All of Unit 3 overlaps with designated critical habitat for yellowfin madtom, Cumberlandian combshell, fluted kidneyshell, oyster mussel, purple bean, and rough rabbitsfoot.

Unit 4: North Fork Holston River

Unit 4 consists of approximately 25.1 rmi (40.4 rkm) of the North Fork Holston River beginning at the Virginia Highway 91 (VA 91) bridge crossing in Smyth County, Virginia, and continuing upstream to the VA 16 bridge crossing, Smyth County, Virginia. Land ownership for Unit 4 is private except for any small amount of publicly owned lands in the form of bridge crossings and road easements. Unit 4 contains two of the physical or biological features essential to the conservation of the sickle darter; water quality is degraded and suitable substrates are lacking in this unit. Special management considerations or protection may be required within Unit 4 to alleviate impacts from stressors that are anticipated to amplify degradation of the habitat, including pollutant input (including mercury), siltation, pathogens, excess nutrients, and instream habitat disturbance. Sources of these stressors include agricultural (unrestricted cattle access), untreated wastewater discharges, coal mining, and rural residential land uses. Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to, the following: Reducing wastewater or stormwater runoff to decrease the effects of pollution, siltation, and excess nutrients; removing barriers to increase connectivity of existing populations; protecting and restoring riparian buffers to decrease siltation, excess nutrients, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input. Approximately 21.0 rmi (33.8 rkm) of Unit 4 overlaps with designated critical habitat for slabside pearlymussel.

Unit 5: Middle Fork Holston River

Unit 5 consists of approximately 13.7 rmi (22 rkm) of the Middle Fork Holston River beginning at the VA 91 bridge crossing in Washington County, Virginia, and continuing upstream to U.S. Highway 11 bridge crossing, Smyth County, Virginia. Land ownership for Unit 5 is private, except for any small amount of publicly owned lands in the form of bridge crossings or road easements. Unit 5 contains three of the physical or biological features essential to the conservation of the sickle darter; the water quality is degraded in this unit. Special management considerations or protection may be required within Unit 5 to alleviate impacts from stressors that are anticipated to amplify degradation of the habitat, including siltation, pathogens, nutrients, and other chemicals associated with agriculture. Sources of these stressors include agricultural (unrestricted cattle access, pasture), untreated wastewater discharges, highway/road runoff, and rural residential land uses. Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to, the following: Treating wastewater to the highest level practicable to reduce input of pollutants; reducing other wastewater or stormwater runoff to decrease the effects of pollution, siltation, and excess nutrients; removing barriers to increase connectivity of sickle darter populations; protecting and restoring riparian buffers to decrease siltation, excess nutrients, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input. All of Unit 5 overlaps with designated critical habitat for the slabside pearlymussel.

Unit 6: Sequatchie River

Unit 6 consists of approximately 5.4 rmi (8.7 rkm) of the Sequatchie River beginning at the Tennessee Highway 209 bridge crossing and continuing upstream to Cooper Mill dam Bledsoe County, Tennessee. Land ownership for Unit 6 is private except for any small amount of publicly owned lands in the form of bridge crossings and road easements. Unit 6 contains three of the physical or biological features essential to the conservation of the sickle darter; water quality is degraded in this unit. Special management considerations or protection may be required within Unit 6 to alleviate impacts from stressors that are anticipated to amplify degradation of the habitat, including sedimentation, pathogens, excess nutrients, and development. Sources of these stressors include agriculture land development, upstream impoundments, and septic discharges in residential areas. Special management considerations related to agricultural and developed areas that will benefit the habitat in this unit include, but are not limited to, the

following: Treating wastewater to the highest level practicable to reduce input of pollutants; reducing other wastewater or stormwater runoff to decrease the effects of pollution, siltation, and excess nutrients; removing barriers to increase connectivity of sickle darter populations; protecting and restoring riparian buffers to decrease siltation, excess nutrients, and pollution input; and encouraging agricultural and grazing practices that minimize nutrient and sediment input. All of Unit 6 overlaps with designated critical habitat for the slabside pearlymussel.

Effects of Critical Habitat Designation

Section 7 Consultation

Section 7(a)(2) of the Act requires Federal agencies, including the Service, to ensure that any action they fund, authorize, or carry out is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of designated critical habitat of such species. In addition, section 7(a)(4) of the Act requires Federal agencies to confer with the Service on any agency action which is likely to jeopardize the continued existence of any species proposed to be listed under the Act or result in the destruction or adverse modification of proposed critical habitat.

We published a final rule revising the definition of destruction or adverse modification on August 27, 2019 (84 FR 44976). Destruction or adverse modification means a direct or indirect alteration that appreciably diminishes the value of critical habitat as a whole for the conservation of a listed species.

If a Federal action may affect a listed species or its critical habitat, the responsible Federal agency (action agency) must enter into consultation with us. Examples of actions that are subject to the section 7 consultation process are actions on State, Tribal, local, or private lands that require a Federal permit (such as a permit from the U.S. Army Corps of Engineers under section 404 of the Clean Water Act (33 U.S.C. 1251 *et seq.*) or a permit from the Service under section 10 of the Act) or that involve some other Federal action (such as funding from the Federal Highway Administration, Federal Aviation Administration, or the Federal Emergency Management Agency). Federal actions not affecting listed species or critical habitat—and actions on State, Tribal, local, or private lands that are not federally funded, authorized, or carried out by a Federal agency—do not require section 7 consultation.

Compliance with the requirements of section 7(a)(2) is documented through our issuance of:

(1) A concurrence letter for Federal actions that may affect, but are not likely to adversely affect, listed species or critical habitat; or

(2) A biological opinion for Federal actions that may affect, and are likely to adversely affect, listed species or critical habitat.

When we issue a biological opinion concluding that a project is likely to jeopardize the continued existence of a listed species and/or destroy or adversely modify critical habitat, we provide reasonable and prudent alternatives to the project, if any are identifiable, that would avoid the likelihood of jeopardy and/or destruction or adverse modification of critical habitat. We define ''reasonable and prudent alternatives'' (at 50 CFR 402.02) as alternative actions identified during consultation that:

(1) Can be implemented in a manner consistent with the intended purpose of the action,

(2) Can be implemented consistent with the scope of the Federal agency's legal authority and jurisdiction,

(3) Are economically and technologically feasible, and

(4) Would, in the Service Director's opinion, avoid the likelihood of jeopardizing the continued existence of the listed species and/or avoid the likelihood of destroying or adversely modifying critical habitat.

Reasonable and prudent alternatives can vary from slight project modifications to extensive redesign or relocation of the project. Costs associated with implementing a reasonable and prudent alternative are similarly variable.

Regulations at 50 CFR 402.16 set forth requirements for Federal agencies to reinitiate formal consultation on previously reviewed actions. These requirements apply when the Federal agency has retained discretionary involvement or control over the action (or the agency's discretionary involvement or control is authorized by law) and, subsequent to the previous consultation: (1) If the amount or extent of taking specified in the incidental take statement is exceeded; (2) if new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (3) if the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the biological opinion; or (4) if a new species is listed or critical habitat designated that may be affected by the identified action.

In such situations, Federal agencies sometimes may need to request reinitiation of consultation with us, but Congress also enacted some exceptions in 2018 to the requirement to reinitiate consultation on certain land management plans on the basis of a new species listing or new designation of critical habitat that may be affected by the subject federal action. See 2018 Consolidated Appropriations Act, Public Law 115–141, Div, O, 132 Stat. 1059 (2018).

Application of the ''Destruction or Adverse Modification'' Standard

The key factor related to the destruction or adverse modification determination is whether implementation of the proposed Federal action directly or indirectly alters the designated critical habitat in a way that appreciably diminishes the value of the critical habitat as a whole for the conservation of the listed species. As discussed above, the role of critical habitat is to support physical or biological features essential to the conservation of a listed species and provide for the conservation of the species.

Section 4(b)(8) of the Act requires us to briefly evaluate and describe, in any proposed or final regulation that designates critical habitat, activities involving a Federal action that may violate section 7(a)(2) of the Act by destroying or adversely modifying such habitat, or that may be affected by such designation.

Activities that the Service may, during a consultation under section 7(a)(2) of the Act, consider are likely to destroy or adversely modify critical habitat, include, but are not limited to:

(1) Actions that would block or disconnect stream and river channels and contribute to further habitat fragmentation at a scale and magnitude that appreciably diminishes the value of critical habitat (*e.g.,* large impoundments, reservoir creation). Such activities include, but are not limited to, construction of barriers that impede the instream movement of the sickle darter (*e.g.,* impoundments, dams, culverts, or weirs). These activities could result in destruction or fragmentation of habitat, block movements between habitats, and/or affect flows within or into critical habitat. In addition, these activities can isolate populations that are more at risk of decline or extirpation as a result of genetic drift, demographic or environmental stochasticity, and catastrophic events.

(2) Actions that would affect channel substrates and stability or geomorphology at a scale and magnitude that appreciably diminishes the value of critical habitat (*e.g.,* multiple or large tributary or main channel rerouting, dam construction on a river with sickle darter occurrences). Such activities include channelization, impoundment, mining, dredging, road and bridge construction, removal of riparian vegetation, and land clearing. These activities may lead to changes in channel substrates, erosion of the streambed and banks, and excessive sedimentation that could degrade sickle darter habitat.

(3) Actions that would reduce flow levels or alter flow regimes at a scale and magnitude that appreciably diminishes the value of critical habitat (*i.e.,* flow levels or regimes that no longer support sickle darter in one or more critical habitat units). These could include, but are not limited to, activities that block or lower surface flow or groundwater levels, including channelization, impoundment, groundwater pumping, and surface water withdrawal or diversion. Such activities can result in long-term changes in stream flows that affect habitat quality and quantity for the sickle darter and its prey.

(4) Actions that would significantly alter water chemistry or quality to the extent that the value of critical habitat is appreciably diminished (*i.e.,* water quality does not support the sickle darter's needs in one or more units). Such activities could include, but are not limited to, release of chemicals or biological pollutants or heated effluents into the surface water or connected groundwater at a point source or by dispersed release (non-point source). These activities could alter water conditions to levels that are beyond the tolerances of the sickle darter and result in direct or cumulative adverse effects to individuals and their life cycles.

(5) Actions that would significantly increase sediment deposition or stream bottom embeddedness within the stream channel to the extent that the value of critical habitat is appreciably diminished (*e.g.,* excessive siltation such that sickle darters are not able to use the critical habitat unit). Such activities could include, but are not limited to, excessive sedimentation from livestock grazing, road construction, channel alteration, timber harvest, mining, dredging, and other watershed and floodplain disturbances. These activities could eliminate or reduce the habitat necessary for the growth and reproduction of the sickle darter by increasing the sediment deposition to levels that would adversely affect the sickle darter's ability to complete its life cycle.

(6) Actions that would result in the introduction, spread, or augmentation of nonnative aquatic species in occupied stream segments, or in stream segments that are hydrologically connected to occupied stream segments, even if those segments are occasionally intermittent, or the introduction of other species that compete with or prey on the sickle darter to the extent that the value of critical habitat is appreciably diminished. Possible actions could include, but are not limited to, stocking of nonnative fishes or other related actions. These activities can introduce parasites or disease; result in direct predation or direct competition; or affect the growth, reproduction, and survival of the sickle darter.

Exemptions

Application of Section 4(a)(3) of the Act

Section 4(a)(3)(B)(i) of the Act (16 U.S.C. 1533(a)(3)(B)(i)) provides that the Secretary shall not designate as critical habitat any lands or other geographical areas owned or controlled by the Department of Defense (DoD), or designated for its use, that are subject to an integrated natural resources management plan (INRMP) prepared under section 101 of the Sikes Act (16 U.S.C. 670a), if the Secretary determines in writing that such plan provides a benefit to the species for which critical habitat is proposed for designation. No DoD lands with a completed INRMP are within the proposed critical habitat designation.

Consideration of Impacts Under Section 4(b)(2) of the Act

Section 4(b)(2) of the Act states that the Secretary shall designate and make revisions to critical habitat on the basis of the best available scientific data after taking into consideration the economic impact, national security impact, and any other relevant impact of specifying any particular area as critical habitat. The Secretary may exclude an area from designated critical habitat based on economic impacts, impacts on national security, or any other relevant impacts. Exclusion decisions are governed by the regulations at 50 CFR 424.19 and the Policy Regarding Implementation of Section 4(b)(2) of the Endangered Species Act (hereafter, the ''2016 Policy''; 81 FR 7226, February 11, 2016), both of which were developed jointly with the National Marine Fisheries Service (NMFS). We also refer to a 2008 Department of the Interior Solicitor's opinion entitled ''The Secretary's Authority to Exclude Areas from a Critical Habitat Designation under Section 4(b)(2) of the Endangered Species Act'' (M–37016). We explain each decision to exclude areas, as well as decisions not to exclude, to demonstrate that the decision is reasonable.

In considering whether to exclude a particular area from the designation, we identify the benefits of including the area in the designation, identify the benefits of excluding the area from the designation, and evaluate whether the benefits of exclusion outweigh the benefits of inclusion. If the analysis indicates that the benefits of exclusion outweigh the benefits of inclusion, the Secretary may exercise discretion to exclude the area only if such exclusion would not result in the extinction of the species. In making the determination to exclude a particular area, the statute on its face, as well as the legislative history, are clear that the Secretary has broad discretion regarding which factor(s) to use and how much weight to give to any factor. We describe below the process that we undertook for taking into consideration each category of impacts and our analyses of the relevant impacts.

Consideration of Economic Impacts

Section 4(b)(2) of the Act and its implementing regulations require that we consider the economic impact that may result from a designation of critical habitat. To assess the probable economic impacts of a designation, we must first evaluate specific land uses or activities and projects that may occur in the area of the critical habitat. We then must evaluate the impacts that a specific critical habitat designation may have on restricting or modifying specific land uses or activities for the benefit of the species and its habitat within the areas proposed. We then identify which conservation efforts may be the result of the species being listed under the Act versus those attributed solely to the designation of critical habitat for this particular species. The probable economic impact of a proposed critical habitat designation is analyzed by comparing scenarios both ''with critical habitat'' and ''without critical habitat.''

The ''without critical habitat'' scenario represents the baseline for the analysis, which includes the existing regulatory and socio-economic burden imposed on landowners, managers, or other resource users potentially affected by the designation of critical habitat (*e.g.,* under the Federal listing as well as other Federal, State, and local regulations). Therefore, the baseline represents the costs of all efforts

attributable to the listing of the species under the Act (*i.e.,* conservation of the species and its habitat incurred regardless of whether critical habitat is designated). The ''with critical habitat'' scenario describes the incremental impacts associated specifically with the designation of critical habitat for the species. The incremental conservation efforts and associated impacts would not be expected without the designation of critical habitat for the species. In other words, the incremental costs are those attributable solely to the designation of critical habitat, above and beyond the baseline costs. These are the costs we use when evaluating the benefits of inclusion and exclusion of particular areas from the final designation of critical habitat should we choose to conduct a discretionary 4(b)(2) exclusion analysis.

Executive Orders (E.O.s) 12866 and 13563 direct Federal agencies to assess the costs and benefits of available regulatory alternatives in quantitative (to the extent feasible) and qualitative terms. Consistent with the E.O. regulatory analysis requirements, our effects analysis under the Act may take into consideration impacts to both directly and indirectly affected entities, where practicable and reasonable. If sufficient data are available, we assess to the extent practicable the probable impacts to both directly and indirectly affected entities. Section 3(f) of E.O. 12866 identifies four criteria when a regulation is considered a ''significant'' rulemaking, and requires additional analysis, review, and approval if met. The criterion relevant here is whether the designation of critical habitat may have an economic effect of greater than $100 million in any given year (section 3(f)(1)). Therefore, our consideration of economic impacts uses a screening analysis to assess whether a designation of critical habitat for sickle darter is likely to exceed the economically significant threshold.

For this particular designation, we developed an incremental effects memorandum (IEM) considering the probable incremental economic impacts that may result from this proposed designation of critical habitat. The information contained in our IEM was then used to develop a screening analysis of the probable effects of the designation of critical habitat for the sickle darter (IEc 2021, entire). We began by conducting a screening analysis of the proposed designation of critical habitat in order to focus our analysis on the key factors that are likely to result in incremental economic impacts. The purpose of the screening analysis is to filter out particular geographic areas of critical habitat that are already subject to such protections and are, therefore, unlikely to incur incremental economic impacts. In particular, the screening analysis considers baseline costs (*i.e.,* absent critical habitat designation) and includes any probable incremental economic impacts where land and water use may already be subject to conservation plans, land management plans, best management practices, or regulations that protect the habitat area as a result of the Federal listing status of the species. Ultimately, the screening analysis allows us to focus our analysis on evaluating the specific areas or sectors that may incur probable incremental economic impacts as a result of the designation. The presence of the listed species in occupied areas of critical habitat means that any destruction or adverse modification of those areas is also likely to jeopardize the continued existence of the species. Therefore, designating occupied areas of critical habitat typically causes little if any incremental impacts above and beyond the impacts of listing the species. Therefore, the screening analysis focuses on areas of unoccupied critical habitat. If there are any unoccupied units in the proposed critical habitat designation, the screening analysis assesses whether any additional management or conservation efforts may incur incremental economic impacts. This screening analysis combined with the information contained in our IEM constitute what we consider to be our draft economic analysis (DEA) of the proposed critical habitat designation for the sickle darter; our DEA is summarized in the narrative below.

As part of our screening analysis, we considered the types of economic activities that are likely to occur within the areas likely affected by the critical habitat designation. In our evaluation of the probable incremental economic impacts that may result from the proposed designation of critical habitat for the sickle darter, first we identified, in the IEM dated August 20, 2021, probable incremental economic impacts associated with the following categories of activities: (1) Agriculture; (2) conservation/restoration; (3) development; (4) dredging; (5) flood control; (6) forest management; (7) hydropower; (8) transportation; (9) in-water construction; (10) recreation, including construction of recreation infrastructure; (11) water quality, quantity, and supply; and (12) utilities. We considered each industry or category individually. Additionally, we considered whether their activities have any Federal involvement. Critical habitat designation generally will not affect activities that do not have any Federal involvement; under the Act, designation of critical habitat only affects activities conducted, funded, permitted, or authorized by Federal agencies. Federal agencies already are required to consult with the Service under section 7 of the Act on activities they fund, permit, or implement that may affect the species, so if we finalize this proposed critical habitat designation, our consultations to avoid the destruction or adverse modification of critical habitat would be incorporated into the existing consultation process.

In our IEM, we attempted to clarify the distinction between the effects that will result from the species being listed and those attributable to the critical habitat designation (*i.e.,* difference between the jeopardy and adverse modification standards) for the sickle darter's critical habitat. The sickle darter has not been listed long enough for us to have conducted any section 7 consultations. It has been our experience that, for such species, it is more difficult to discern which conservation efforts are attributable to the species being listed and which will result solely from the designation of critical habitat. However, the following specific circumstances help to inform our evaluation: (1) The essential physical or biological features identified for critical habitat are the same features essential for the life requisites of the species, and (2) any actions that would result in sufficient harm or harassment to constitute jeopardy to the sickle darter would also likely adversely affect the essential physical or biological features of critical habitat. The IEM outlines our rationale concerning this limited distinction between baseline conservation efforts and incremental impacts of the designation of critical habitat for this species. This evaluation of the incremental effects has been used as the basis to evaluate the probable incremental economic impacts of this proposed designation of critical habitat.

The proposed critical habitat designation for the sickle darter totals approximately 104 rmi (168 rkm) of river and stream channels in six units in Tennessee and Virginia. All six units were occupied by the sickle darter at the time of listing and contain recent (2005 to 2019) occurrences of sickle darter. In these areas, actions that may affect the species or its habitat would also affect proposed critical habitat. Thus, it is unlikely that any additional conservation efforts would be recommended to address the adverse

modification standard over and above those recommended as necessary to avoid jeopardizing the continued existence of the sickle darter. We are not proposing to designate any units of unoccupied habitat. Because we are proposing only the designation of occupied critical habitat, the only additional costs that are expected in all of the proposed critical habitat designation are administrative costs. The entities most likely to incur incremental costs are the Federal action agencies that are parties to section 7 consultations. While the analysis for adverse modification of critical habitat will require time and resources by both the Federal action agency and the Service, these costs would predominantly be administrative in nature. About 93 percent of the proposed critical habitat designation for the sickle darter lies on private lands. As such, incremental costs from public perception of the designation have some potential to arise (IEc 2021, p. 17). However, the estimated incremental costs of critical habitat designation for the sickle darter in the first year are unlikely to exceed $96,000 (2021 dollars) (IEc 2021, p. 14). Thus, critical habitat designation for the sickle darter is unlikely to generate costs or benefits exceeding $100 million in a single year. Therefore, this rule is unlikely to meet the threshold for an economically significant rule, with regard to costs, under E.O. 12866.

We are soliciting data and comments from the public on the DEA discussed above. During the development of a final designation, we will consider the information presented in the DEA and any additional information on economic impacts we receive during the public comment period to determine whether any specific areas should be excluded from the final critical habitat designation under authority of section 4(b)(2) and our implementing regulations at 50 CFR 424.19. We may exclude an area from critical habitat if we determine that the benefits of excluding the area outweigh the benefits of including the area, provided the exclusion will not result in the extinction of this species.

Consideration of National Security Impacts

Section 4(a)(3)(B)(i) of the Act may not cover all DoD lands or areas that pose potential national-security concerns (*e.g.,* a DoD installation that is in the process of revising its INRMP for a newly listed species or a species previously not covered). If a particular area is not covered under section 4(a)(3)(B)(i), then national-security or homeland-security concerns are not a factor in the process of determining what areas meet the definition of ''critical habitat.'' However, the Service must still consider impacts on national security, including homeland security, on those lands or areas not covered by section 4(a)(3)(B)(i), because section 4(b)(2) requires the Service to consider those impacts whenever it designates critical habitat. Accordingly, if DoD, Department of Homeland Security (DHS), or another Federal agency has requested exclusion based on an assertion of national-security or homeland security concerns, or we have otherwise identified national security or homeland-security impacts from designating particular areas as critical habitat, we generally have reason to consider excluding those areas.

However, we cannot automatically exclude requested areas. When DoD, DHS, or another Federal agency requests exclusion from critical habitat on the basis of national-security or homeland-security impacts, we must conduct an exclusion analysis if the Federal requester provides credible information, including a reasonably specific justification of an incremental impact on national security that would result from the designation of that specific area as critical habitat. That justification could include demonstration of probable impacts, such as impacts to ongoing border-security patrols and surveillance activities, or a delay in training or facility construction, as a result of compliance with section 7(a)(2) of the Act. If the agency requesting the exclusion does not provide us with a reasonably specific justification, we will contact the agency to recommend that it provide a specific justification or clarification of its concerns relative to the probable incremental impact that could result from the designation. If we conduct an exclusion analysis because the agency provides a reasonably specific justification or because we decide to exercise the discretion to conduct an exclusion analysis, we will defer to the expert judgment of DoD, DHS, or another Federal agency as to: (1) Whether activities on its lands or waters, or its activities on other lands or waters, have national-security or homeland-security implications; (2) the importance of those implications; and (3) the degree to which the cited implications would be adversely affected in the absence of an exclusion. In that circumstance, in conducting a discretionary section 4(b)(2) exclusion analysis, we will give great weight to national-security and homeland-security concerns in analyzing the benefits of exclusion.

In preparing this proposal, we have determined that the lands within the proposed designation of critical habitat for the sickle darter are not owned, managed, or used by the DoD or DHS; therefore, we anticipate no impact on national security or homeland security.

Consideration of Other Relevant Impacts

Under section 4(b)(2) of the Act, we consider any other relevant impacts, in addition to economic impacts and impacts on national security discussed above. To identify other relevant impacts that may affect the exclusion analysis, we consider a number of factors, including whether there are permitted conservation plans covering the species in the area—such as HCPs, safe harbor agreements (SHAs), or candidate conservation agreements with assurances (CCAAs)—or whether there are non-permitted conservation agreements and partnerships that may be impaired by designation of, or exclusion from, critical habitat. In addition, we look at whether Tribal conservation plans or partnerships, Tribal resources, or government-to-government relationships of the United States with Tribal entities may be affected by the designation. We also consider any State, local, public-health, community-interest, environmental, or social impacts that might occur because of the designation.

We have not identified any areas to consider for exclusion from critical habitat based on other relevant impacts. In preparing this proposal, we have determined that no HCPs or other management plans for sickle darter currently exist, and the proposed designation does not include any Tribal lands or trust resources or any lands for which designation would have any economic or national security impacts. Therefore, we anticipate no impact on Tribal lands, partnerships, or HCPs from this proposed critical habitat designation and thus, as described above, we are not considering excluding any particular areas on the basis of the presence of conservation agreements or impacts to trust resources.

However, if through the public comment period we receive information that we determine indicates that there are potential economic, national security, or other relevant impacts from designating particular areas as critical habitat, then as part of developing the final designation of critical habitat, we will evaluate that information and may conduct a discretionary exclusion analysis to determine whether to

exclude those areas under authority of section 4(b)(2) and our implementing regulations at 50 CFR 424.19. If we receive a request for exclusion of a particular area and after evaluation of supporting information we do not exclude, we will fully describe our decision in the final rule for this action.

Required Determinations

Clarity of the Rule

We are required by Executive Orders 12866 and 12988 and by the Presidential Memorandum of June 1, 1998, to write all rules in plain language. This means that each rule we publish must:

(1) Be logically organized;

(2) Use the active voice to address readers directly;

(3) Use clear language rather than jargon;

(4) Be divided into short sections and sentences; and

(5) Use lists and tables wherever possible.

If you feel that we have not met these requirements, send us comments by one of the methods listed in **ADDRESSES**. To better help us revise the rule, your comments should be as specific as possible. For example, you should tell us the numbers of the sections or paragraphs that are unclearly written, which sections or sentences are too long, the sections where you feel lists or tables would be useful, etc.

Regulatory Planning and Review (Executive Orders 12866 and 13563)

Executive Order 12866 provides that the Office of Information and Regulatory Affairs (OIRA) in the Office of Management and Budget will review all significant rules. OIRA has determined that this rule is not significant.

Executive Order 13563 reaffirms the principles of E.O. 12866 while calling for improvements in the nation's regulatory system to promote predictability, to reduce uncertainty, and to use the best, most innovative, and least burdensome tools for achieving regulatory ends. The executive order directs agencies to consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public where these approaches are relevant, feasible, and consistent with regulatory objectives. E.O. 13563 emphasizes further that regulations must be based on the best available science and that the rulemaking process must allow for public participation and an open exchange of ideas. We have developed this proposed rule in a manner consistent with these requirements.

Regulatory Flexibility Act (5 U.S.C. 601 et seq.)

Under the Regulatory Flexibility Act (RFA; 5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA; 5 U.S.C. 801 *et seq.*), whenever an agency is required to publish a notice of rulemaking for any proposed or final rule, it must prepare and make available for public comment a regulatory flexibility analysis that describes the effects of the rule on small entities (*i.e.,* small businesses, small organizations, and small government jurisdictions). However, no regulatory flexibility analysis is required if the head of the agency certifies the rule will not have a significant economic impact on a substantial number of small entities. The SBREFA amended the RFA to require Federal agencies to provide a certification statement of the factual basis for certifying that the rule will not have a significant economic impact on a substantial number of small entities.

According to the Small Business Administration, small entities include small organizations such as independent nonprofit organizations; small governmental jurisdictions, including school boards and city and town governments that serve fewer than 50,000 residents; and small businesses (13 CFR 121.201). Small businesses include manufacturing and mining concerns with fewer than 500 employees, wholesale trade entities with fewer than 100 employees, retail and service businesses with less than $5 million in annual sales, general and heavy construction businesses with less than $27.5 million in annual business, special trade contractors doing less than $11.5 million in annual business, and agricultural businesses with annual sales less than $750,000. To determine if potential economic impacts to these small entities are significant, we considered the types of activities that might trigger regulatory impacts under this designation as well as types of project modifications that may result. In general, the term ''significant economic impact'' is meant to apply to a typical small business firm's business operations.

Under the RFA, as amended, and as understood in light of recent court decisions, Federal agencies are required to evaluate the potential incremental impacts of rulemaking only on those entities directly regulated by the rulemaking itself; in other words, the RFA does not require agencies to evaluate the potential impacts to indirectly regulated entities. The regulatory mechanism through which critical habitat protections are realized is section 7 of the Act, which requires Federal agencies, in consultation with the Service, to ensure that any action authorized, funded, or carried out by the agency is not likely to destroy or adversely modify critical habitat. Therefore, under section 7, only Federal action agencies are directly subject to the specific regulatory requirement (avoiding destruction and adverse modification) imposed by critical habitat designation. Consequently, it is our position that only Federal action agencies would be directly regulated if we adopt the proposed critical habitat designation. The RFA does not require evaluation of the potential impacts to entities not directly regulated. Moreover, Federal agencies are not small entities. Therefore, because no small entities would be directly regulated by this rulemaking, the Service certifies that, if made final as proposed, the proposed critical habitat designation will not have a significant economic impact on a substantial number of small entities.

In summary, we have considered whether the proposed designation would result in a significant economic impact on a substantial number of small entities. For the above reasons and based on currently available information, we certify that, if made final, the proposed critical habitat designation would not have a significant economic impact on a substantial number of small business entities. Therefore, an initial regulatory flexibility analysis is not required.

Energy Supply, Distribution, or Use—Executive Order 13211

Executive Order 13211 (Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use) requires agencies to prepare Statements of Energy Effects when undertaking certain actions. In our economic analysis, we did not find that the designation of this proposed critical habitat would significantly affect energy supplies, distribution, or use. We do not foresee any energy development projects, supply distribution, or use that may affect the proposed critical habitat units for the sickle darter. Further, in our evaluation of potential economic impacts, we did not find that this proposed critical habitat designation would significantly affect energy supplies, distribution, or use. Therefore, this action is not a significant energy action, and no Statement of Energy Effects is required.

Unfunded Mandates Reform Act (2 U.S.C. 1501 et seq.)

In accordance with the Unfunded Mandates Reform Act (2 U.S.C. 1501 *et seq.*), we make the following finding:

(1) This proposed rule would not produce a Federal mandate. In general, a Federal mandate is a provision in legislation, statute, or regulation that would impose an enforceable duty upon State, local, or Tribal governments, or the private sector, and includes both ''Federal intergovernmental mandates'' and ''Federal private sector mandates.'' These terms are defined in 2 U.S.C. 658(5)–(7). ''Federal intergovernmental mandate'' includes a regulation that ''would impose an enforceable duty upon State, local, or Tribal governments'' with two exceptions. It excludes ''a condition of Federal assistance.'' It also excludes ''a duty arising from participation in a voluntary Federal program,'' unless the regulation ''relates to a then-existing Federal program under which $500,000,000 or more is provided annually to State, local, and Tribal governments under entitlement authority,'' if the provision would ''increase the stringency of conditions of assistance'' or ''place caps upon, or otherwise decrease, the Federal Government's responsibility to provide funding,'' and the State, local, or Tribal governments ''lack authority'' to adjust accordingly. At the time of enactment, these entitlement programs were: Medicaid; Aid to Families with Dependent Children work programs; Child Nutrition; Food Stamps; Social Services Block Grants; Vocational Rehabilitation State Grants; Foster Care, Adoption Assistance, and Independent Living; Family Support Welfare Services; and Child Support Enforcement. ''Federal private sector mandate'' includes a regulation that ''would impose an enforceable duty upon the private sector, except (i) a condition of Federal assistance or (ii) a duty arising from participation in a voluntary Federal program.''

The designation of critical habitat does not impose a legally binding duty on non-Federal Government entities or private parties. Under the Act, the only regulatory effect is that Federal agencies must ensure that their actions do not destroy or adversely modify critical habitat under section 7. While non-Federal entities that receive Federal funding, assistance, or permits, or that otherwise require approval or authorization from a Federal agency for an action, may be indirectly impacted by the designation of critical habitat, the legally binding duty to avoid destruction or adverse modification of critical habitat rests squarely on the Federal agency. Furthermore, to the extent that non-Federal entities are indirectly impacted because they receive Federal assistance or participate in a voluntary Federal aid program, the Unfunded Mandates Reform Act would not apply, nor would critical habitat shift the costs of the large entitlement programs listed above onto State governments.

(2) We do not believe that this rule would significantly or uniquely affect small governments, because it will not produce a Federal mandate of $100 million or greater in any year, that is, it is not a ''significant regulatory action'' under the Unfunded Mandates Reform Act. The designation of critical habitat imposes no obligations on State or local governments. Therefore, a Small Government Agency Plan is not required.

Takings—Executive Order 12630

In accordance with E.O. 12630 (Government Actions and Interference with Constitutionally Protected Private Property Rights), we have analyzed the potential takings implications of designating critical habitat for the sickle darter in a takings implications assessment. The Act does not authorize the Service to regulate private actions on private lands or confiscate private property as a result of critical habitat designation. Designation of critical habitat does not affect land ownership, or establish any closures or restrictions on use of or access to the designated areas. Furthermore, the designation of critical habitat does not affect landowner actions that do not require Federal funding or permits, nor does it preclude development of habitat conservation programs or issuance of incidental take permits to permit actions that do require Federal funding or permits to go forward. However, Federal agencies are prohibited from carrying out, funding, or authorizing actions that would destroy or adversely modify critical habitat. A takings implications assessment has been completed for the proposed designation of critical habitat for the sickle darter and concludes that, if adopted, this designation of critical habitat does not pose significant takings implications for lands within or affected by the designation.

Federalism—Executive Order 13132

In accordance with E.O. 13132 (Federalism), this proposed rule does not have significant Federalism effects. A federalism summary impact statement is not required. In keeping with Department of the Interior and Department of Commerce policy, we requested information from, and coordinated development of this proposed critical habitat designation with, appropriate State resource agencies. From a federalism perspective, the designation of critical habitat directly affects only the responsibilities of Federal agencies. The Act imposes no other duties with respect to critical habitat, either for States and local governments, or for anyone else. As a result, the proposed rule does not have substantial direct effects either on the States, or on the relationship between the national government and the States, or on the distribution of powers and responsibilities among the various levels of government. The proposed designation may have some benefit to these governments because the areas that contain the features essential to the conservation of the species are more clearly defined, and the physical or biological features of the habitat necessary for the conservation of the species are specifically identified. This information does not alter where and what federally sponsored activities may occur. However, it may assist State and local governments in long-range planning because they no longer have to wait for case-by-case section 7 consultations to occur.

Where State and local governments require approval or authorization from a Federal agency for actions that may affect critical habitat, consultation under section 7(a)(2) of the Act would be required. While non-Federal entities that receive Federal funding, assistance, or permits, or that otherwise require approval or authorization from a Federal agency for an action, may be indirectly impacted by the designation of critical habitat, the legally binding duty to avoid destruction or adverse modification of critical habitat rests squarely on the Federal agency.

Civil Justice Reform—Executive Order 12988

In accordance with Executive Order 12988 (Civil Justice Reform), the Office of the Solicitor has determined that the rule would not unduly burden the judicial system and that it meets the requirements of sections 3(a) and 3(b)(2) of the Order. We have proposed designating critical habitat in accordance with the provisions of the Act. To assist the public in understanding the habitat needs of the species, this proposed rule identifies the physical or biological features essential to the conservation of the species. The proposed areas of critical habitat are presented on maps, and the proposed rule provides several options for the

interested public to obtain more detailed location information, if desired.

Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

This rule does not contain information collection requirements, and a submission to the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) is not required. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

National Environmental Policy Act (42 U.S.C. 4321 et seq.)

It is our position that, outside the jurisdiction of the U.S. Court of Appeals for the Tenth Circuit, we do not need to prepare environmental analyses pursuant to the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 *et seq.*) in connection with regulations adopted pursuant to section 4(a) of the Act. We published a notice outlining our reasons for this determination in the **Federal Register** on October 25, 1983 (48 FR 49244). This position was upheld by the U.S. Court of Appeals for the Ninth Circuit (*Douglas County* v. *Babbitt,* 48 F.3d 1495 (9th Cir. 1995), cert. denied 516 U.S. 1042 (1996)).

Government-to-Government Relationship With Tribes

In accordance with the President's memorandum of April 29, 1994 (Government-to-Government Relations with Native American Tribal Governments; 59 FR 22951), Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments), and the Department of the Interior's manual at 512 DM 2, we readily acknowledge our responsibility to communicate meaningfully with recognized Federal Tribes on a government-to-government basis. In accordance with Secretarial Order 3206 of June 5, 1997 (American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act), we readily acknowledge our responsibilities to work directly with Tribes in developing programs for healthy ecosystems, to acknowledge that Tribal lands are not subject to the same controls as Federal public lands, to remain sensitive to Indian culture, and to make information available to Tribes. We have determined that no Tribal lands fall within the boundaries of the proposed critical habitat for the sickle darter, so no Tribal lands would be affected by the proposed designation.

References Cited

A complete list of references cited in this rulemaking is available on the internet at *https://www.regulations.gov* and upon request from the Tennessee Ecological Services Field Office (see **FOR FURTHER INFORMATION CONTACT**).

Authors

The primary authors of this proposed rule are the staff members of the Fish and Wildlife Service's Species Assessment Team and the Tennessee Ecological Services Field Office.

List of Subjects in 50 CFR Part 17

Endangered and threatened species, Exports, Imports, Plants, Reporting and recordkeeping requirements, Transportation, Wildlife.

Proposed Regulation Promulgation

Accordingly, we propose to amend part 17, subchapter B of chapter I, title 50 of the Code of Federal Regulations, as set forth below:

PART 17—ENDANGERED AND THREATENED WILDLIFE AND PLANTS

■ 1. The authority citation for part 17 continues to read as follows:

Authority: 16 U.S.C. 1361–1407; 1531–1544; and 4201–4245, unless otherwise noted.

■ 2. Amend § 17.11, in paragraph (h), by revising the entry for ''Darter, sickle'' under FISHES in the List of Endangered and Threatened Wildlife to read as follows:

§ 17.11 Endangered and threatened wildlife.

* * * * *

(h) * * *

Common name	Scientific name	Where listed	Status	Listing citations and applicable rules
*	*	*	*	*
FISHES				
*	*	*	*	*
Darter, sickle	*Percina williamsi*	Wherever found	T	87 FR 67380, 11/8/2022; 50 CFR 17.44(ee); [4d] 50 CFR 17.95(e).[CH]
*	*	*	*	*

■ 3. Amend § 17.95, in paragraph (e), by adding an entry for ''Sickle Darter (*Percina williamsi*)'' after the entry for ''Rush Darter (*Etheostoma phytophilum*)'', to read as follows:

§ 17.95 Critical habitat—fish and wildlife.

* * * * *

(e) *Fishes.*

* * * * *

Sickle Darter (*Percina williamsi*)

(1) Critical habitat units are depicted for Bledsoe, Blount, Morgan, and Roane Counties, Tennessee, and Scott, Smyth, and Washington Counties, Virginia, on the maps in this entry.

(2) Within these areas, the physical or biological features essential to the conservation of the sickle darter consist of the following components:

(i) Riffle-pool complexes and transitional areas (glides, runs, and slow-flowing pools) of geomorphically stable stream channels and banks with ample cover (including woody debris piles and water willow beds) and suitable substrates (relatively silt-free sand-detritus or gravel-cobble-boulder particles) used for foraging, sheltering, and spawning. Geomorphically stable stream channels are those that maintain lateral dimensions, longitudinal profiles, and sinuosity patterns over time without an aggrading or degrading bed elevation.

(ii) Adequate flows or an instream flow regime (*e.g.,* magnitude, frequency, duration, and seasonality of discharge over time) sufficient to provide permanent surface flows, as measured during years with average rainfall, and to maintain instream habitats used by the species for foraging, sheltering, and spawning.

(iii) Adequate water quality (including, but not limited to, ammonia,

conductivity, hardness, heavy metals, pH, temperature, turbidity, and other chemical constituents) necessary for normal behavior, growth, and viability of all life stages of the sickle darter.

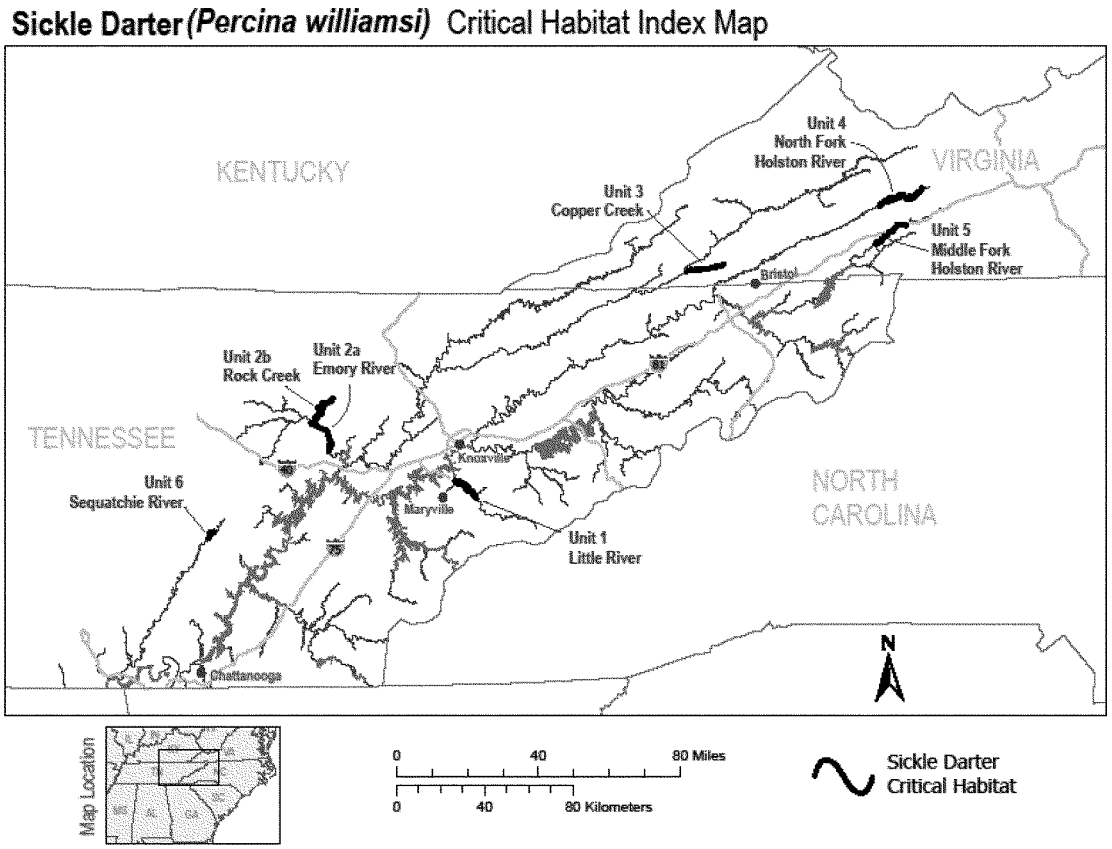
(iv) Aquatic macroinvertebrate prey items, which are typically dominated by mayflies and larval midges, but also include riffle beetles, caddisflies, dragonflies, and other invertebrates.

(3) Critical habitat does not include manmade structures (such as buildings, aqueducts, runways, roads, and other paved areas) and the land on which they are located existing within the legal boundaries on [EFFECTIVE DATE OF FINAL RULE].

(4) Data layers defining map units were created using Esri ArcGIS Pro mapping software, version 2.7.2 with U.S. Geological Survey's National Hydrography Dataset flowline data, on a base map of State, County, and city limit boundaries from the State of Tennessee's Strategic Technology Solutions branch. Critical habitat units were mapped using the Tennessee State Plane Coordinate System, Lambert Conformal Conic projection and North American 1983 (NAD83) datum. The maps in this entry, as modified by any accompanying regulatory text, establish the boundaries of the critical habitat designation. The coordinates or plot points or both on which each map is based are available to the public at the Service's internet site at *https://www.fws.gov/office/tennessee-ecological-services,* at *https://www.regulations.gov* at Docket No. FWS–R4–ES–2022–0098, and at the field office responsible for this designation. You may obtain field office location information by contacting one of the Service regional offices, the addresses of which are listed at 50 CFR 2.2.

(5) Index map follows:

Figure 1 to Sickle Darter (*Percina williamsi*) paragraph (5)

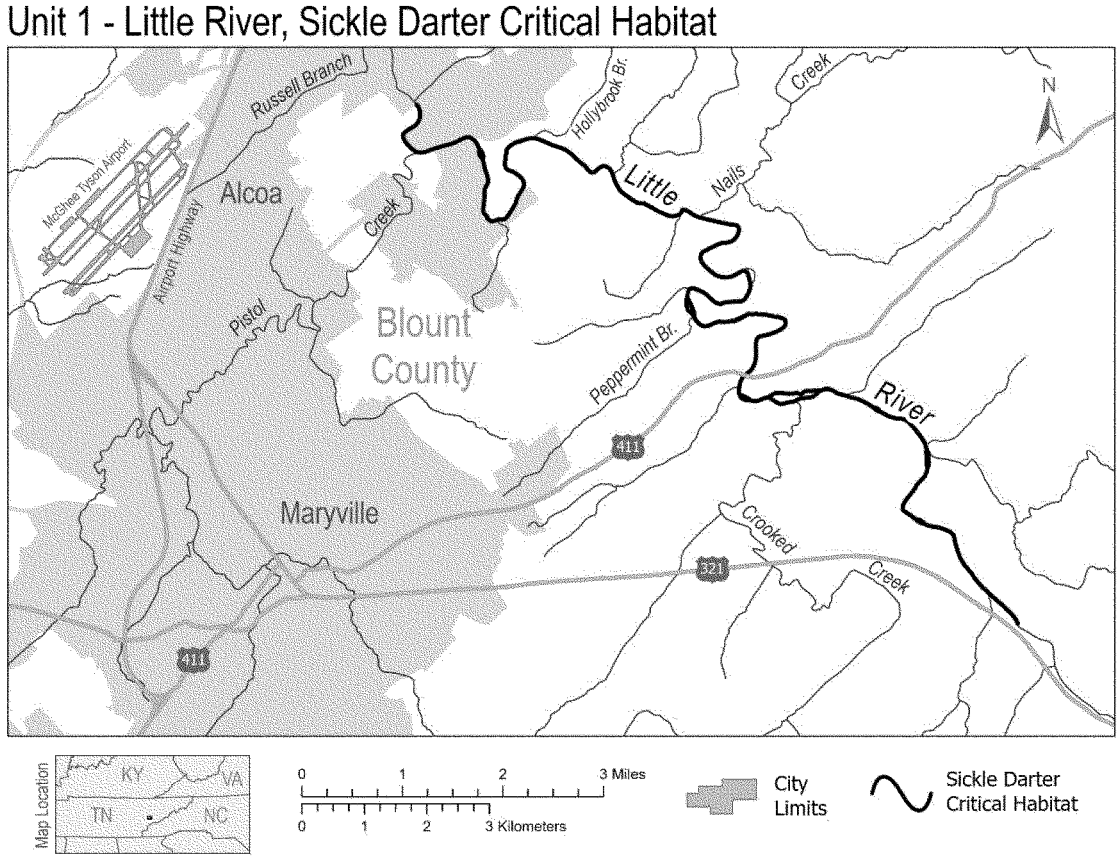


(6) Unit 1: Little River, Blount County, Tennessee.

(i) Unit 1 consists of approximately 16.0 river miles (rmi) (25.7 river kilometers (rkm)) of the Little River beginning at the Rockford Manufacturing Company low head dam and continuing upstream to Peery's Mill Dam, in Blount County, Tennessee. Unit 1 is composed of lands in private ownership.

(ii) Map of Unit 1 follows:

Figure 2 to Sickle Darter (*Percina williamsi*) paragraph (6)(ii)



(7) Unit 2: Emory River and Rock Creek, Morgan and Roane Counties, Tennessee.

(i) Unit 2 consists of two subunits, Subunit 2a (Emory River) and Subunit 2b (Rock Creek), comprising 30.1 rmi (48.5 rkm) in Morgan and Roane Counties, Tennessee.

(A) Subunit 2a consists of 29.0 rmi (46.7 rkm) of the Emory River beginning at its confluence with Clifty Creek in Morgan County, Tennessee, and continuing upstream to its confluence with Little Creek, in Morgan and Roane Counties, Tennessee. Subunit 2a is composed of lands in Federal (1.1 rmi (1.8 rkm)), State (5.8 rmi (9.3 rkm)), and private (22.08 rmi (35.5 rkm)) ownership, including the federally owned Obed Wild and Scenic River and the State-owned Catoosa Wildlife Management Area.

(B) Subunit 2b consists of approximately 1.1 rmi (1.8 rkm) of Rock Creek from the Emory River confluence to a steep riffle/run sequence on Rock Creek (36.133177, –84.630685), in Morgan County, Tennessee.

(ii) Map of Unit 2 follows:

Figure 3 to Sickle Darter (*Percina williamsi*) paragraph (7)(ii)

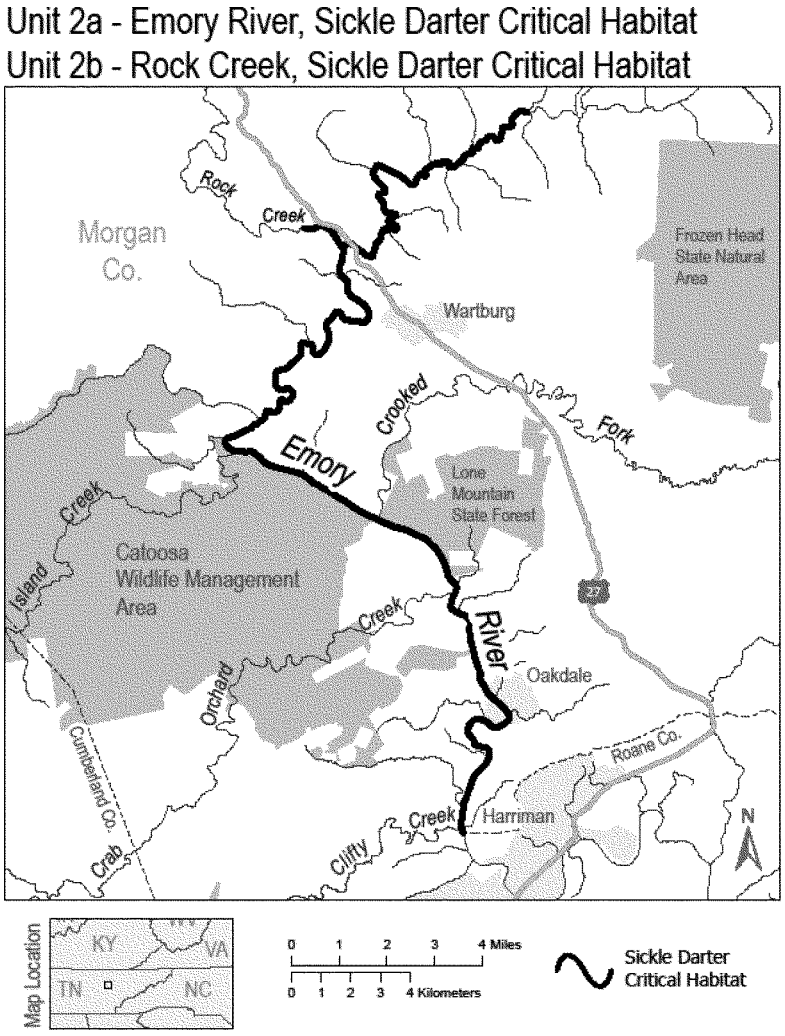


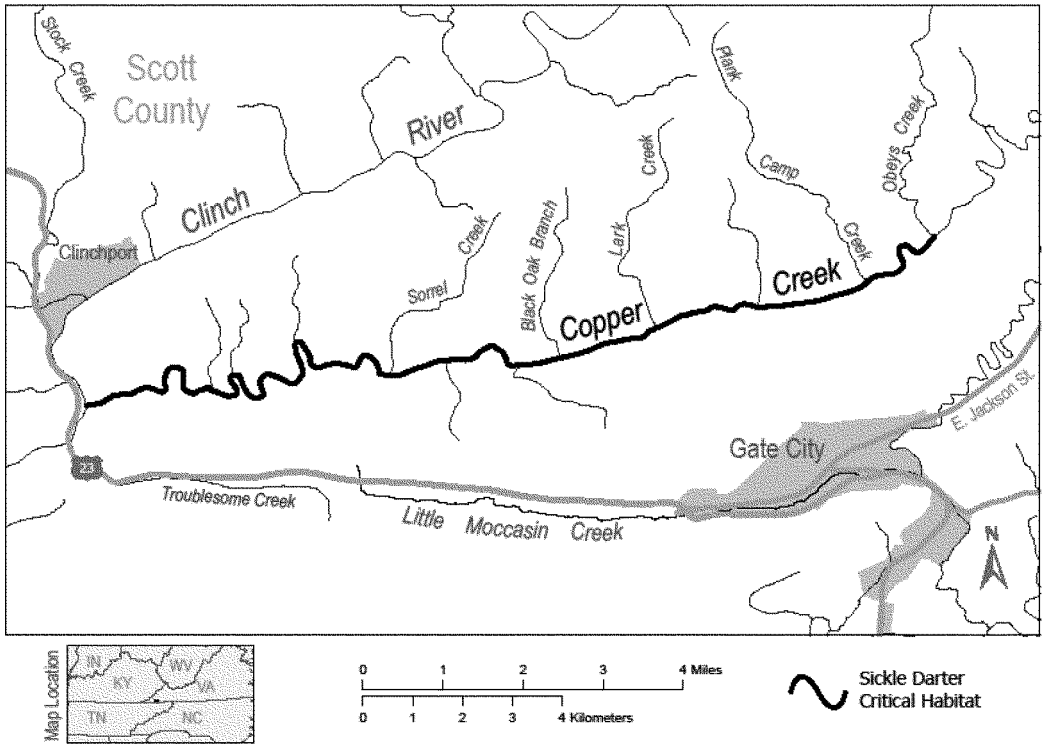
Figure 4 to Sickle Darter (*Percina williamsi*) paragraph (8)(ii)

(8) Unit 3: Copper Creek, Scott County, Virginia.

(i) Unit 3 consists of approximately 13.9 rmi (22.4 rkm) of Copper Creek beginning at the Clinch River confluence and continuing upstream to the Obeys Creek confluence, in Scott County, Virginia. Unit 3 is composed of lands in private ownership.

(ii) Map of Unit 3 follows:

Unit 3 - Copper Creek, Sickle Darter Critical Habitat



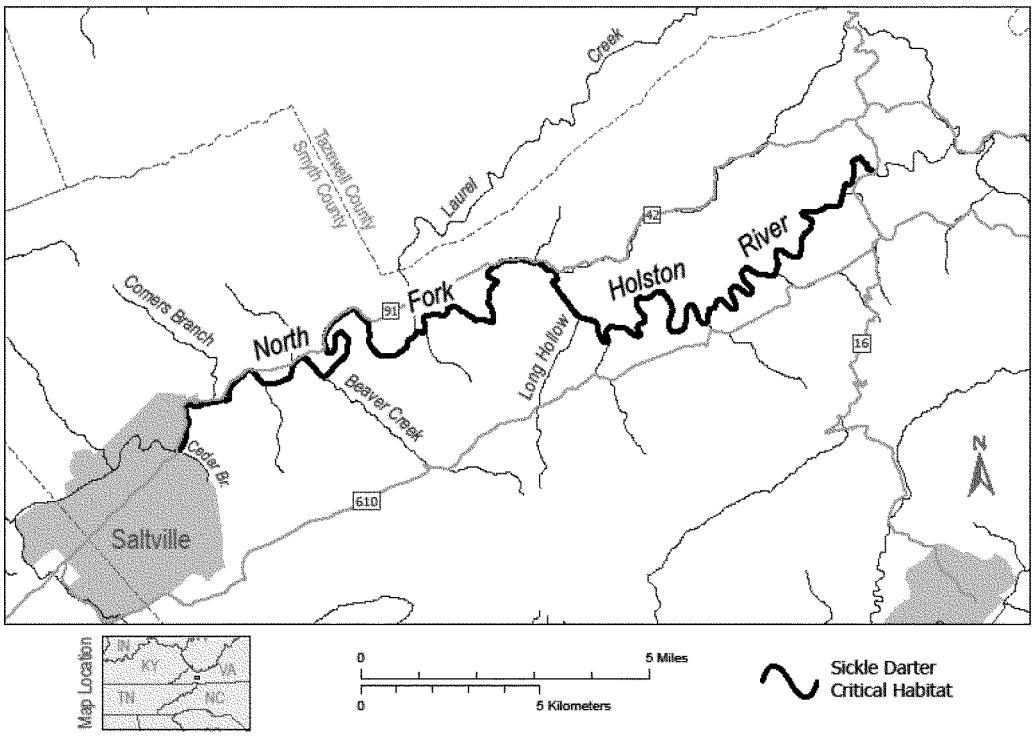
(9) Unit 4: North Fork Holston River, Smyth County, Virginia.

(i) Unit 4 consists of approximately 25.1 rmi (40.4 rkm) of the North Fork Holston River beginning at the Virginia Highway 91 (VA 91) bridge crossing in Smyth County and continuing upstream to the VA 16 bridge crossing, in Smyth County, Virginia. Unit 4 is composed of lands in private ownership.

(ii) Map of Unit 4 follows:

Figure 5 to Sickle Darter (*Percina williamsi*) paragraph (9)(ii)

Unit 4 - North Fork Holston River, Sickle Darter Critical Habitat

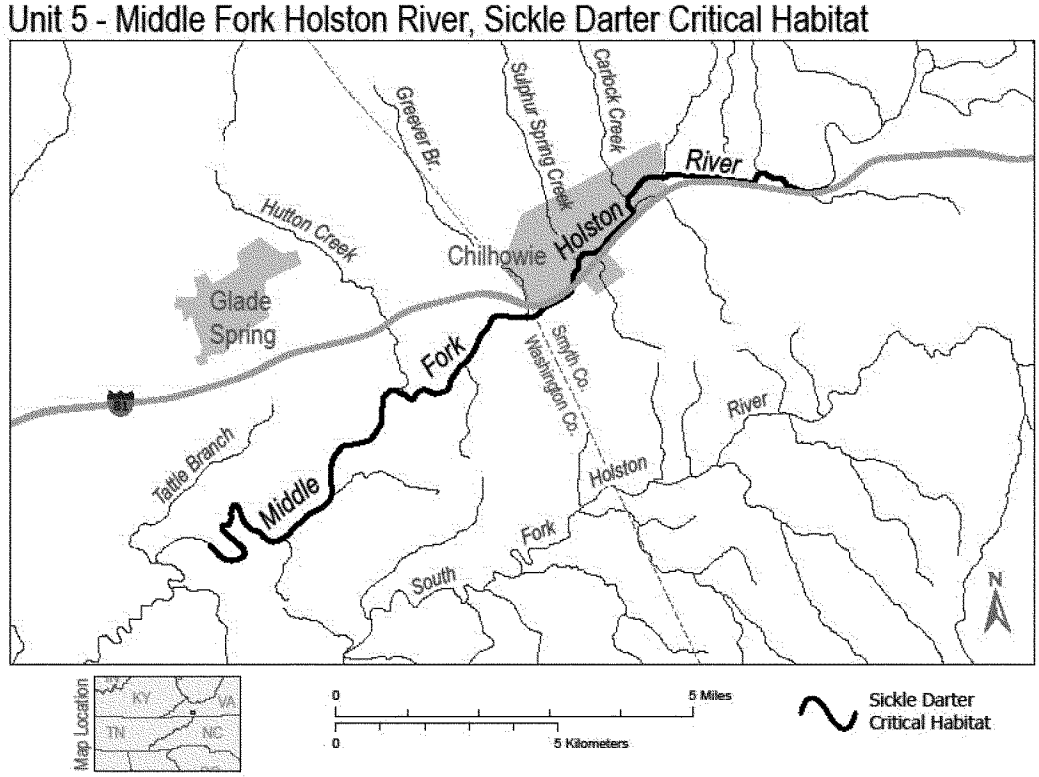


(10) Unit 5: Middle Fork Holston River, Washington and Smyth Counties, Virginia.

(i) Unit 5 consists of approximately 13.7 rmi (22 rkm) of the Middle Fork Holston River beginning at the VA 91 bridge crossing in Washington County and continuing upstream to the U.S. Highway 11 bridge crossing in Smyth County, Virginia. Unit 5 is composed of lands in private ownership.

(ii) Map of Unit 5 follows:

Figure 6 to Sickle Darter (*Percina williamsi*) paragraph (10)(ii)

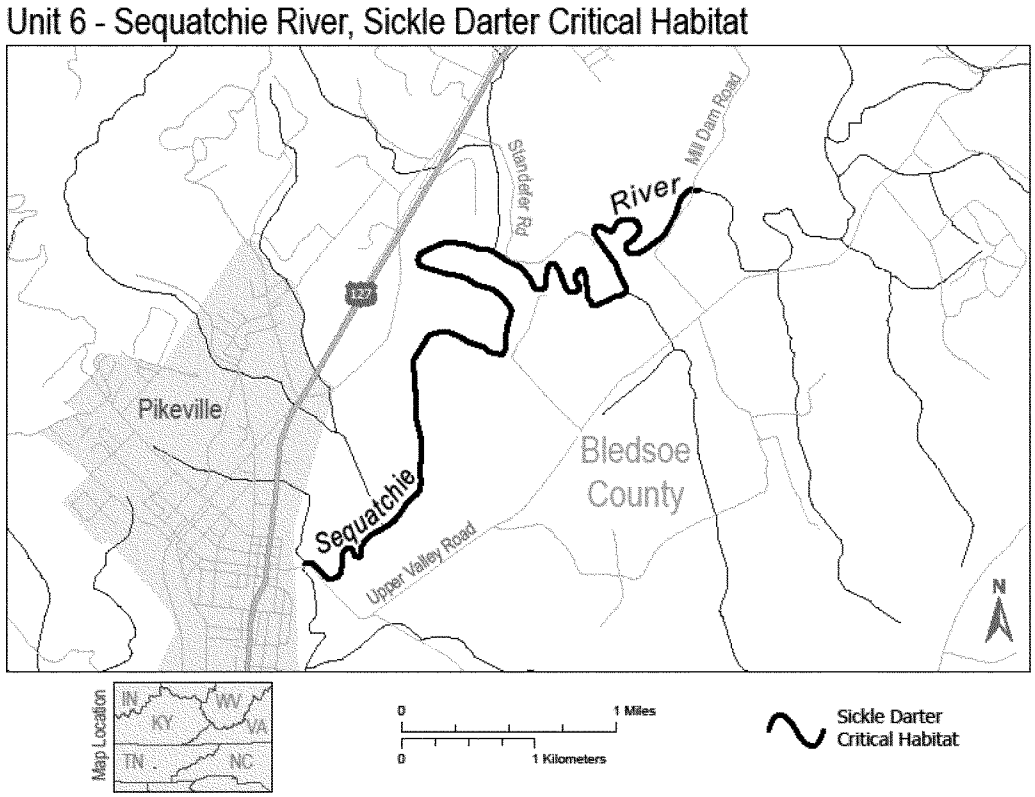


(11) Unit 6: Sequatchie River, Bledsoe County, Tennessee.

(i) Unit 6 consists of approximately 5.4 rmi (8.7 rkm) of the Sequatchie River beginning at the Tennessee Highway 209 bridge crossing and continuing upstream to Cooper Mill dam at 35.630463, –85.15394, in Bledsoe County, Tennessee. Unit 6 is composed of lands in private ownership.

(ii) Map of Unit 6 follows:

Figure 7 to Sickle Darter (*Percina williamsi*) paragraph (11)(ii)



* * * * *

Martha Williams,

Director, U.S. Fish and Wildlife Service.

[FR Doc. 2023–00977 Filed 1–23–23; 8:45 am]

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Notices

Federal Register
Vol. 88, No. 15
Tuesday, January 24, 2023

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

COMMISSION ON CIVIL RIGHTS

Notice of Public Meeting of the Guam Advisory Committee to the U.S. Commission on Civil Rights

AGENCY: U.S. Commission on Civil Rights.

ACTION: Announcement of virtual business meeting.

SUMMARY: Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights (Commission) and the Federal Advisory Committee Act, that the Guam Advisory Committee (Committee) to the U.S. Commission on Civil Rights will hold a virtual business meeting via Zoom at 9:00 a.m. ChST on Tuesday, February 21, 2023, (6:00 p.m. ET on Monday, February 20, 2023) to continue discussing the Committee's project on housing discrimination.

DATES: The meeting will take place on Tuesday, February 21, 2023, from 9:00 a.m.–10:30 a.m. ChST (Monday, February 20, 2023, from 6:00 p.m.–7:30 p.m. ET).

Registration Link (Audio/Visual): https://tinyurl.com/2s3tjuav.

Telephone (Audio Only): Dial (833) 435–1820 USA Toll Free; Meeting ID: 160 400 6634.

FOR FURTHER INFORMATION CONTACT: Kayla Fajota, DFO, at *kfajota@usccr.gov* or (434) 515–2395.

SUPPLEMENTARY INFORMATION: Committee meetings are available to the public through the videoconference link above. Any interested member of the public may listen to the meeting. An open comment period will be provided to allow members of the public to make a statement as time allows. Per the Federal Advisory Committee Act, members of the public who wish to speak during public comment must provide their name to the Commission; however, if a member of the public wishes to join anonymously, please join by phone. If joining via phone, callers can expect to incur regular charges for calls they initiate over wireless lines, according to their wireless plan. The Commission will not refund any incurred charges. Closed captions will be provided for individuals who are deaf, deafblind, or hard of hearing. To request additional accommodations, please email *kfajota@usccr.gov* at least 10 business days prior to the meeting.

Members of the public are also entitled to submit written comments; the comments must be received in the regional office within 30 days following the meeting. Written comments may be emailed to Liliana Schiller at *lschiller@usccr.gov*. Persons who desire additional information may contact the Regional Programs Coordination Unit at (202) 809–9618.

Records generated from this meeting may be inspected and reproduced at the Regional Programs Coordination Unit, as they become available, both before and after the meeting. Records of the meeting will be available via *www.facadatabase.gov* under the Commission on Civil Rights, Guam Advisory Committee link. Persons interested in the work of this Committee are directed to the Commission's website, *http://www.usccr.gov,* or may contact the Regional Programs Coordination Unit at the above phone number.

Agenda

I. Welcome & Roll Call

II. Announcements & Updates

III. Approval of Meeting Minutes

IV. Discussion: Draft Project Proposal

V. Next Steps

VI. Public Comment

VII. Adjournment

Dated: January 18, 2022.

David Mussatt,

Supervisory Chief, Regional Programs Unit.

[FR Doc. 2023–01226 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B–5–2023]

Foreign-Trade Zone 78—Nashville, Tennessee; Application for Expansion of Subzone 78A, Nissan North America, Inc., Smyrna, Tennessee

An application has been submitted to the Foreign-Trade Zones (FTZ) Board by the Metropolitan Government of Nashville and Davidson County, grantee of FTZ 78, requesting expanded subzone status for the facilities of Nissan North America, Inc. (Nissan), located in Smyrna, Tennessee. The application was submitted pursuant to the provisions of the Foreign-Trade Zones Act, as amended (19 U.S.C. 81a–81u), and the regulations of the FTZ Board (15 CFR part 400). It was formally docketed on January 19, 2023.

The application requests authority to expand Site 1 of Subzone 78A by an additional 9 acres. The site is located at 983 Nissan Drive, Smyrna TN. No authorization for additional production activity has been requested at this time.

In accordance with the FTZ Board's regulations, Christopher Kemp of the FTZ Staff is designated examiner to review the application and make recommendations to the Executive Secretary.

Public comment is invited from interested parties. Submissions shall be addressed to the FTZ Board's Executive Secretary and sent to: *ftz@trade.gov.* The closing period for their receipt is March 6, 2023. Rebuttal comments in response to material submitted during the foregoing period may be submitted during the subsequent 15-day period to March 20, 2023.

A copy of the application will be available for public inspection in the ''Online FTZ Information Section'' section of the FTZ Board's website, which is accessible via *www.trade.gov/ftz.*

For further information, contact Christopher Kemp at *Christopher.Kemp@trade.gov.*

Dated: January 19, 2023.

Elizabeth Whiteman,

Acting Executive Secretary.

[FR Doc. 2023–01329 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B–6–2023]

Foreign-Trade Zone (FTZ) 30—Salt Lake City, Utah, Notification of Proposed Production Activity, Albion Laboratories, Inc. (Mineral Amino Acid Chelates), Ogden, Utah

Albion Laboratories, Inc. (Albion) submitted a notification of proposed production activity to the FTZ Board (the Board) for its facilities in Ogden, Utah, within Subzone 30E. The notification conforming to the requirements of the Board's regulations (15 CFR 400.22) was received on January 13, 2023.

Pursuant to 15 CFR 400.14(b), FTZ production activity would be limited to the specific foreign-status materials/components and specific finished products described in the submitted notification (summarized below) and subsequently authorized by the Board. The benefits that may stem from conducting production activity under FTZ procedures are explained in the background section of the Board's website—accessible via *www.trade.gov/ftz*.

The proposed finished products include: calcium bisglycinate; calcium citrate malate; calcium potassium phosphate citrate; chromium nicotinate glycinate chelate; copper bisglycinate; dicalcium malate; dimagnesium malate; ferric glycinate; ferrous bisglycinate; magnesium creatine; magnesium bisglycinate; magnesium lysinate glycinate; manganese bisglycinate; selenium glycinate; and, zinc bisglycinate chelate (duty rate ranges from 3.7% to 6.5%).

The proposed foreign-status materials and components include glycine (aminoacetic acid) and malic acid (duty rates are 4.2% and 4%, respectively). The request indicates that glycine is subject to antidumping/countervailing duty (AD/CVD) orders if imported from certain countries. The Board's regulations (15 CFR 400.14(e)) require that merchandise subject to AD/CVD orders, or items which would be otherwise subject to suspension of liquidation under AD/CVD procedures if they entered U.S. customs territory, be admitted to the zone in privileged foreign (PF) status (19 CFR 146.41). The request also indicates that both glycine and malic acid are subject to duties under section 301 of the Trade Act of 1974 (section 301), depending on the country of origin. The applicable Section 301 decisions require subject merchandise to be admitted to FTZs in PF status. As requested, FTZ authority would be subject to the following restrictions: that (1) all finished products made with PF status glycine be exported, and (2) that any approval for glycine be limited to five years.

Public comment is invited from interested parties. Submissions shall be addressed to the Board's Executive Secretary and sent to: *ftz@trade.gov*. The closing period for their receipt is March 6, 2023.

A copy of the notification will be available for public inspection in the ''Online FTZ Information System'' section of the Board's website.

For further information, contact Diane Finver at *Diane.Finver@trade.gov*.

Dated: January 19, 2023.

Elizabeth Whiteman,

Acting Executive Secretary.

[FR Doc. 2023–01330 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

In the Matter of: Jermaine Craig Rhoomes, Inmate Number: 71655–018, U.S. Penitentiary, 3901 Klein Blvd., Lompoc, CA 93436; Order Denying Export Privileges

On February 5, 2020, in the U.S. District Court for the Middle District of Florida, Jermaine Craig Rhoomes (''Rhoomes'') was convicted of violating Section 38 of the Arms Export Control Act (22 U.S.C. 2778) (''AECA''). Specifically, Rhoomes was convicted of knowingly and willfully exporting and causing to be exported from U.S. to Jamaica, two (2) 7.62-caliber AK47-style rifles; five (5) 5.56-caliber AR15-style rifles; four (4) 9mm-caliber pistols; two (2) .40-caliber pistols; two (2) .45-caliber pistols; 3,315 rounds of ammunition; and 38 firearm magazines, all of which were designated as defense articles on the United States Munitions List at the time of export, without first obtaining the required license or written authorization from the Department of State.

As a result of his conviction, the Court sentenced Rhoomes to 57 months in prison; three years of supervised release, and a $100 speical assessment.

Pursuant to Section 1760(e) of the Export Control Reform Act (''ECRA''),[1] the export privileges of any person who has been convicted of certain offenses, including, but not limited to, Section 38 of AECA, may be denied for a period of up to ten (10) years from the date of his/her conviction. 50 U.S.C. 4819(e) (Prior Convictions). In addition, any Bureau of Industry and Security (BIS) licenses or other authorizations issued under ECRA, in which the person had an interest at the time of the conviction, may be revoked. *Id.*

BIS received notice of Rhoomes's conviction for violating Section 38 of the AECA and, as provided in Section 766.25 of the Export Administration Regulations (''EAR'' or the ''Regulations''), has provided notice and opportunity for Rhoomes to make a written submission to BIS. 15 CFR 766.25.[2] BIS has not received a submission from Rhoomes.

Based upon my review of the record and consultations with BIS's Office of Exporter Services, including its Director, and the facts available to BIS, I have decided to deny Rhoomes's export privileges under the Regulations for a period of 10 years from the date of Rhoomes's conviction. The Office of Exporter Services has also decided to revoke any BIS-issued licenses in which Rhoomes had an interest at the time of his conviction.[3]

Accordingly, it is hereby *ordered*:

First, from the date of this Order until February 5, 2030, Jermaine Craig Rhoomes, with a last known address of Inmate Number: 71655–018, U.S. Penitentary, 3901 Klein Blvd., Lompoc, CA 93436, and when acting for or on his behalf, his successors, assigns, employees, agents or representatives (''the Denied Person''), may not directly or indirectly participate in any way in any transaction involving any commodity, software, or technology (hereinafter collectively referred to as ''item'') exported or to be exported from the United States that is subject to the Regulations, including, but not limited to:

A. Applying for, obtaining, or using any license, license exception, or export control document;

B. Carrying on negotiations concerning, or ordering, buying, receiving, using, selling, delivering, storing, disposing of, forwarding, transporting, financing, or otherwise servicing in any way, any transaction involving any item exported or to be exported from the United States that is subject to the Regulations, or engaging

[1] ECRA was enacted on August 13, 2018, as part of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 and, as amended, is codified at 50 U.S.C. 4801–4852.

[2] The Regulations are currently codified in the Code of Federal Regulations at 15 CFR Parts 730–774 (2022).

[3] The Director, Office of Export Enforcement, is the authorizing official for issuance of denial orders, pursuant to amendments to the Regulations (85 FR 73411, November 18, 2020).

in any other activity subject to the Regulations; or

C. Benefitting in any way from any transaction involving any item exported or to be exported from the United States that is subject to the Regulations, or from any other activity subject to the Regulations.

Second, no person may, directly or indirectly, do any of the following:

A. Export, reexport, or transfer (in-country) to or on behalf of the Denied Person any item subject to the Regulations;

B. Take any action that facilitates the acquisition or attempted acquisition by the Denied Person of the ownership, possession, or control of any item subject to the Regulations that has been or will be exported from the United States, including financing or other support activities related to a transaction whereby the Denied Person acquires or attempts to acquire such ownership, possession, or control;

C. Take any action to acquire from or to facilitate the acquisition or attempted acquisition from the Denied Person of any item subject to the Regulations that has been exported from the United States;

D. Obtain from the Denied Person in the United States any item subject to the Regulations with knowledge or reason to know that the item will be, or is intended to be, exported from the United States; or

E. Engage in any transaction to service any item subject to the Regulations that has been or will be exported from the United States and which is owned, possessed, or controlled by the Denied Person, or service any item, of whatever origin, that is owned, possessed, or controlled by the Denied Person if such service involves the use of any item subject to the Regulations that has been or will be exported from the United States. For purposes of this paragraph, servicing means installation, maintenance, repair, modification, or testing.

Third, pursuant to Section 1760(e) of ECRA (50 U.S.C. 4819(e)) and Sections 766.23 and 766.25 of the Regulations, any other person, firm, corporation, or business organization related to the Denied Person by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or business may also be made subject to the provisions of this Order in order to prevent evasion of this Order.

Fourth, in accordance with Part 756 of the Regulations, the Denied Person may file an appeal of this Order with the Under Secretary of Commerce for Industry and Security. The appeal must be filed within 45 days from the date of this Order and must comply with the provisions of Part 756 of the Regulations.

Fifth, a copy of this Order shall be delivered to the Denied Person and shall be published in the **Federal Register**.

Sixth, this Order is effective immediately and shall remain in effect until February 5, 2030.

John Sonderman,

Director, Office of Export Enforcement.

[FR Doc. 2023–01256 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DT–P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

In the Matter of: Eli Isael Rodriguez-Jasso, Inmate Number: 36482–480, McRae Correctional Institution, P.O. Drawer 55030, McRae Helena, GA 31055; Order Denying Export Privileges

On October 28, 2020, in the U.S. District Court for the Western District of Texas, Eli Isael Rodriguez-Jasso (''Rodriguez-Jasso'') was convicted of violating 18 U.S.C. 554(a). Specifically, Rodriguez-Jasso was convicted knowingly and unlawfully exporting or attempting to export from the United States to Mexico, ammunition and two firearms magazines, in violation of 18 U.S.C. 554. As a result of his conviction, the Court sentenced Rodriguez-Jasso to 46 months in prison, with credit for time served, three years supervised release, and a $100 assessment.

Pursuant to Section 1760(e) of the Export Control Reform Act (''ECRA''),[1] the export privileges of any person who has been convicted of certain offenses, including, but not limited to, 18 U.S.C. 554, may be denied for a period of up to ten (10) years from the date of his/her conviction. 50 U.S.C. 4819(e). In addition, any Bureau of Industry and Security (''BIS'') licenses or other authorizations issued under ECRA, in which the person had an interest at the time of the conviction, may be revoked. *Id.*

BIS received notice of Rodriguez-Jasso's conviction for violating 18 U.S.C. 554. As provided in Section 766.25 of the Export Administration Regulations (''EAR'' or the ''Regulations''), BIS provided notice and opportunity for Rodriguez-Jasso to make a written submission to BIS. 15 CFR 766.25.[2] BIS has not received a written submission from Rodriguez-Jasso.

Based upon my review of the record and consultations with BIS's Office of Exporter Services, including its Director, and the facts available to BIS, I have decided to deny Rodriguez-Jasso's export privileges under the Regulations for a period of six years from the date of Rodriguez-Jasso's conviction. The Office of Exporter Services has also decided to revoke any BIS-issued licenses in which Rodriguez-Jasso had an interest at the time of his conviction.[3]

Accordingly, it is hereby *ordered:*

First, from the date of this Order until October 28, 2026, Eli Isael Rodriguez-Jasso, with a last known address of Inmate Number: 36482–480, McRae Correctional Institution, P.O. Drawer 55030, McRae Helena, GA 31055, and when acting for or on his behalf, his successors, assigns, employees, agents or representatives (''the Denied Person''), may not directly or indirectly participate in any way in any transaction involving any commodity, software or technology (hereinafter collectively referred to as ''item'') exported or to be exported from the United States that is subject to the Regulations, including, but not limited to:

A. Applying for, obtaining, or using any license, license exception, or export control document;

B. Carrying on negotiations concerning, or ordering, buying, receiving, using, selling, delivering, storing, disposing of, forwarding, transporting, financing, or otherwise servicing in any way, any transaction involving any item exported or to be exported from the United States that is subject to the Regulations, or engaging in any other activity subject to the Regulations; or

C. Benefitting in any way from any transaction involving any item exported or to be exported from the United States that is subject to the Regulations, or from any other activity subject to the Regulations.

Second, no person may, directly or indirectly, do any of the following:

A. Export, reexport, or transfer (in-country) to or on behalf of the Denied Person any item subject to the Regulations;

[1] ECRA was enacted on August 13, 2018, as part of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, and as amended is codified at 50 U.S.C. 4801–4852.

[2] The Regulations are currently codified in the Code of Federal Regulations at 15 CFR Parts 730–774 (2022).

[3] The Director, Office of Export Enforcement, is the authorizing official for issuance of denial orders pursuant to amendments to the Regulations (85 FR 73411, November 18, 2020).

B. Take any action that facilitates the acquisition or attempted acquisition by the Denied Person of the ownership, possession, or control of any item subject to the Regulations that has been or will be exported from the United States, including financing or other support activities related to a transaction whereby the Denied Person acquires or attempts to acquire such ownership, possession or control;

C. Take any action to acquire from or to facilitate the acquisition or attempted acquisition from the Denied Person of any item subject to the Regulations that has been exported from the United States;

D. Obtain from the Denied Person in the United States any item subject to the Regulations with knowledge or reason to know that the item will be, or is intended to be, exported from the United States; or

E. Engage in any transaction to service any item subject to the Regulations that has been or will be exported from the United States and which is owned, possessed or controlled by the Denied Person, or service any item, of whatever origin, that is owned, possessed or controlled by the Denied Person if such service involves the use of any item subject to the Regulations that has been or will be exported from the United States. For purposes of this paragraph, servicing means installation, maintenance, repair, modification or testing.

Third, pursuant to Section 1760(e) of ECRA and Sections 766.23 and 766.25 of the Regulations, any other person, firm, corporation, or business organization related to Rodriguez-Jasso by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or business may also be made subject to the provisions of this Order in order to prevent evasion of this Order.

Fourth, in accordance with Part 756 of the Regulations, Rodriguez-Jasso may file an appeal of this Order with the Under Secretary of Commerce for Industry and Security. The appeal must be filed within 45 days from the date of this Order and must comply with the provisions of Part 756 of the Regulations.

Fifth, a copy of this Order shall be delivered to Rodriguez-Jasso and shall be published in the **Federal Register**.

Sixth, this Order is effective immediately and shall remain in effect until October 28, 2026.

John Sonderman,

Director, Office of Export Enforcement.

[FR Doc. 2023–01257 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DT–P

DEPARTMENT OF COMMERCE

International Trade Administration

[A–428–844]

Certain Carbon and Alloy Steel Cut-to-Length Plate From the Federal Republic of Germany: Recission of Antidumping Administrative Review; 2020–2021

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: The U.S. Department of Commerce (Commerce) is rescinding the administrative review of the antidumping duty order on certain carbon and alloy steel cut-to-length plate (CTL plate) from the Federal Republic of Germany (Germany), covering the period of review (POR) May 1, 2021, through April 30, 2022.

DATES: Applicable January 24, 2023.

FOR FURTHER INFORMATION CONTACT: Paul Gill, AD/CVD Operations, Office IX, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–5673.

SUPPLEMENTARY INFORMATION:

Background

On May 2, 2022, Commerce published in the **Federal Register** a notice of opportunity to request an administrative review of the antidumping duty order on CTL plate from Germany, covering the POR.[1] On May 31, 2022, Cleveland-Cliffs Steel LLC, Nucor Corporation, and SSAB Enterprises, LLC (collectively, the petitioners) timely requested that Commerce conduct an administrative review.[2]

On July 14, 2022, Commerce published in the **Federal Register** a notice of initiation of an administrative review with respect to AG der Dillinger Hüttenwerke (Dillinger) in accordance with section 751(a) of the Tariff Act of 1930, as amended (the Act).[3] On July 15, 2022, Commerce released U.S. Customs and Border Protection (CBP) entry data for the POR to all interested parties.[4] On July 19, 2022, Dillinger, the only company subject to this review, filed a no-shipments certification, stating that it did not have any exports, sales, or entries of CTL plate for consumption in the United States during the POR.[5]

On August 4, 2022, Commerce requested entry documentation from CBP,[6] which it placed on the record of this administrative review on October 18, 2022.[7] On October 26, 2022, Dillinger requested additional guidance regarding the information contained in the CBP Entry Documents Memorandum, which Commerce provided on October 28, 2022.[8] On November 7, 2022, Dillinger submitted comments on the CBP Entry Documents Memorandum, as well as additional information Commerce requested in its October 28, 2022, letter.[9]

On December 28, 2022, Commerce found that the information Dillinger provided demonstrated that it had no U.S. sales of subject merchandise during the POR; therefore, Commerce notified interested parties of its intent to rescind the review of Dillinger because the company did not have a reviewable, suspended entry of subject merchandise during the POR.[10] Commerce also provided parties an opportunity to submit comments, including factual information, to demonstrate whether there were reviewable entries during the POR for Dillinger.[11] On January 4, 2023, only Dillinger filed comments regarding Commerce's intent to rescind this review, agreeing that Commerce should rescind the review.[12]

Rescission of Review

Pursuant to 19 CFR 351.213(d)(3), it is Commerce's practice to rescind an administrative review of an antidumping duty order where it concludes that there were no reviewable entries of subject merchandise during the POR for an exporter or producer.[13]

[1] *See Antidumping or Countervailing Duty Order, Finding, or Suspended Investigation; Opportunity to Request Administrative Review and Join Annual Inquiry Service List,* 87 FR 25619 (May 2, 2022).

[2] *See* Petitioners' Letter, ''Request for Administrative Review,'' dated May 31, 2022.

[3] *See Initiation of Antidumping and Countervailing Duty Administrative Reviews,* 87 FR 42144, 42147 (July 14, 2022).

[4] *See* Memorandum, ''Release of Customs Entry Data from U.S. Customs and Border Protection (CBP),'' dated July 15, 2022.

[5] *See* Dillinger's Letter, ''Notice of No Sales,'' dated July 19, 2022.

[6] *See* Memorandum, ''Request for Entry Documentation,'' dated August 4, 2022.

[7] *See* Memorandum, ''Notification of Receipt of U.S. Entry Documents,'' dated October 18, 2022 (CBP Entry Documents Memorandum).

[8] *See* Dillinger's Letter, ''Request for Extension of Comment Period for Entry Documents and for Guidance on the Disclosure of Entry Information,'' dated October 26, 2022; and Commerce's Letter, Guidance for the CBP Entry Documents Memorandum, dated October 28, 2022.

[9] *See* Dillinger's Letters, ''Comments on Entry Documents,'' dated November 7, 2022; and ''Response to Request for Invoice Data,'' dated November 7, 2022.

[10] *See* Memorandum, ''Notice of Intent to Rescind Review,'' dated December 28. 2022.

[11] *Id.*

[12] *See* Dillinger's Letter, ''Comments on Notice of Intent to Rescind Review,'' dated January 4, 2023.

[13] *See, e.g., Welded Line Pipe from the Republic of Turkey: Rescission of the Antidumping Duty*

Normally, upon completion of an administrative review, the suspended entries are liquidated at the antidumping duty assessment rate for the review period.[14] Therefore, for an administrative review to be conducted, there must be a reviewable, suspended entry that Commerce can instruct CBP to liquidate at the calculated antidumping duty assessment rate for the review period.[15] As noted above, there were no entries of subject merchandise from Dillinger during the POR. Accordingly, in the absence of reviewable, suspended entries of subject merchandise during the POR, we are rescinding this administrative review for Dillinger in accordance with 19 CFR 351.213(d)(3).

Assessment

Commerce will instruct CBP to assess antidumping duties on all appropriate entries. Because Commerce is rescinding this review in its entirety, the entries to which this administrative review pertained shall be assessed at rates equal to the cash deposit of estimated antidumping duties required at the time of entry, or withdrawal from warehouse, for consumption, in accordance with 19 CFR 351.212(c)(1)(i). Commerce intends to issue assessment instructions to CBP no earlier than 35 days after the date of publication of this rescission notice in the **Federal Register**.

Cash Deposit Requirements

As Commerce has proceeded to a final rescission of this administrative review, no cash deposit rates will change. Accordingly, the current cash deposit requirements shall remain in effect until further notice.

Administrative Protective Order

This notice serves as a final reminder to parties subject to an administrative protective order (APO) of their responsibility concerning the return or destruction of proprietary information disclosed under APO in accordance with 19 CFR 351.305, which continues to govern business proprietary information in this segment of the proceeding. Timely written notification of the return or destruction of the APO materials or conversion to judicial protective order is hereby requested. Failure to comply with regulations and terms of an APO is a violation, which is subject to sanction.

Administrative Review; 2019–2020, 87 FR 27988 (May 10, 2022).

[14] *See* 19 CFR 351.212(b)(2).

[15] *See* 19 CFR 351.212(d)(3).

Notification to Interested Parties

This notice is issued and published in accordance with sections 751(a)(1) and 777(i)(l) of the Act, and 19 CFR 351.213(d)(4).

Dated: January 19, 2023.

James Maeder,

Deputy Assistant Secretary for Antidumping and Countervailing Duty Operations.

[FR Doc. 2023–01331 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

International Trade Administration

The Association of Universities for Research in Astronomy (AURA) Application(s)for Duty-Free Entry of Scientific Instruments

Pursuant to Section 6(c) of the Educational, Scientific and Cultural Materials Importation Act of 1966 (Pub. L. 89–651, as amended by Pub. L. 106–36; 80 Stat. 897; 15 CFR part 301), we invite comments on the question of whether instruments of equivalent scientific value, for the purposes for which the instruments shown below are intended to be used, are being manufactured in the United States.

Comments must comply with 15 CFR 301.5(a)(3) and (4) of the regulations and be postmarked on or before February 13, 2023. Address written comments to Statutory Import Programs Staff, Room 3720, U.S. Department of Commerce, Washington, DC 20230. Please also email a copy of those comments to *Dianne.Hanshaw@trade.gov.*

Docket Number: 23–004.

Applicant: The Association of Universities for Research in Astronomy, (AURA), 950 N Cherry Avenue, Tucson, AZ 85719. Instrument: (4) Laser Launch Telescopes. Manufacturer: Officina Stellare, S.p.A., Italy. Intended Use: The instrument is intended to be used to study the creation of four artificial stars for the purpose of conducting Adaptive Optics scientific observations. Existing and upcoming next generation optical telescopes require highly reliable 589 nm high power lasers—to generate so-called Guide Star Lasers—for the implementation of adaptive optics facilities. The four Laser Launch Telescopes will be used to project these laser beacons to create a constellation of artificial laser guide star on top of the telescope. The experiments to be conducted: The four Laser Launch Telescopes used as an accessory to the Adaptive Optics system GMAO (currently in development) will propagate a constellation of artificial guide stars to measure the incoming wavefront. The objectives pursued during the investigations will be used on selected nights for selected astronomical targets in hopes of attaining better scientific data. Justification for Duty-Free Entry: According to the applicant, there are no instruments of the same general category manufactured in the United States. Application accepted by Commissioner of Customs: September 7, 2022.

Dated: January 19, 2023.

Gregory W. Campbell,

Director, Subsidies and Economic Analysis, Enforcement and Compliance.

[FR Doc. 2023–01336 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID O648–XC685]

Fisheries of the South Atlantic; Southeast Data, Assessment, and Review (SEDAR); Public Meeting

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of SEDAR 76 South Atlantic Black Sea Bass Assessment Webinar 5.

SUMMARY: The SEDAR 76 assessment of the South Atlantic stock of Black Sea Bass will consist of a series of assessment webinars. See **SUPPLEMENTARY INFORMATION:**

DATES: The SEDAR 76 South Atlantic Black Sea Bass Assessment Webinar 5 is scheduled for Monday, February 13, 2023, from 10 a.m. until 2 p.m., Eastern. The established times may be adjusted as necessary to accommodate the timely completion of discussion relevant to the assessment process. Such adjustments may result in the meeting being extended from or completed prior to the time established by this notice.

ADDRESSES:

Meeting address: The meeting will be held via webinar. The webinar is open to members of the public. Registration for the webinar is available by contacting the SEDAR coordinator via email at *Kathleen.Howington@safmc.net.*

SEDAR address: South Atlantic Fishery Management Council, 4055 Faber Place Drive, Suite 201, N Charleston, SC 29405; *www.sedarweb.org.*

FOR FURTHER INFORMATION CONTACT: Kathleen Howington, SEDAR Coordinator, 4055 Faber Place Drive, Suite 201, North Charleston, SC 29405; phone: (843) 571–4371; email: *Kathleen.Howington@safmc.net.*

SUPPLEMENTARY INFORMATION: The Gulf of Mexico, South Atlantic, and Caribbean Fishery Management Councils, in conjunction with NOAA Fisheries and the Atlantic and Gulf States Marine Fisheries Commissions, have implemented the Southeast Data, Assessment and Review (SEDAR) process, a multi-step method for determining the status of fish stocks in the Southeast Region. SEDAR is a three-step process including: (1) Data Workshop; (2) Assessment Process utilizing webinars; and (3) Review Workshop. The product of the Data Workshop is a data report which compiles and evaluates potential datasets and recommends which datasets are appropriate for assessment analyses. The product of the Assessment Process is a stock assessment report which describes the fisheries, evaluates the status of the stock, estimates biological benchmarks, projects future population conditions, and recommends research and monitoring needs. The assessment is independently peer reviewed at the Review Workshop. The product of the Review Workshop is a Summary documenting panel opinions regarding the strengths and weaknesses of the stock assessment and input data. Participants for SEDAR Workshops are appointed by the Gulf of Mexico, South Atlantic, and Caribbean Fishery Management Councils and NOAA Fisheries Southeast Regional Office, Highly Migratory Species Management Division, and Southeast Fisheries Science Center. Participants include: data collectors and database managers; stock assessment scientists, biologists, and researchers; constituency representatives including fishermen, environmentalists, and non-governmental organizations (NGOs); international experts; and staff of Councils, Commissions, and state and federal agencies.

The items of discussion at the SEDAR 76 South Atlantic Black Sea Bass Assessment Webinar 5 are as follows: Discuss any remaining data issues, model development, and model setup. Finalize data and assessment discussion.

Although non-emergency issues not contained in this agenda may come before this group for discussion, those issues may not be the subject of formal action during this meeting. Action will be restricted to those issues specifically identified in this notice and any issues arising after publication of this notice that require emergency action under section 305(c) of the Magnuson-Stevens Fishery Conservation and Management Act, provided the public has been notified of the intent to take final action to address the emergency.

Special Accommodations

This meeting is accessible to people with disabilities. Requests for auxiliary aids should be directed to the South Atlantic Fishery Management Council office (see **ADDRESSES**) at least 5 business days prior to the meeting.

Note: The times and sequence specified in this agenda are subject to change.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: January 19, 2023.

Rey Israel Marquez,

Acting Deputy Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2023–01309 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XC712]

Marine Mammals; File No. 22156

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; receipt of application for permit amendment.

SUMMARY: Notice is hereby given that Douglas Nowacek, Ph.D., Nicholas School of the Environment, Duke University Marine Laboratory, 135 Duke Marine Lab Rd., Beaufort, NC 28516, has applied for an amendment to Scientific Research Permit No. 22156–02.

DATES: Written, telefaxed, or email comments must be received on or before February 23, 2023.

ADDRESSES: The application and related documents are available for review by selecting ''Records Open for Public Comment'' from the ''Features'' box on the Applications and Permits for Protected Species (APPS) home page, *https://apps.nmfs.noaa.gov,* and then selecting File No. 22156 mod No. 9 from the list of available applications. These documents are also available upon written request via email to *NMFS.Pr1Comments@noaa.gov.*

Written comments on this application should be submitted via email to *NMFS.Pr1Comments@noaa.gov.* Please include File No. 22156 mod 9 in the subject line of the email comment.

Those individuals requesting a public hearing should submit a written request via email to *NMFS.Pr1Comments@noaa.gov.* The request should set forth the specific reasons why a hearing on this application would be appropriate.

FOR FURTHER INFORMATION CONTACT: Amy Hapeman or Shasta McClenahan, Ph.D., (301)427–8401.

SUPPLEMENTARY INFORMATION: The subject amendment to Permit No. 22156–02 is requested under the authority of the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 *et seq.*), the regulations governing the taking and importing of marine mammals (50 CFR part 216), the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), and the regulations governing the taking, importing, and exporting of endangered and threatened species (50 CFR parts 222–226).

Permit No. 22156, issued on May 8, 2020, (85 FR 35637), authorizes the permit holder to conduct research on 31 cetacean species in U.S. and international waters of the North Atlantic Ocean. Species include endangered blue (*Balaenoptera musculus*); fin (*B. physalus*); sei (*B. borealis*); and sperm (*Physeter macrocephalus*) whales. The purpose of the research is to study cetacean behavior, foraging ecology, body condition, health status, population structure, and use of and response to sounds. The permit authorizes surveys by vessel and an unmanned aircraft system (UAS) to approach, count, observe, photograph, remotely measure, and track cetaceans. During surveys, researchers may conduct acoustic playback trials, collect biological samples, and tag (suction-cup or dart) animals, with some species receiving two tags at a time. Non-target cetaceans in the vicinity of research may be unintentionally harassed. Biological samples collected in international waters may be imported into the United States and cell lines may be developed from tissue samples. Two minor amendments to the permit were issued to update biopsy sampling mitigation measures (Permit No. 22156–01; January 29, 2021) and expand the use of UAS to all authorized species (Permit No. 22156–02; May 23, 2022). The permit holder is requesting to amend the permit to allow dart tagging of juveniles and adults of 12 species currently authorized for other research methods: Atlantic spotted dolphins (*Stenella frontalis*); blue whales; bottlenose dolphins (*Tursiops truncatus*); clymene

dolphins (*S. clymene*); false killer whales (*Pseudorca crassidens*); melon-headed whales (*Peponocephala electra*); minke whales (*B. acutorostrata*); pantropical spotted dolphins (*S. attenuata*); pygmy killer whales (*Feresa attenuata*); Risso's dolphins (*Grampus griseus*); sei whales; and short-beaked common dolphins (*Delphinus delphis*). Annual take numbers currently authorized for each species would not increase, but would be reallocated to allow for dart tagging of 50 animals of each species of baleen whale and 30 animals of each odontocete species annually. In addition, the permit holder is requesting to reallocate takes of fin whales to increase the number of whales authorized for dart tagging from 10 to 50 whales per year. The purpose of the amendment is to continue to monitor the movement and distribution of these species along the U.S. East Coast; this is work that was previously conducted with a collaborator under a separate research permit. The amendment would be valid for the duration of the permit, until May 31, 2025.

In compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), an initial determination has been made that the activity proposed is categorically excluded from the requirement to prepare an environmental assessment or environmental impact statement.

Concurrent with the publication of this notice in the **Federal Register**, NMFS is forwarding copies of this application to the Marine Mammal Commission and its Committee of Scientific Advisors.

Dated: January 18, 2023.

Amy Sloan,

Acting Chief, Permits and Conservation Division, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 2023–01292 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

RIN 0648–BI59

Atlantic Highly Migratory Species; Amendment 14 to the 2006 Consolidated Atlantic Highly Migratory Species Fishery Management Plan

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of agency decision.

SUMMARY: NMFS announces the approval of Amendment 14 to the 2006 Consolidated Atlantic Highly Migratory Species (HMS) Fishery Management Plan (FMP). Amendment 14 revises the mechanism or ''framework'' used in establishing quotas and related management measures for Atlantic shark fisheries. The revised framework will modify the procedures followed in establishing the acceptable biological catch (ABC) and annual catch limits (ACLs) for Atlantic sharks and the process used to account for carryover or underharvests of quotas. It will also allow the option to phase-in ABC control rules and to adopt multi-year overfishing status determination criteria in some circumstances. Amendment 14 does not make changes to the current quotas or other management measures. Any operational changes to fishery management measures as a result of Amendment 14 would be considered in future rulemakings, as appropriate.

DATES: Amendment 14 was approved on January 18, 2023.

ADDRESSES: Electronic copies of Amendment 14 to the 2006 Consolidated HMS FMP may be obtained on the internet at *https://www.fisheries.noaa.gov/action/amendment-14-2006-consolidated-hms-fishery-management-plan-shark-quota-management.*

FOR FURTHER INFORMATION CONTACT: Guy DuBeck (*Guy.DuBeck@noaa.gov*), Karyl Brewster-Geisz (*Karyl.Brewster-Geisz@noaa.gov*), or Ann Williamson (*Ann.Williamson@noaa.gov*) by email, or by phone at 301–427–8503.

SUPPLEMENTARY INFORMATION: Atlantic HMS fisheries (tunas, billfish, swordfish, and sharks) are managed under the authority of the Atlantic Tunas Convention Act (16 U.S.C. 971 *et seq.*) and the Magnuson-Stevens Conservation and Management Act (Magnuson-Stevens Act; 16 U.S.C. 1801 *et seq.*). The 2006 Consolidated Atlantic HMS FMP (2006 Consolidated HMS FMP) and its amendments are implemented by regulations at 50 CFR part 635.

The Magnuson-Stevens Act requires that any FMP or FMP amendment be consistent with 10 National Standards (NS). Specifically, NS1 requires ''conservation and management measure shall prevent overfishing while achieving, on a continuing basis, the optimum yield from each fishery for the United States fishing industry.'' In 2016, NMFS revised the NS1 guidelines to improve, streamline, and enhance their utility for managers and the public to facilitate compliance with the requirements of the Magnuson-Stevens Act and provide management flexibility in doing so (81 FR 71858, October 18, 2016). The revised NS1 guidelines have provided NMFS the opportunity to increase management flexibility to ensure scientific uncertainty and variability in shark harvests are accurately accounted for.

Amendment 14 modifies the mechanism or ''framework'' used to establish ABC and ACLs for Atlantic shark stocks and management complexes. The new framework incorporates several of the management options in the 2016 revised NS1 guidelines that allow for more flexibility to respond to current conditions in Atlantic shark fisheries. Specifically, Amendment 14 will establish the management measures described below.

ABC Control Rule: Implement a general approach to the development of ABC control rules for Atlantic shark stocks and management complexes. The tiered ABC control rule will categorize stocks or management complexes into appropriate tiers, taking into account the stock status of the species, data availability, and data uncertainty in the development of the ABCs. Because of the technical complexity in determining the appropriate level of scientific uncertainty for all stocks across all the different methodologies used in past shark stock assessments, NOAA Fisheries may phase-in the ABC control rule changes for some shark stocks over time.

Phase-In ABC Control Rule: Phase-in ABC control rules to allow NMFS to phase in changes in the ABC over up to a three-year period, as long as overfishing is prevented. A phase-in ABC control rule allows for greater flexibility in setting the ABC following a stock assessment.

ACL Development: Actively manage all sector ACLs (commercial and recreational) and establish an ACL for each Atlantic shark management group (*i.e.,* a group of shark species that are combined for quota management purposes), without commercial ACL species linkage considerations. This will help ensure the ACL remains below the ABC and improve accountability and monitoring across all sectors.

Carry-Over of Underharvested ACL: Change the carry-over provisions to allow carry-over of unused quota to the next year, only for underharvest of commercial quotas (landings only) under certain conditions (*i.e.,* the stock is not overfished and not experiencing overfishing), as long as the overall ACL remains below the ABC. Carry-over allows for fuller utilization of available commercial ACLs, helping to achieve optimum yield.

Multi-Year Overfishing Status Determination Criteria: Apply multi-year overfishing status determination criteria to determine if a stock is undergoing overfishing. When an assessment is conducted, NMFS would use a completed stock assessment to determine overfishing status, and outside of an assessment year, NMFS may compare a three-year rolling average of catch to the overfishing limit to determine the overfishing status.

NMFS published a Notice of Availability for draft Amendment 14 on September 24, 2020 (85 FR 60132). The comment period closed on December 31, 2020, and NMFS received 10 written comments. NMFS presented information on draft Amendment 14 at three public webinars and the HMS Advisory Panel meeting in December 2020. Additional oral comments were collected at the Gulf of Mexico and South Atlantic Fishery Management Council meetings in November and December 2020, respectively.

In response to commenters' requests for more information, NMFS published a supplement to draft Amendment 14 on January 24, 2022 (87 FR 3504). The comment period closed on March 10, 2022, and details were presented at one public webinar and at the HMS Advisory Panel meeting in February 2022. Eight written comments were received during the public comment period.

All of the comments received on draft Amendment 14 to the 2006 Consolidated HMS FMP and the supplemental document and responses to those comments can be found in final Amendment 14 to the 2006 Consolidated HMS FMP, at *https://www.fisheries.noaa.gov/action/amendment-14-2006-consolidated-hms-fishery-management-plan-shark-quota-management.*

NMFS has determined that Amendment 14 is consistent with the 2006 Consolidated HMS FMP, the Magnuson-Stevens Act, and other applicable law. Amendment 14 establishes the general framework through which specific management measures would later be developed and adopted, therefore there are no implementing regulations associated with this amendment. Any changes to the management and quotas of HMS-managed Atlantic sharks would be considered in future rulemakings.

Authority: 16 U.S.C. 971 *et seq.* and 1801 *et seq.*

Dated: January 18, 2023.

Samuel D. Rauch, III,

Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Service.

[FR Doc. 2023–01225 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XC659]

Takes of Marine Mammals Incidental to Specified Activities; Taking Marine Mammals Incidental to Pile Driving for the Long Beach Cruise Terminal Improvement Project

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; issuance of renewal Incidental Harassment Authorization (IHA).

SUMMARY: In accordance with the regulations implementing the Marine Mammal Protection Act (MMPA), as amended, notification is hereby given that NMFS has issued a renewal IHA to Carnival Corporation & GHD (Carnival) to harass marine mammals incidental to pile driving for the Long Beach Cruise Terminal improvement project at the Port of Long Beach, California.

DATES: This renewal IHA is valid from January 18, 2023 through December 9, 2023.

FOR FURTHER INFORMATION CONTACT: Craig Cockrell, Office of Protected Resources, NMFS, (301) 427–8401. Electronic copies of the original application, Renewal request, and supporting documents (including NMFS **Federal Register** notices of the original proposed and final authorizations, and the previous IHA), as well as a list of the references cited in this document, may be obtained online at: *https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act.* In case of problems accessing these documents, please call the contact listed above.

SUPPLEMENTARY INFORMATION:

Background

The Marine Mammal Protection Act (MMPA) prohibits the ''take'' of marine mammals, with certain exceptions. Sections 101(a)(5)(A) and (D) of the MMPA (16 U.S.C. 1361 *et seq.*) direct the Secretary of Commerce (as delegated to NMFS) to allow, upon request, the incidental, but not intentional, taking of small numbers of marine mammals by U.S. citizens who engage in a specified activity (other than commercial fishing) within a specified geographical region if certain findings are made and either regulations are proposed or, if the taking is limited to harassment, a notice of a proposed incidental take authorization is provided to the public for review.

Authorization for incidental takings shall be granted if NMFS finds that the taking will have a negligible impact on the species or stock(s) and will not have an unmitigable adverse impact on the availability of the species or stock(s) for taking for subsistence uses (where relevant). Further, NMFS must prescribe the permissible methods of taking and other ''means of effecting the least practicable adverse impact'' on the affected species or stocks and their habitat, paying particular attention to rookeries, mating grounds, and areas of similar significance, and on the availability of such species or stocks for taking for certain subsistence uses (referred to here as ''mitigation measures''). Monitoring and reporting of such takings are also required. The meaning of key terms such as ''take,'' ''harassment,'' and ''negligible impact'' can be found in section 3 of the MMPA (16 U.S.C. 1362) and the agency's regulations at 50 CFR 216.103.

NMFS' regulations implementing the MMPA at 50 CFR 216.107(e) indicate that IHAs may be renewed for additional periods of time not to exceed one year for each reauthorization. In the notice of proposed IHA for the initial authorization, NMFS described the circumstances under which we would consider issuing a renewal for this activity, and requested public comment on a potential renewal under those circumstances. Specifically, on a case-by-case basis, NMFS may issue a one-time one-year renewal IHA following notice to the public providing an additional 15 days for public comments when (1) up to another year of identical or nearly identical, or nearly identical, activities as described in the Detailed Description of Specified Activities section of the initial IHA issuance notice is planned or (2) the activities as described in the Detailed Description of Specified Activities section of the initial IHA issuance notice would not be completed by the time the initial IHA expires and a renewal would allow for completion of the activities beyond that described in the **DATES** section of the initial IHA issuance, provided all of the following conditions are met:

(1) A request for renewal is received no later than 60 days prior to the needed renewal IHA effective date (recognizing

that the renewal IHA expiration date cannot extend beyond 1 year from expiration of the initial IHA).

(2) The request for renewal must include the following:

- An explanation that the activities to be conducted under the requested renewal IHA are identical to the activities analyzed under the initial IHA, are a subset of the activities, or include changes so minor (*e.g.,* reduction in pile size) that the changes do not affect the previous analyses, mitigation and monitoring requirements, or take estimates (with the exception of reducing the type or amount of take).
- A preliminary monitoring report showing the results of the required monitoring to date and an explanation showing that the monitoring results do not indicate impacts of a scale or nature not previously analyzed or authorized.

(3) Upon review of the request for renewal, the status of the affected species or stocks, and any other pertinent information, NMFS determines that there are no more than minor changes in the activities, the mitigation and monitoring measures will remain the same and appropriate, and the findings in the initial IHA remain valid.

An additional public comment period of 15 days (for a total of 45 days), with direct notice by email, phone, or postal service to commenters on the initial IHA, is provided to allow for any additional comments on the proposed renewal. A description of the renewal process may be found on our website at: *www.fisheries.noaa.gov/national/marine-mammal-protection/incidental-harassment-authorization-renewals.*

History of Request

On November 19, 2019, NMFS issued an IHA to Carnival to take marine mammals incidental to pile driving for the Long Beach Cruise Terminal improvement project in Long Beach, California (84 FR 64833), effective from November 19, 2019 through November 18, 2020. The original IHA was reissued in 2020 (85 FR 81452) and again in 2021 (86 FR 54943), with the latter of these referred to herein as the ''initial IHA'' for purposes of this renewal IHA. On November 30, 2022, NMFS received an application for the renewal of that original IHA. As described in the application for renewal IHA, the activities for which incidental take is requested are nearly identical to those covered through the initial authorization. No activity has yet been conducted under any of the issued IHAs and, therefore, there are no monitoring results to report. The notice of the proposed renewal IHA was published on December 29, 2023 (87 FR 80173).

Description of the Specified Activities and Anticipated Impacts

Carnival was issued an initial authorization for take of marine mammals incidental to in-water construction activities associated with the Port of Long Beach Cruise Terminal Improvement Project in Long Beach, California. The purpose of the project is to make improvements to its existing berthing facilities at the Long Beach Cruise Terminal at the Queen Mary located at Pier H in the Port of Long Beach, in order to accommodate a new, larger class of cruise ships. As described in detail in the notice of proposed IHA for the original IHA (October 11, 2019; 84 FR 54867), in-water construction will include installation of a maximum of 49 permanent, 36-inch (91.4 centimeters (cm)) steel pipe piles using impact and vibratory pile driving. A minor change to the in-water construction activities was described in the renewal request by Carnival. In addition to the 49 permanent piles, 30 24-inch temporary steel pipe piles will be placed to provide a template for placement of the permanent piles. Vibratory driving and removal will be used for the temporary piles. Pile driving activities were initially expected to occur over a period of approximately 26 days. Including the aforementioned minor change to the proposed construction activities, pile driving activities are likely to occur over a longer total duration. Sounds produced by these activities may result in take, by Level A harassment and Level B harassment, of marine mammals located in Long Beach, California. In addition, related dredging activities will occur for approximately 30 days. No take of marine mammals is anticipated to occur incidental to the planned dredging. No work has been completed under the original IHA or subsequent reissuances.

Incidental takes to the in-water pile driving and removal and dredging in this renewal will be at the same level as authorized in the initial IHA. Five marine mammal species are expected to experience Level B harassment and one species has the potential for Level A harassment (see *Estimated Take*).

All documents related to the original and initial IHAs are available on our website: *https://www.fisheries.noaa.gov/action/incidental-take-authorization-cruise-terminal-improvement-project-port-long-beach-ca.*

Detailed Description of the Activity

A detailed description of the activity is available in the proposed IHA renewal notice (December 29, 2022; 87 FR 80173).

This renewal IHA is effective for a period of one year from the date of expiration of the initial IHA.

Description of Marine Mammals

A description of the marine mammals in the area of the activities for which authorization of take is proposed here, including information on abundance, status, distribution, and hearing, may be found in the notices of the proposed and final IHAs for the original authorization. NMFS has reviewed the recent draft Stock Assessment Reports (SARs), information on relevant Unusual Mortality Events (UME), and other scientific literature, and determined that neither this nor any other new information affects which species or stocks have the potential to be affected or the pertinent information in the Description of the Marine Mammals in the Area of Specified Activities contained in the supporting documents for the original IHA.

It should be noted that the Final 2021 NMFS' Marine Mammal SARs updated stock abundances for short-beaked common dolphins and long-beaked common dolphins (Carretta *et al.,* 2022). For short-beaked common dolphins the abundance increased slightly from the original IHA stock abundance estimate of 969,861 individuals to 1,056,308 individuals. For long-beaked common dolphins the abundance decreased from the initial IHA stock abundance estimate of 101,305 individuals to 83,379 individuals. None of these population trends impact the findings made in support of the original IHA. Additional information on all stocks affected by this action is available in the NMFS' U.S. Pacific SARs (available online at: *https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-stock-assessments*).

Potential Effects on Marine Mammals and Their Habitat

A description of the potential effects of the specified activity on marine mammals and their habitat for the activities for which the authorization of take is proposed here may be found in the notices of the proposed and final IHAs for the initial authorization. NMFS has reviewed recent draft SARs, information on relevant UME, and other scientific literature, and determined that neither this nor any other new information affects our initial analysis of impacts on marine mammals and their habitat.

Estimated Take

A detailed description of the methods and inputs used to estimate take for the specified activity are found in the notices of the proposed and final IHAs for the original authorization. Specifically, the source levels and marine mammal density/occurrence data applicable to this authorization remain unchanged from the previously issued IHA. Similarly, the stocks taken, methods of take, and types of take remain unchanged from the previously issued IHA, as do the number of takes, which are indicated below in Table 1.

TABLE 1—ESTIMATED TAKE BY LEVEL A AND LEVEL B HARASSMENT, BY SPECIES AND STOCK, RESULTING FROM PROPOSED CARNIVAL PROJECT ACTIVITIES

Common name	Stock	Level A take	Total proposed take	Proposed take as percentage of stock
Short-beaked common dolphin	CA/OR/WA	0	942	0.10
Long-beaked common dolphin	California	0	942	0.92
Common bottlenose dolphin	Coastal California	0	122	26.93
California sea lion	U.S	0	2,232	0.87
Harbor seal	California	5	984	3.18

Description of Mitigation, Monitoring and Reporting Measures

The proposed mitigation, monitoring, and reporting measures included as requirements in this authorization are identical to those included in the **Federal Register** notice announcing the issuance of the original IHA, and the discussion of the least practicable adverse impact included in that document and the notice of the proposed IHA remains accurate. The following standard mitigation measures are proposed for this renewal.

- Conduct briefings between construction supervisors and crews and the marine mammal monitoring team prior to the start of all pile driving activity, and when new personnel join the work, to explain responsibilities, communication procedures, marine mammal monitoring protocol, and operational procedures;
- For in-water heavy machinery work other than pile driving (*e.g.,* standard barges, *etc.*), if a marine mammal comes within 10 m, operations shall cease and vessels shall reduce speed to the minimum level required to maintain steerage and safe working conditions. This type of work could include the following activities: (1) movement of the barge to the pile location; or (2) positioning of the pile on the substrate via a crane (*i.e.,* stabbing the pile);
- Work may only occur during daylight hours, when visual monitoring of marine mammals can be conducted;
- For those marine mammals for which Level B harassment take has not been requested, in-water pile driving will shut down immediately if such species are observed within or entering the monitoring zone (*i.e.,* Level B harassment zone); and,
- If take reaches the authorized limit for an authorized species, pile installation will be stopped as these species approach the Level B harassment zone to avoid additional take.

Additional mitigation measures proposed for this renewal are as follows.

- Shutdown zones as specified in the proposed IHA vibratory pile driving will be implemented.
- The use of seven protected species observers (PSO) that will be placed on vessels at entrances to the Port of Long Beach outside the breakwaters to observe marine mammals traveling into the shutdown zones.
- Soft start procedures for impact pile driving consisting of an initial set of strikes from the hammer at reduced energy, with each strike followed by a 30-second waiting period.
- The use of a marine pile-driving energy attenuator (*i.e.,* air bubble curtain system) will be implemented by Carnival during impact and vibratory pile driving of all steel pipe piles.
- Prior to the start of daily in-water construction activity, or whenever a break in pile driving of 30 minutes or longer occurs, PSOs will observe the shutdown and monitoring zones for a period of 30 minutes.
- Carnival will only conduct pile driving activities during daylight hours.

Monitoring and reporting requirements associated with this renewal are as follows.

- A total of seven PSOs will be based on land and vessels will monitor pile driving 30 minutes before, during, and 30 minutes after pile driving activities.
- Observers will be required to use approved data forms.
- A draft report will be submitted to NMFS within 90 days of the completion of marine mammal monitoring. The report will include marine mammal observations pre-activity, during-activity, and post-activity during pile driving days (and associated PSO data sheets).

Comments and Responses

NMFS received no public comments on the proposed Renewal IHA.

Determinations

The construction activities are nearly identical to those analyzed for the original IHA, as are the method of taking and the effects of the action. The addition of the 30 temporary 24-inch steel piles does not increase the size of the Level A and Level B harassment zones. In analyzing the effects of the activities for the original IHA, NMFS determined that the Carnival's activities will have a negligible impact on the affected species or stocks and that the authorized take numbers of each species or stock were small relative to the relevant stocks (*e.g.,* less than one-third of the abundance of all stocks). Although some marine mammal abundances have changed since the original IHA, none of this new information affects NMFS' determinations supporting issuance of the original and initial IHAs. The mitigation measures and monitoring and reporting requirements as described above are identical to the initial IHA.

NMFS has concluded that there is no new information suggesting that our analysis or findings should change from those reached for the initial IHA. This includes consideration of the estimated abundance of short-beaked common dolphins and long-beaked common dolphins decreasing/increasing slightly. Based on the information and analysis contained here and in the referenced documents, NMFS has determined the following: (1) the required mitigation measures will effect the least practicable impact on marine mammal species or stocks and their habitat; (2) the authorized takes will have a negligible impact on the affected marine mammal species or stocks; (3) the authorized takes represent small numbers of marine

mammals relative to the affected stock abundances; (4) Carnival's activities will not have an unmitigable adverse impact on taking for subsistence purposes as no relevant subsistence uses of marine mammals are implicated by this action, and; (5) appropriate monitoring and reporting requirements are included.

National Environmental Policy Act

To comply with the National Environmental Policy Act of 1969 (NEPA; 42 U.S.C. 4321 *et seq.*) and NOAA Administrative Order (NAO) 216–6A, NMFS must review our proposed action (*i.e.,* issuance of an IHA renewal) with respect to potential impacts on the human environment. This action is consistent with categories of activities identified in Categorical Exclusion B4 (incidental harassment authorizations with no anticipated serious injury or mortality) of the Companion Manual for NOAA Administrative Order 216–6A, which do not individually or cumulatively have the potential for significant impacts on the quality of the human environment and for which we have not identified any extraordinary circumstances that would preclude this categorical exclusion. Accordingly, NMFS determined that the issuance of the initial IHA qualified to be categorically excluded from further NEPA review. NMFS has preliminarily determined that the application of this categorical exclusion remains appropriate for this renewal IHA.

Endangered Species Act

No incidental take of ESA-listed species is authorized or expected to result from this activity. Therefore, NMFS has determined that formal consultation under section 7 of the ESA is not required for this action.

Renewal

NMFS has issued a renewal IHA to Carnival for the take of marine mammals incidental to conducting pile driving for the Long Beach Cruise Terminal improvement project at the Port of Long Beach, California from January 18, 2023 to December 9, 2023.

Dated: January 18, 2023.

Kimberly Damon-Randall,

Director, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 2023–01245 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XC615]

CIE Review of the Atlantis Ecosystem Model in Support of Ecosystem-Based Fishery Management in the Gulf of Mexico Large Marine Ecosystem

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

ACTION: Notice of public meeting.

SUMMARY: The NMFS will convene a peer-review of the Gulf of Mexico (GOM) Atlantis ecosystem model, in support of ecosystem-based fishery management in the Gulf of Mexico (GOM) large marine ecosystem. The purpose of the meeting is to facilitate a formal peer-review of the GOM Atlantis ecosystem model, to evaluate the model performance characteristics and to identify any appropriate EBFM applications in the southeast region that the GOM Atlantis model could be used to simulate. The external and independent peer review will be conducted by the Center for Independent Experts (CIE), which is a NOAA-supported, formal scientific peer-review process for evaluating scientific information to ensure quality and credibility. The public is invited to attend the presentations and discussions between the CIE review panel and the scientists who have participated in the development and internal, peer-review of the GOM Atlantis model.

DATES: The public portion of the Review of the Atlantis Ecosystem Model in Support of Ecosystem-Based Fishery Management in the Gulf of Mexico Large Marine Ecosystem Meeting will be held March 28th, 2023–March 30th, 2023, with an open session for public comment on March 30th, from 9:30–11:30 a.m. eastern. Please see the **SUPPLEMENTARY INFORMATION** for the daily meeting agenda.

ADDRESSES: The meeting will be available via Google Meet (*meet.google.com/pxj-bdic-zwh*), or in-person at the Florida Fish and Wildlife Research Institute (100 8th Ave. SE, St. Petersburg, FL 33701), in the 3rd floor conference room.

FOR FURTHER INFORMATION CONTACT: Michelle Masi, phone: 727–551–5729; email: *michelle.masi@noaa.gov*.

SUPPLEMENTARY INFORMATION: For further information, please visit the Gulf Council's Facebook page at *https://www.facebook.com/GulfCouncil/,* or their main web page at *https://gulfcouncil.org/*.

Daily Meeting Agenda—GOM Atlantis Model (CIE) Peer Review Meeting

The agenda is subject to change; all times are in Eastern Time and are approximate. Times may change, at the discretion of the Peer Review meeting facilitator.

Tentative Agenda

(*Final agenda to be provided two weeks prior to the meeting*).

Review of the Atlantis Ecosystem Model in Support of Ecosystem-Based Fishery Management in the Gulf of Mexico Large Marine Ecosystem

March 28—March 30, 2023

Florida Fish and Wildlife Research Institute, 100 8th Avenue SE, St. Petersburg FL 33701

Tuesday March 28th, 2023

9–9:30 a.m. Introduction to the role of Atlantis ecosystem model at the Southeast Fisheries Science Center (Michelle Masi)
9:30–10 a.m. History, goals, and evolution of Atlantis model development at NWFSC and CSIRO (Isaac Kaplan)
10–10:20 a.m. Current and potential role of Atlantis ecosystem models for the Gulf of Mexico Integrated Ecosystem Assessment and/or Council's Fishery Ecosystem Plan (Chris Kelble/Mandy Karnauskas)
Break
10:30–12 p.m. Overview of mechanics, assumptions, and functional forms of Atlantis (Cameron Ainsworth/Holly Perryman)
Lunch
1–2 p.m. Continued: Overview of mechanics, assumptions, and functional forms of Atlantis (Cameron Ainsworth/Holly Perryman)
Break
2:15–3:30 p.m. Context from earlier model versions: larval dispersal, seagrass routine/dynamics, changes in fishing pressure scenarios (Cameron Ainsworth/Holly Perryman)
3:30–4:30 p.m. Panel deliberation—1 hr

Wednesday March 29th, 2023

Published Atlantis model (Cameron Ainsworth/Holly Perryman)

9- 9:30 a.m. Aims of the modeling effort
9:30—9:45 a.m. Geography and functional groups
9:45—10:30 a.m. Data (Cameron Ainsworth)

- Lower trophic levels
- Fish
- Protected species
- Fisheries and management representation

Break

10:45–12 p.m. Example applications and recent publications (Cameron Ainsworth)

- Testing management scenarios
- Cumulative impacts of groundfish fisheries
- Forage fish harvest and effects on food web
- Linking of Atlantis to economic impacts models

Lunch

1–2:30 p.m. Model calibration and fits to history (Cameron Ainsworth/ Holly Perryman)

- Estimates of unfished biomass
- Sensitivity to fixed fishing mortalities, estimates of MSY and FMSY
- Fits to historical data
- Sensitivity to initial conditions

2:30–3:30 p.m. Handling of uncertainty (Cameron Ainsworth/ Holly Perryman)

- Bounded scenarios—uncertainty in biomass estimates
- Bounded scenarios—uncertainty in rate parameters

3:30–4 p.m. Discussion regarding the appropriate role of this model for management needs defined in TOR 1.

4–5 p.m. Panel deliberation

Thursday, March 30th, 2023

Public Comment & CIE Panel Discussion and Q&As

9:30–11:30 a.m. Public Comment (Open to the Public)

Lunch

12:30–2:30 p.m. Extra time to discuss any provided model diagnostic material

The meeting is open to the public; however, will only be able to provide input during the public comments session (March 30th, from 9:30–11:30 a.m. ET).

Special Accommodations

This meeting is physically accessible to people with disabilities. Special requests should be directed to Michelle Masi, via email.

Dated: January 18, 2023.

Jennifer M. Wallace,

Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2023–01223 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XC697]

Gulf of Mexico Fishery Management Council; Public Meeting

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of a public meeting.

SUMMARY: The Gulf of Mexico Fishery Management Council (Council) will hold a one-day in-person meeting of its Data Collection Advisory Panel (AP).

DATES: The meeting will be held Monday, February 13, 2023; 9 a.m.–4 p.m., EST.

ADDRESSES: The meeting will take place at the Gulf Council office. Registration information will be available on the Council's website by visiting *www.gulfcouncil.org* and clicking on the ''meeting tab''.

Council address: Gulf of Mexico Fishery Management Council, 4107 W. Spruce Street, Suite 200, Tampa, FL 33607; telephone: (813) 348–1630.

FOR FURTHER INFORMATION CONTACT: Dr. Lisa Hollensead, Fishery Biologist, Gulf of Mexico Fishery Management Council; *lisa.hollensead@gulfcouncil.org,* telephone: (813) 348–1630.

SUPPLEMENTARY INFORMATION:

Monday, February 13, 2023; 9 a.m.–4 p.m., EST.

The meeting will begin with Introductions, Election of Chair and Vice Chair, Adoption of Agenda, Approval of Meeting Summary from the September 14, 2021 meeting, and review of Scope of Work. Following, the Advisory Panel will review and discuss the following presentations and background materials for Proposed Electronic Reporting in the Commercial Coastal Logbook Program, Update on the Southeast For-Hire Integrated Electronic Reporting program, State Specific Private Angler Licensing and Reporting Requirements, Mote Marine Lab on Electronic Monitoring Research and Development of Fishery Ecosystem Plan.

The Advisory Panel will discuss any items under Other Business and review public comment, if any.

— Meeting Adjourns

The meeting will also be broadcast via webinar. You may register for the webinar by visiting *www.gulfcouncil.org* and clicking on the AP meeting on the calendar.

The Agenda is subject to change, and the latest version along with other meeting materials will be posted on *www.gulfcouncil.org* as they become available.

Special Accommodations

The meeting is physically accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aid should be directed to Kathy Pereira, (813) 348–1630, at least 5 days prior to the meeting date.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: January 19, 2023.

Rey Israel Marquez,

Acting Deputy Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2023–01310 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XC506]

Draft 2022 Marine Mammal Stock Assessment Reports

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; request for comments and new information.

SUMMARY: NMFS reviewed the Alaska, Atlantic, and Pacific regional marine mammal stock assessment reports (SARs) in accordance with the Marine Mammal Protection Act (MMPA). SARs for marine mammals in the Alaska, Atlantic, and Pacific regions were revised according to new information. NMFS solicits public comments on the draft 2022 SARs. NMFS is also requesting new information for strategic stocks that were not updated in 2022.

DATES: Comments must be received by April 24, 2023.

ADDRESSES: The 2022 draft SARs are available in electronic form via the internet at *https://www.fisheries.noaa.gov/national/marine-mammal-protection/draft-marine-mammal-stock-assessment-reports.*

Copies of the Alaska Regional SARs may be requested from Nancy Young, Alaska Fisheries Science Center; copies of the Atlantic, Gulf of Mexico, and Caribbean Regional SARs may be requested from Elizabeth Josephson, Northeast Fisheries Science Center; and copies of the Pacific Regional SARs may be requested from Jim Carretta,

Southwest Fisheries Science Center (see **FOR FURTHER INFORMATION CONTACT** below).

You may submit comments on this document, identified by NOAA–NMFS–2022–0130, by any of the following methods:

- *Electronic Submission:* Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to *https://www.regulations.gov* and enter NOAA–NMFS–2022–0130 in the Search box. Click on the ''Comment'' icon, complete the required fields, and enter or attach your comments.
- *Mail:* Submit written comments to Dr. Zachary Schakner, Protected Species Science Branch, Office of Science and Technology, National Marine Fisheries Service, 1315 East-West Highway, Silver Spring, MD 20910–3226, Attn: Stock Assessments.

Instructions: Comments sent by any other method, to any other address or individual, or received after the end of the comment period, may not be considered by NMFS. All comments received are a part of the public record and will generally be posted for public viewing on *www.regulations.gov* without change. All personal identifying information (*e.g.,* name, address, etc.), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter ''N/A'' in the required fields if you wish to remain anonymous).

FOR FURTHER INFORMATION CONTACT: Zachary Schakner, Office of Science and Technology, 301–427–8106, *Zachary.Schakner@noaa.gov;* Nancy Young, 206–526–4297, *Nancy.Young@noaa.gov,* regarding Alaska regional stock assessments; Elizabeth Josephson, 508–495–2362, *Elizabeth.Josephson@noaa.gov,* regarding Atlantic, Gulf of Mexico, and Caribbean regional stock assessments; or Jim Carretta, 858–546–7171, *Jim.Carretta@noaa.gov,* regarding Pacific regional stock assessments.

SUPPLEMENTARY INFORMATION:

Background

Section 117 of the MMPA (16 U.S.C. 1361 *et seq.*) requires NMFS and the U.S. Fish and Wildlife Service (FWS) to prepare stock assessments for each stock of marine mammals occurring in waters under the jurisdiction of the United States, including the U.S. Exclusive Economic Zone (EEZ). These stock assessment reports (SARs) must contain information regarding the distribution and abundance of the stock, population growth rates and trends, estimates of annual human-caused mortality and serious injury (M/SI) from all sources, descriptions of the fisheries with which the stock interacts, and the status of the stock. Initial SARs were completed in 1995.

The MMPA requires NMFS and FWS to review the SARs at least annually for strategic stocks and stocks for which significant new information is available, and at least once every 3 years for non-strategic stocks. The term ''strategic stock'' means a marine mammal stock: (A) for which the level of direct human-caused mortality exceeds the potential biological removal level or PBR (defined by the MMPA as the maximum number of animals, not including natural mortalities, that may be removed from a marine mammal stock while allowing that stock to reach or maintain its optimum sustainable population); (B) which, based on the best available scientific information, is declining and is likely to be listed as a threatened species under the Endangered Species Act (ESA) within the foreseeable future; or (C) which is listed as a threatened species or endangered species under the ESA or is designated as depleted under the MMPA. NMFS and FWS are required to revise a SAR if the review indicates that the status of the stock has changed or can be more accurately determined.

In order to ensure that marine mammal SARs constitute the best scientific information available, the updated SARs under NMFS' jurisdiction are peer-reviewed within NMFS Science Centers and by members of three regional independent Scientific Review Groups established under the MMPA to independently advise NMFS and the FWS. As a result of time involved in the assessment of new scientific information, revision, and peer-review of the SARs, the period covered by the 2022 draft SARs is 2016 through 2020. While this represents a time lag, the extensive peer review process ensures the SARs are based upon the best scientific information available.

NMFS reviewed the status of all marine mammal strategic stocks and considered whether significant new information was available for all other stocks under NMFS' jurisdiction. As a result of this review, NMFS revised reports for 25 stocks in the Alaska, Atlantic, and Pacific regions to incorporate new information. The 2022 revisions to the SARs include proposed revisions to stock structures, updated or revised human-caused M/SI estimates, and updated abundance estimates. Additionally, revised stock structure is proposed for all North Pacific humpback whale stocks and Southeast Alaska harbor porpoises following the process outlined in NMFS' procedural directive (NMFS 2019). Proposed revisions to stock structure and the addition of new reports resulted in five newly designated strategic stocks and three newly designated non-strategic stocks. No stocks changed in status from ''non-strategic'' to ''strategic.'' Eight Western North Atlantic common bottlenose dolphin stocks changed from ''strategic'' status to ''non-strategic.''

NMFS solicits public comments on the draft 2022 SARs. To ensure NMFS is aware of new information relevant to all strategic stocks, NMFS also requests new information for strategic stocks that were not updated in 2022. Specifically, new relevant information could include peer-reviewed information on human-caused M/SI, fishery interactions, abundance, distribution, population structure, habitat concerns, and other information on emerging concerns for strategic stocks that could be incorporated into the SARs.

North Pacific Humpback Whale Stocks

The three existing North Pacific humpback whale stocks (Central North Pacific and Western North Pacific stocks contained in the Alaska regional SAR and the CA/OR/WA stock contained in the Pacific regional SAR) are proposed to be replaced by five stocks to better align with the 2016 listing of humpback whale distinct population segments (DPSs) under the Endangered Species Act (ESA, 81 FR 62260, September 8, 2016). While the criteria for determining stocks under the MMPA and DPSs under the ESA are different, these units are both based on the best scientific information available and consider population structure, which, in some cases, may result in the units being equivalent in practice.

In revising North Pacific humpback whale stock structure, NMFS followed the process outlined in its procedural directive 02–204–03: Reviewing and Designating Stocks and Issuing Stock Assessment Reports under the Marine Mammal Protection Act (NMFS 2019). NMFS evaluated multiple lines of evidence, including genetics and movement data, to identify three demographically independent populations (DIPs), as well as four ''units'' that may contain one or more DIPs (Martien *et al.* 2021, Taylor *et al.* 2021, Wade *et al.* 2021, Oleson *et al.* 2022). From these DIPs and units, NMFS proposes designating five new humpback whale stocks in the North Pacific: the Western North Pacific, Hawai'i, and Mexico-North Pacific stocks contained in the Alaska regional SAR; and the Mainland Mexico-CA-OR-WA and the Central America/Southern

Mexico-CA-OR-WA stocks contained in the Pacific regional SAR.

Western North Pacific Humpback Whale Stock

NMFS evaluated the ESA-listed Western North Pacific (WNP) DPS as a potential stock under the MMPA and found strong lines of evidence (movements and genetics) that it is composed of multiple DIPs (Oleson *et al.* 2022). At present, two units can be defined: the Philippines/Okinawa-Northern Pacific unit that winters near the Philippines and Okinawa and summers primarily off the Russian mainland, and the Mariana Islands/Ogasawara-Northern Pacific unit that winters off the Mariana Archipelago and other unidentified areas and summers off the Commander Islands and other feeding grounds off the Russian coast in the Bering Sea. It is possible that these units contain multiple DIPs, but the available data and analyses are not sufficient to evaluate that possibility at this time. Given the lack of data on distribution, movement, and abundance of these two units, there is no clear conservation benefit to splitting the humpback whales that belong to the WNP DPS into two MMPA stocks. Thus, the humpback whales that belong to the WNP DPS listed under the ESA are proposed to comprise a single stock under the MMPA.

The proposed WNP humpback whale stock (contained in the Alaska SAR), contains the WNP DPS, which is listed as endangered under the ESA (81 FR 62259, September 2016, Oleson *et al.* 2022) and would, therefore, be considered a strategic and depleted stock under the MMPA. The abundance estimate was derived from a reanalysis of the 2004–2006 Structure of Populations, Levels of Abundance and Status of Humpback Whales in the North Pacific (SPLASH) data (Wade 2021). The annual human-caused M/SI is estimated for the entire stock (4.46, which exceeds the calculated stock-wide PBR of 3.4), as well as for the portion of the stock that spends time in U.S. waters (0.06, which is below the calculated U.S.-only PBR of 0.2); however, observers have not been assigned to several U.S. fisheries that are known to interact with this stock, and bycatch in foreign fisheries is often unreported or data are not available, making the estimated M/SI an underestimate.

Hawai'i Humpback Whale Stock

NMFS evaluated the Hawai'i DPS identified under the ESA as a potential stock under the MMPA and found strong lines of evidence (movements and genetics) that indicate the Hawai'i DPS contains at least two units: the Hawai'i-southeast Alaska/northern British Columbia DIP (Hawai'i-SEA/NBC DIP) and the Hawai'i-North Pacific unit (Hawai'i-NorPac unit) (Wade *et al.* 2021). There may be sufficient data to delineate further DIPs within the Hawai'i -NorPac unit, but the photographic data have not been fully stratified in the way required to evaluate additional putative DIPs (Wade *et al.* 2021). Given the lack of a current abundance estimate for the Hawai'i-NorPac unit and spatial information on this unit in Hawaiian waters, there is no clear conservation benefit to splitting the humpback whales that belong to the Hawai'i DPS into two MMPA stocks. Thus, the humpback whales that belong to the Hawai'i DPS identified under the ESA are proposed to comprise a single stock under the MMPA (81 FR 62259, September 2016).

The proposed Hawai'i humpback whale stock (contained in the Alaska SAR) includes the Hawai'i DPS of humpback whales (81 FR 62259, September 2016).Wade *et al.* 2021), which is not listed under the ESA. The proposed Hawai'i stock of humpback whales does not include whales from any listed DPSs and, therefore, would not be considered depleted nor strategic under the MMPA due to its ESA status. It would also not be strategic because total annual human-caused M/SI (19.6) does not exceed the proposed stock's PBR (127). The draft SAR presents a new estimate of abundance that was derived from a species distribution model and represents the peak abundance of humpback whales around the main Hawaiian Islands during 2020 (Becker *et al.* 2022). Because the estimate is derived from the model output for a specific one-month time period, this may under-represent the full abundance of whales that overwinter in the region because individual whales may not have a very long residence time in Hawai'i.

Mexico-North Pacific and Mainland Mexico—CA-OR-WA Humpback Whale Stocks

NMFS evaluated the ESA-listed Mexico DPS as a potential stock under the MMPA and found strong lines of evidence (movements and genetics) for two units within the Mexico DPS: a DIP composed of whales that winter in the waters off mainland Mexico (MMex) and summer off of the contiguous U.S. West Coast, referred to as the MMex-CA/OR/WA DIP (Martien *et al.* 2021), and a unit of humpback whales that winter in mainland Mexico and the Revillagigedo Archipelago and summer in more northerly waters (mainly in Alaska and to a lesser extent in Russia), referred to as the Mex-NPac unit (Martien *et al.* 2021). Available movement data suggest the existence of multiple DIPs within the Mex-NPac unit, but the photographic data have not been stratified in the way required to formally evaluate additional putative DIPs (Martien *et al.* 2021). NMFS evaluated the conservation and management benefits and risks associated with managing these humpback whales and determined that managing these two units as separate stocks under the MMPA provides greater potential conservation benefit than managing them as a single stock that contains the entire DPS. Thus, the humpback whales that belong to the Mexico DPS are proposed to comprise two stocks under the MMPA: the Mex-NPac stock and the MMex-CA-OR-WA stock.

The proposed Mex-NPac humpback whale stock (contained in the Alaska SAR) includes the portion of the humpback whales from the Mexico DPS that winter in mainland Mexico and the Revillagigedo Archipelago and mainly summer in Alaska and to a lesser extent in Russia (Bettridge *et al.* 2015, Martien *et al.* 2021). The Mexico DPS is listed as threatened under the ESA; and, therefore, the proposed Mex-NPac humpback whale stock would be considered depleted and strategic under the MMPA. The minimum population estimate for the stock is considered unknown; and, therefore, PBR is undetermined. The annual human-caused M/SI in U.S. waters is estimated to be 0.56 whales.

The proposed MMex-CA-OR-WA humpback whale stock (contained in the Pacific SAR) includes the portion of the humpback whales from the Mexico DPS that winter in the waters off mainland Mexico and summer off of the contiguous U.S. West Coast (Bettridge *et al.* 2015, Martien *et al.* 2021). The Mexico DPS is listed as threatened under the ESA; and, therefore, the proposed MMex-CA-OR-WA humpback whale stock would be considered depleted and strategic under the MMPA. The draft SAR presents a new estimate of abundance derived from the difference between the mark-recapture estimate for humpbacks off the U.S. West Coast (Calambokidis and Barlow 2020) and the Central America/Southern Mexico—CA-OR-WA humpback whale stock (Curtis *et al.* 2022). The estimated annual human-caused M/SI is 30.7 humpback whales, which does not exceed the proposed stock's PBR (32.5).

Central America/Southern Mexico-CA-OR-WA Humpback Whale Stock

NMFS evaluated the ESA-listed Central America DPS as a potential stock under the MMPA and found strong lines of evidence (movements and genetics) that the Central America DPS contains a single DIP: the Central America/Southern Mexico-CA/OR/WA (CenAm/SMex-CA/OR/WA) DIP (Taylor *et al.* 2021). Thus, the humpback whales that belong to the Central America DPS identified under the ESA are proposed to comprise a single stock under the MMPA.

The proposed CenAm/SMex-CA-OR-WA humpback whale stock (contained in the Pacific SAR) includes the Central America DPS of humpback whales, which is listed as endangered under the ESA (Bettridge *et al.* 2015, Taylor *et al.* 2021) and would, therefore, be considered depleted and strategic under the MMPA. The draft SAR presents a new estimate of abundance derived from spatial capture-recapture methods based on photographic data of whales wintering in southern Mexico and Central America between 2019 and 2021 (Curtis *et al.* 2022). The estimated annual human-caused M/SI is 18.4, which exceeds the proposed stock's PBR (2.6).

Alaska Reports

NMFS reviewed new information for 35 existing stocks (including all of the strategic stocks) in the Alaska Region and updated information or developed new reports for nine stocks under NMFS' jurisdiction: four strategic stocks (Southern Southeast Alaska Inland Waters harbor porpoise, Western North Pacific humpback whales, Mexico-North Pacific humpback whales, and Western Arctic bowhead whales) and five non-strategic stocks (Eastern Bering Sea beluga whales, Eastern North Pacific Alaska Resident killer whales, Northern Southeast Alaska Inland Waters harbor porpoise, Yakutat/Southeast Alaska Offshore Waters harbor porpoise, and Hawai'i humpback whales). A list of the new or revised SARs in 2022 for the Alaska region is presented in Table 1, followed by a summary of the more notable revisions for particular stocks within the Alaska region aside from humpback whales (see above). Information on the remaining Alaska region stocks can be found in the final 2021 SARs (Muto *et al.* 2022).

TABLE 1—LIST OF MARINE MAMMAL STOCKS IN THE ALASKA REGION REVISED IN 2022

Strategic stocks	Non-strategic stocks
• Bowhead whale, Western Arctic*	• Beluga whale, Eastern Bering Sea.*
• Harbor porpoise, Southern Southeast Alaska Inland Waters†	• Killer whale, Eastern North Pacific Alaska Resident.*
• Humpback whale, Mexico-North Pacific†	• Harbor porpoise, Northern Southeast Alaska Inland Waters.†
• Humpback whale, Western North Pacific†	• Harbor porpoise, Yakutat/Southeast Alaska Offshore Waters.†
	• Humpback whale, Hawai'i.†

* Includes updated abundance estimates.
† Denotes a new stock.

Southeast Alaska Harbor Porpoises

The Southeast Alaska harbor porpoise stock is proposed to be split into three stocks, all contained within one SAR: the Northern Southeast Alaska (N–SEAK) Inland Waters, Southern Southeast Alaska (S–SEAK) Inland Waters, and Yakutat/Southeast Alaska (Y–SEAK) Offshore Waters harbor porpoise stocks. In revising stock structure, NMFS followed the process outlined in its procedural directive 02–204–03: Reviewing and Designating Stocks and Issuing Stock Assessment Reports under the Marine Mammal Protection Act (NMFS 2019). Multiple lines of evidence (genetics, trends in abundance, and discontinuous distribution) supported delineation of two DIPs within the inland waters of southeast Alaska. Until additional information is available to evaluate potential structure within the offshore waters, the remaining harbor porpoise offshore in southeast Alaska were grouped into a single unit (Zerbini *et al.* 2022). NMFS evaluated the conservation and management benefits and risks associated with managing these harbor porpoise and determined that managing the two DIPs and single unit as separate stocks under the MMPA provides greater potential conservation benefit than managing them as a single stock. Thus, the Southeast Alaska harbor porpoise stock is proposed to be split into three stocks corresponding with the DIPs and unit identified in Zerbini *et al.* (2022). The draft SAR presents abundance estimates for the proposed N–SEAK and S–SEAK harbor porpoise stocks, derived from a vessel survey in 2019. A current abundance estimate is not available for the proposed Y–SEAK stock.

The draft SAR includes a reassessment of human-caused M/SI to reflect the new proposed stock boundaries. The annual human-caused M/SI estimated for the proposed N–SEAK Inland Waters stock (5.6) does not exceed the calculated PBR (13 Also, the N–SEAK Inland Waters stock is not designated as depleted under the MMPA nor listed as threatened or endangered under the ESA. Therefore, the N–SEAK Inland Waters stock of harbor porpoise is not classified as a strategic stock.

The annual human-caused M/SI estimated for the proposed S–SEAK Inland Waters stock (7.4) exceeds the calculated PBR (6.1); therefore, the stock would be considered strategic. However, the S–SEAK Inland Waters stock is not designated as depleted under the MMPA nor listed as threatened or endangered under the ESA. A current abundance estimate for the proposed Y–SEAK stock is not available.

Beluga Whale, Eastern Bering Sea Stock

NMFS withdrew the final 2020 EBS beluga whale SAR to allow for consultation with NMFS co-management partner, the Alaska Beluga Whale Committee, and is subsequently revising the SAR in 2022. The revised report contains an updated best estimate of abundance, derived from a 2017 aerial line-transect survey and corrected for various biases, of 12,269 beluga whales. This is an increase from the 2000 estimate of 6,994, which was considered to be an underestimate. Other sources of potential negative bias may still affect the estimate but additional information is necessary for further refinement. The estimated annual human-caused M/SI (227) is less than the calculated PBR (267). Also, the Eastern Bering Sea stock is not designated as depleted under the MMPA nor listed as threatened or endangered under the ESA. Therefore, the Eastern Bering Sea stock of beluga whales is not classified as a strategic stock.

Atlantic Reports

In 2022, NMFS reviewed all stocks in the Atlantic region for new information

(including the Atlantic Ocean, Gulf of Mexico, and U.S. territories in the Caribbean) under NMFS' jurisdiction and revised reports for 11 stocks (Table 2). Since the time the previous SAR was published for the Northern Gulf of Mexico Stock of Bryde's whale, the stock has been recognized as a distinct species known as Rice's whale, (*Balaneoptera ricei*) (Rosel *et al.* 2021) and its ESA species designation has been updated (86 FR 47022, DATE). Therefore, the Northern Gulf of Mexico Bryde's whale SAR has been updated to reflect the name changes and is now the Northern Gulf of Mexico Rice's whale SAR. The remaining revisions to SARs in the Atlantic region consist primarily of updated abundance estimates and revised human-caused M/SI estimates for common bottlenose dolphin stocks. Eight Western North Atlantic common bottlenose dolphin stocks changed from ''strategic'' status to ''non-strategic.'' A list of the new or revised SARs in 2022 for the Atlantic region is presented in Table 2, followed by a summary of the more notable revisions for particular stocks within the Atlantic region. Information on the remaining Atlantic region stocks can be found in the final 2021 SARs (Hayes *et al.* 2022).

TABLE 2—LIST OF MARINE MAMMAL SARS IN THE ATLANTIC REGION REVISED IN 2022

Strategic stocks	Non-strategic stocks
• North Atlantic right whale	• Common bottlenose dolphin, Northern South Carolina Estuarine System Stock.*
• Rice's whale (previously Bryde's whale)	• Common bottlenose dolphin, Charleston Estuarine System Stock.
	• Common bottlenose dolphin, Northern Georgia/Southern South Carolina Estuarine System Stock.
	• Common bottlenose dolphin, Central Georgia Estuarine System Stock.
	• Common bottlenose dolphin, Southern Georgia Estuarine System Stock.
	• Common bottlenose dolphin, Jacksonville Estuarine System Stock.
	• Common bottlenose dolphin, Indian River Lagoon Estuarine System Stock.*
	• Common bottlenose dolphin, Biscayne Bay Stock.
	• Common bottlenose dolphin, Florida Bay Stock.

* Includes updated abundance estimates.

North Atlantic Right Whale, Western North Atlantic

The new abundance estimate calculated for the western North Atlantic right whale stock is 338 individuals, which is a decrease from the previous estimate of 368 individuals contained in the final 2021 report. This updated estimate is based on a published state-space model of the sighting histories of individual whales identified using photo-identification techniques (Pace *et al.* 2017, Pace 2021). It reflects the overall low reproductive rate of the species and the impacts of the ongoing Unusual Mortality Event declared in 2017 (NMFS 2022), which, for the covered time period, includes 78 dead, seriously injured, or sub-lethally injured or ill whales (*i.e.,* morbidity cases, which are now included in the SAR for the first time) primarily due to vessel strikes and entanglements in fishing gear.

Pacific Reports

In 2022, NMFS reviewed all 85 stocks in the Pacific region (waters along the U.S. West Coast, within waters surrounding the main and Northwestern Hawaiian Islands, and within waters surrounding U.S. territories in the Western Pacific) for new information, and revised SARs for five stocks (four strategic and one non-strategic). A list of revised SARs in 2022 for the Pacific region is presented in Table 3. Information on the remaining Pacific region stocks can be found in the final 2021 SARs (Carretta *et al.* 2022). Following development of the draft 2022 SARs, NMFS published new population information for the Eastern North Pacific (ENP) gray whale. As a result, we plan to revise the ENP gray whale SAR in the 2023 cycle to incorporate the updated information.

TABLE 3—LIST OF MARINE MAMMAL SARS IN THE PACIFIC REGION REVISED IN 2022

Strategic stocks	Non-strategic stocks
• Killer whale, Eastern North Pacific Southern Resident*	• Cuvier's beaked whale, California/Oregon/Washington.
• Hawaiian monk seal.*	
• Humpback whale, Central America/Southern Mexico-CA-OR-WA.†	
• Humpback whale, Mainland Mexico-CA-OR-WA.†	

* Includes updated abundance estimates.
† Denotes a new SAR.

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Dated: January 18, 2023.

Evan Howell,

Director, Office of Science and Technology, National Marine Fisheries Service.

[FR Doc. 2023–01242 Filed 1–23–23; 8:45 am]

BILLING CODE 3510–22–P

ELECTION ASSISTANCE COMMISSION

Sunshine Act Meetings

AGENCY: U.S. Election Assistance Commission.

ACTION: Sunshine Act notice; notice of public meeting agenda.

SUMMARY: Public meeting: U.S. Election Assistance Commission.

DATES: Wednesday, February 8, 2023, 1:00 p.m.–3:00 p.m. EST.

ADDRESSES: The Election Assistance Commission hearing room at 633 3rd St. NW, Washington, DC 20001. The meeting is open to the public and will be livestreamed on the U.S. Election Assistance Commission YouTube Channel: *https://www.youtube.com/channel/UCpN6i0g2rlF4ITWhwvBwwZw.*

FOR FURTHER INFORMATION CONTACT: Kristen Muthig, Telephone: (202) 897–9285, Email: *kmuthig@eac.gov.*

SUPPLEMENTARY INFORMATION: *Purpose:* In accordance with the Government in the Sunshine Act (Sunshine Act), Public Law 94–409, as amended (5 U.S.C. 552b), the U.S. Election Assistance Commission (EAC) will hold a public roundtable discussion focusing on topics related to poll workers.

Agenda: The U.S. Election Assistance Commission (EAC) will host a public meeting to discuss a range of topics pertaining to recruitment and training of poll workers and other related topics and research in this area.

The agenda includes a roundtable discussion on election office poll worker programs and innovations, as well as a panel on external recruitment efforts for poll workers and research. The EAC Commissioners will hear from election officials, organization representatives, and subject matter experts.

The full agenda will be posted in advance on the EAC website: *https://www.eac.gov.*

Background: The Help America Vote Act of 2002 (HAVA) charged the EAC to improve election administration and serve as a primary source of best practices and election information, such as poll worker recruitment. On December 29, President Biden signed the Consolidated Appropriations Act of, 2023 which provides the EAC a $1 million allocation to the competitive Help America Vote College Program. Poll worker recruitment has been an ongoing challenge for election officials, compounded by an aging population of election workers. Having an adequate number of poll workers to staff polling places on and before Election Day will ensure voters receive the assistance they need at the polls, reduce the potential for long lines or congestion and help provide a positive and smooth voting experience for all voters.

Status: This meeting will be open to the public.

Camden Kelliher,

Associate Counsel, U.S. Election Assistance Commission.

[FR Doc. 2023–01449 Filed 1–20–23; 11:15 am]

BILLING CODE P

DEPARTMENT OF ENERGY

Funding Opportunity for Consent-Based Siting Program; Extension of Application Deadline

AGENCY: Office of Spent Fuel and Waste Disposition, Office of Nuclear Energy, Department of Energy.

ACTION: Extension of application deadline.

SUMMARY: On September 20, 2022, the Department of Energy (DOE or the Department) issued a $16 million funding opportunity announcement (FOA) to support community engagement with DOE's consent-based siting activities and foster the development of innovative community ideas and feedback related to the potential role that one or more federal consolidated interim storage facilities for commercial spent nuclear fuel may have in the community. The Department then published a notice of funding opportunity in the **Federal Register** on October 27, 2022, inviting applications. This notice extends the deadline date for transmittal of questions until January 16, 2023 and extends the deadline for submittal of FOA applications until January 31, 2023.

DATES: The application deadline for the FOA that published in the **Federal Register** on October 27, 2022 (87 FR 65048) is extended. The deadline for Transmittal of questions was January 16, 2023. The deadline for submittal of FOA applications is January 31, 2023.

ADDRESSES: All applications must be emailed to the DOE Contracts Specialist *at consent-based-siting-project@id.doe.gov.* Applicants must obtain a Unique Entity ID (UEI) number. Applicants must first be registered with the (System for Award Management) SAM website: *https://www.sam.gov.* All SAM registrants will be assigned a UEI and can view the number on the SAM website. Applications shall be prepared in accordance with the detailed instructions in the FOA. To learn more about the FOA, including application requirements, please go to *https://www.grants.gov* and search for ''DE–FOA–0002575.''

FOR FURTHER INFORMATION CONTACT: Dr. Tran Le, U.S. Department of Energy, Office of Nuclear Energy, NE–82, 1000 Independence Avenue SW, Washington, DC 20585–0121. Telephone: (301) 903–3301. Email: *consentbasedsiting@hq.doe.gov.* Questions about the FOA must be submitted by January 16, 2023, to the DOE Contracts Specialist at *consent-based-siting-project@id.doe.gov.* For non-FOA related questions about DOE's consent-based siting activities, please send your inquiry via email to *consentbasedsiting@hq.doe.gov* or by phone at (301) 903–3301.

Signing Authority

This document of the Department of Energy was signed on January 12, 2023, by Dr. Kathryn Huff, Assistant Secretary for the Office of Nuclear Energy, pursuant to delegated authority from the Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on January 19, 2023.

Treena V. Garrett,

Federal Register Liaison Officer, U.S. Department of Energy.

[FR Doc. 2023–01283 Filed 1–23–23; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Project No. 2628–066]

Alabama Power Company; Notice of Ready for Environmental Analysis, and Soliciting Comments, Recommendations, Preliminary Terms and Conditions, and Preliminary Fishway Prescriptions

Take notice that the following hydroelectric application has been filed with the Commission and is available for public inspection.

a. *Type of Application:* New Major License.

b. *Project No.:* 2628–066.

c. *Date filed:* November 23, 2021.

d. *Applicant:* Alabama Power Company (Alabama Power).

e. *Name of Project:* R.L. Harris Hydroelectric Project (Harris Project).

f. *Location:* The Harris Project is located on the Tallapoosa River near the City of Lineville in Randolph, Clay, and Cleburne Counties, Alabama. The Harris Project also includes land within the James D. Martin-Skyline Wildlife Management Area located approximately 110 miles north of Harris Reservoir in Jackson County, Alabama. The project occupies 4.90 acres of federal land administered by the Bureau of Land Management.

g. *Filed Pursuant to:* Federal Power Act 16 U.S.C. 791(a)–825(r).

h. *Applicant Contact:* Angie Anderegg, Harris Relicensing Project Manager, Alabama Power Company; 600 North 18th Street, P.O. Box 2641, Birmingham, AL 35203–8180; (205) 257–2251, or email at *arsegars@southernco.com.*

i. *FERC Contact:* Sarah Salazar at (202) 502–6863, or email at *sarah.salazar@ferc.gov.*

j. *Deadline for filing comments, recommendations, terms and conditions, and prescriptions:* 60 days from the issuance date of this notice; reply comments are due 105 days from the issuance date of this notice.

The Commission strongly encourages electronic filing. Please file comments, recommendations, terms and conditions, and prescriptions using the Commission's eFiling system at *https://ferconline.ferc.gov/FERCOnline.aspx.* Commenters can submit brief comments up to 6,000 characters, without prior registration, using the eComment system at *https://ferconline.ferc.gov/QuickComment.aspx.* You must include your name and contact information at the end of your comments. For assistance, please contact FERC Online Support at *FERCOnlineSupport@ferc.gov,* (866) 208–3676 (toll free), or (202) 502–8659 (TTY). In lieu of electronic filing, you may submit a paper copy. Submissions sent via the U.S. Postal Service must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 888 First Street NE, Room 1A, Washington, DC 20426. Submissions sent via any other carrier must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 12225 Wilkins Avenue, Rockville, Maryland 20852. All filings must clearly identify the project name and docket number on the first page: R.L. Harris Hydroelectric Project (P–2628–066).

The Commission's Rules of Practice require all intervenors filing documents with the Commission to serve a copy of that document on each person on the official service list for the project. Further, if an intervenor files comments or documents with the Commission

relating to the merits of an issue that may affect the responsibilities of a particular resource agency, they must also serve a copy of the document on that resource agency.

k. This application has been accepted for filing and is now ready for environmental analysis.

l. *Project Description:* The existing Harris Project consists of: (1) the 29-mile-long, 9,870-acre Harris Lake at a normal full pool elevation of 793 feet mean sea level (msl); (2) a 151.5-foot-high concrete dam; (3) a 310-foot-long gated spillway with five 40.5-feet-high by 40-feet-wide radial gates for passing flood flows, and one radial trash gate; (4) a variable level powerhouse intake, integral with the dam, which can draw water from lake elevations between 746 feet and 764 feet msl; (5) a 186-foot-long, 150-foot-high, and 95-foot-wide concrete powerhouse, integral with the dam, housing two vertical Francis turbines with a maximum hydraulic capacity of 8,000 cubic feet per second (cfs) and a rated total installed capacity of 135 megawatts (MW); (6) two 115 kilovolt transmission lines, which extend 1.5 miles from the dam to the Crooked Creek Transmission substation; and (7) appurtenant facilities.

Alabama Power proposes to install, operate, and maintain a Francis-type minimum flow unit to provide a continuous minimum flow of approximately 300 cfs in the Tallapoosa River downstream from Harris Dam. Based on preliminary design, the proposed minimum flow unit would have a generating capacity of about 2.5 MW.

The Harris Project is a peaking facility that generates about 151,878 megawatt-hours of electricity annually. Alabama Power operates the project to target lake surface elevations as guided by the project's operating curve. In addition, the U.S. Army Corps of Engineers' Alabama-Coosa-Tallapoosa River Basin Water Control Manual describes flood management regulations, drought management provisions, and navigation release requirements for the Harris Project.

m. A copy of the application can be viewed on the Commission's website at *http://www.ferc.gov* using the ''eLibrary'' link. Enter the docket number excluding the last three digits in the docket number field to access the document. For assistance, contact FERC Online Support.

All filings must (1) bear in all capital letters the title ''COMMENTS,'' ''REPLY COMMENTS,'' ''RECOMMENDATIONS,'' ''TERMS AND CONDITIONS,'' or ''PRESCRIPTIONS;'' (2) set forth in the heading the name of the applicant and the project number of the application to which the filing responds; (3) furnish the name, address, and telephone number of the person submitting the filing; and (4) otherwise comply with the requirements of 18 CFR 385.2001 through 385.2005. All comments, recommendations, terms and conditions or prescriptions must set forth their evidentiary basis and otherwise comply with the requirements of 18 CFR 4.34(b). Agencies may obtain copies of the application directly from the applicant. Each filing must be accompanied by proof of service on all persons listed on the service list prepared by the Commission in this proceeding, in accordance with 18 CFR 4.34(b) and 385.2010.

You may also register online at *https://ferconline.ferc.gov/FERCOnline.aspx* to be notified via email of new filings and issuances related to this or other pending projects. For assistance, contact FERC Online Support.

n. The applicant must file no later than 60 days following the date of issuance of this notice: (1) a copy of the water quality certification; (2) a copy of the request for certification, including proof of the date on which the certifying agency received the request; or (3) evidence of waiver of water quality certification. Please note that the certification request must comply with 40 CFR 121.5(b), including documentation that a pre-filing meeting request was submitted to the certifying authority at least 30 days prior to submitting the certification request. Please also note that the certification request must be sent to the certifying authority and to the Commission concurrently.

o. *Procedural Schedule:* The application will be processed according to the following schedule. Revisions to the schedule may be made as appropriate.

Milestone	Date
Deadline for Filing Comments, Recommendations, and Agency Terms and Conditions/Prescriptions	March 18, 2023.
Licensee's Reply to REA Comments	May 2, 2023.

p. Final amendments to the application must be filed with the Commission no later than 30 days from the issuance date of this notice.

Dated: January 17, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01252 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. AD19–16–000]

Request for Information on Performance Metrics for ISOs, RTOs, and Utilities in Regions Outside ISOs and RTOs

AGENCY: Federal Energy Regulatory Commission.

ACTION: Notice and request for information.

SUMMARY: The Federal Energy Regulatory Commission (Commission or FERC) encourages Independent System Operators (ISOs), Regional Transmission Organizations (RTOs), and utilities in regions outside ISOs and RTOs to submit information within 90 days for the calendar years 2019 to 2022.

DATES: The requested information is due April 24, 2023.

ADDRESSES: Respondents should submit their responses in Docket No. AD19–16–000 via the Commission's electronic filing (eFiling) system.[1] Submissions should be made using the OMB-approved Information Collection Input Spreadsheet (Excel workbook) and the associated Common Metrics Information Collection User Guide.[2]

[1] More information on the Commission's eFiling system is posted at: *https://www.ferc.gov/docs-filing/efiling.asp.* All submissions to the Commission must be formatted and filed in accordance with submission guidelines described at: *https://www.ferc.gov/ferc-online/elibrary.*

[2] Links to the approved Information Collection Input Spreadsheet (Excel workbook) and the

Continued

FOR FURTHER INFORMATION CONTACT: Darren Sheets at *Darren.Sheets@ferc.gov* or 202–502–8742.

SUPPLEMENTARY INFORMATION: On April 21, 2020, the Office of Management and Budget (OMB) approved the Federal Energy Regulatory Commission (Commission or FERC) staff's request for reinstatement and revision of the FERC–922 (Performance Metrics for ISOs, RTOs, and Regions Outside ISOs and RTOs, OMB Control No. 1902–0262) information collection, as discussed in Docket No. AD19–16–000. Consistent with the OMB-approved information collection, ISOs, RTOs, and utilities in regions outside ISOs and RTOs are encouraged to submit responsive information by April 24, 2023 for the calendar years 2019 to 2022.[3] Commission staff most recently requested responsive information under this OMB-approved information collection for the years 2014 to 2018 and published a report based on that information collection on July 23, 2021.[4]

Dated: January 18, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01319 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings #1

Take notice that the Commission received the following Complaints and Compliance filings in EL Dockets:

Docket Numbers: EL23–23–000.

Applicants: Coalition of Eastside Neighborhoods for Sensible Energy (CENSE) v. *Puget Sound Energy.*

Description: Complaint of Coalition of Eastside Neighborhoods for Sensible Energy (CENSE).

Filed Date: 1/17/23.

Accession Number: 20230117–5123.

Comment Date: 5 p.m. ET 2/6/23.

Take notice that the Commission received the following electric rate filings:

Docket Numbers: ER23–244–001; ER23–245–001; ER23–247–001; ER23–248–001; ER23–249–001; ER23–250–001; ER23–251–001; ER23–252–001.

Applicants: PA Solar Park II, LLC, Pilesgrove Solar, LLC, PA Solar Park, LLC, Lakehurst Solar, L.L.C., Frenchtown III Solar, LLC, Frenchtown II Solar, LLC, Frenchtown I Solar, LLC, Flemington Solar, LLC.

Description: Response to January 4, 2023, Deficiency Order Requesting Additional Information.

Filed Date: 1/17/23.

Accession Number: 20230117–5320.

Comment Date: 5 p.m. ET 2/7/23.

Docket Numbers: ER23–483–001.

Applicants: PJM Interconnection, L.L.C.

Description: Tariff Amendment: Request to Defer Action—Amendment to ISA No. 5071; Queue No. AB1–132 to be effective 12/31/9998.

Filed Date: 1/18/23.

Accession Number: 20230118–5062.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–690–001.

Applicants: ISO New England Inc.

Description: ISO NE submits an Errata to the December 21, 2022, Informational Filing for Forward Capacity Auction 17.

Filed Date: 1/12/23.

Accession Number: 20230112–5161.

Comment Date: 5 p.m. ET 1/20/23.

Docket Numbers: ER23–865–000.

Applicants: Midcontinent Independent System Operator, Inc.

Description: § 205(d) Rate Filing: 2023–01–17_SA 3236 Termination of Hartburg-Sabine SDA to be effective 11/9/2022.

Filed Date: 1/17/23.

Accession Number: 20230117–5237.

Comment Date: 5 p.m. ET 2/7/23.

Docket Numbers: ER23–866–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: First Revised ISA, Service Agreement No. 2969; Queue No. AC2–044/AE1–102 to be effective 12/15/2022.

Filed Date: 1/17/23.

Accession Number: 20230117–5240.

Comment Date: 5 p.m. ET 2/7/23.

Docket Numbers: ER23–867–000.

Applicants: Innisfree Storage LLC.

Description: Innisfree Storage LLC submits a Petition for Limited, Prospective Tariff Waiver with Expedited Action of the Requirement in Section 25.6.2.3.1 of Attachment S of the NYISO OATT.

Filed Date: 1/13/23.

Accession Number: 20230113–5362.

Comment Date: 5 p.m. ET 1/20/23.

Docket Numbers: ER23–868–000.

Applicants: PEI Power LLC.

Description: § 205(d) Rate Filing: PEI Power—Notice of Succession and MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5002.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–869–000.

Applicants: Innovative Energy Systems, LLC.

Description: Compliance filing: Innovative Energy Systems MBR Change in Category to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5003.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–870–000.

Applicants: Seneca Energy, II LLC.

Description: Compliance filing: Seneca—MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5004.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–871–000.

Applicants: PEI Power II, LLC.

Description: Compliance filing: PEI Power II—MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5005.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–872–000.

Applicants: Emerald City Renewables LLC.

Description: Compliance filing: Emerald City—MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5006.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–873–000.

Applicants: Ingenco Wholesale Power, L.L.C.

Description: Compliance filing: Ingenco—MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5008.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–874–000.

Applicants: Collegiate Clean Energy, LLC.

Description: Compliance filing: Collegiate—MBR Change in Category Filing to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5009.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–875–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: Original WMPA, Service Agreement No.

Common Metrics Information Collection User Guide can be found at: *https://www.ferc.gov/industries-data/electric/electric-power-markets/rtoiso-performance-metrics.* These two items will not be published in the **Federal Register** but will be available in eLibrary.

[3] In the OMB request for reinstatement and revision of the FERC–922 information collection, Commission staff indicated that respondents would be given 90 days to submit responses to the information collection.

[4] The most recent report, ''Common Metrics Report: Performance Metrics for ISOs, RTOs, and Regions Outside ISOs and RTOs for the Reporting Period 2014 to 2018'' can be found at: *https://www.ferc.gov/media/2021-common-metrics-docket-no-ad19-16-000-staff-report.*

6769; Queue No. AF1–254 to be effective 12/19/2022.

Filed Date: 1/18/23.

Accession Number: 20230118–5011.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–876–000.

Applicants: Midcontinent Independent System Operator, Inc., Ameren Transmission Company of Illinois.

Description: § 205(d) Rate Filing: Midcontinent Independent System Operator, Inc. submits tariff filing per 35.13(a)(2)(iii: 2023–01–18_SA 3916 Ameren-Lotus Wind 1st Rev E&P (J1289) to be effective 11/1/2022.

Filed Date: 1/18/23.

Accession Number: 20230118–5025.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–877–000.

Applicants: Southern California Edison Company.

Description: § 205(d) Rate Filing: LGIA Antelope Valley Complex Project SA No. 289 TOT777 & TOT793 to be effective 1/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5050.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–878–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: ISA, SA No. 6757; Queue No. AE2–175 to be effective 12/20/2022.

Filed Date: 1/18/23.

Accession Number: 20230118–5057.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–879–000.

Applicants: New England Power Company.

Description: § 205(d) Rate Filing: 2023–01–18 Filing of SGIA with Dichotomy Collins Hydro LLC to be effective 12/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5083.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–882–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: Amendment to ISA and ICSA, SA Nos. 5366 and 5367; Queue No. AB2–161 (amend) to be effective 4/16/2019.

Filed Date: 1/18/23.

Accession Number: 20230118–5099.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–883–000.

Applicants: Bell Ridge Solar, LLC.

Description: Baseline eTariff Filing: Bell Ridge Solar, LLC Application for Market-Based Rate Authority to be effective 1/25/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5100.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–884–000.

Applicants: Sonoran Solar Energy, LLC.

Description: Baseline eTariff Filing: Sonoran Solar Energy, LLC Application for Market-Based Rate Authorization to be effective 3/19/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5101.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–885–000.

Applicants: San Diego Gas & Electric Company.

Description: § 205(d) Rate Filing: Order No. 864 Section 205 Filing to be effective 1/27/2020.

Filed Date: 1/18/23.

Accession Number: 20230118–5102.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–886–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: Amendment to ISA, Service Agreement No. 5258; Queue No. AC1–085 to be effective 1/7/2019.

Filed Date: 1/18/23.

Accession Number: 20230118–5111.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–887–000.

Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: Amendment to IISA, Service Agreement No. 5885; Queue No. AF1–123/AF1–124/AF1–125 to be effective 1/4/2021.

Filed Date: 1/18/23.

Accession Number: 20230118–5126.

Comment Date: 5 p.m. ET 2/8/23.

Docket Numbers: ER23–888–000.

Applicants: New England Power Company.

Description: § 205(d) Rate Filing: 2023–01–18 Filing of SGIA with Dichotomy Collins Hydro LLC to be effective 12/19/2022.

Filed Date: 1/18/23.

Accession Number: 20230118–5128.

Comment Date: 5 p.m. ET 2/8/23.

Take notice that the Commission received the following electric securities filings:

Docket Numbers: ES23–28–000.

Applicants: System Energy Resources, Inc.

Description: Application Under Section 204 of the Federal Power Act for Authorization to Issue Securities of System Energy Resources, Inc.

Filed Date: 1/17/23.

Accession Number: 20230117–5296.

Comment Date: 5 p.m. ET 2/7/23.

The filings are accessible in the Commission's eLibrary system (*https://elibrary.ferc.gov/idmws/search/fercgensearch.asp*) by querying the docket number.

Any person desiring to intervene or protest in any of the above proceedings must file in accordance with Rules 211 and 214 of the Commission's Regulations (18 CFR 385.211 and 385.214) on or before 5:00 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: *http://www.ferc.gov/docs-filing/efiling/filing-req.pdf.* For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Dated: January 18, 2023.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2023–01298 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. ER23–854–000]

Storey Energy Center, LLC; Supplemental Notice That Initial Market-Based Rate Filing Includes Request for Blanket Section 204 Authorization

This is a supplemental notice in the above-referenced proceeding of Storey Energy Center, LLC's application for market-based rate authority, with an accompanying rate tariff, noting that such application includes a request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability.

Any person desiring to intervene or to protest should file with the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). Anyone filing a motion to intervene or protest must serve a copy of that document on the Applicant.

Notice is hereby given that the deadline for filing protests with regard to the applicant's request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability, is February 7, 2023.

The Commission encourages electronic submission of protests and interventions in lieu of paper, using the FERC Online links at *http://www.ferc.gov.* To facilitate electronic

service, persons with internet access who will eFile a document and/or be listed as a contact for an intervenor must create and validate an eRegistration account using the eRegistration link. Select the eFiling link to log on and submit the intervention or protests.

Persons unable to file electronically may mail similar pleadings to the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426. Hand delivered submissions in docketed proceedings should be delivered to Health and Human Services, 12225 Wilkins Avenue, Rockville, Maryland 20852.

In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to view and/or print the contents of this document via the internet through the Commission's Home Page (*http://www.ferc.gov*) using the ''eLibrary'' link. Enter the docket number excluding the last three digits in the docket number field to access the document. At this time, the Commission has suspended access to the Commission's Public Reference Room, due to the proclamation declaring a National Emergency concerning the Novel Coronavirus Disease (COVID–19), issued by the President on March 13, 2020. For assistance, contact the Federal Energy Regulatory Commission at *FERCOnlineSupport@ferc.gov* or call toll-free, (886) 208–3676 or TYY, (202) 502–8659.

Dated: January 18, 2023.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2023–01300 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. RM98–1–000]

Records Governing Off-the-Record Communications

This constitutes notice, in accordance with 18 CFR 385.2201(b), of the receipt of prohibited and exempt off-the-record communications.

Order No. 607 (64 FR 51222, September 22, 1999) requires Commission decisional employees, who make or receive a prohibited or exempt off-the-record communication relevant to the merits of a contested proceeding, to deliver to the Secretary of the Commission, a copy of the communication, if written, or a summary of the substance of any oral communication.

Prohibited communications are included in a public, non-decisional file associated with, but not a part of, the decisional record of the proceeding. Unless the Commission determines that the prohibited communication and any responses thereto should become a part of the decisional record, the prohibited off-the-record communication will not be considered by the Commission in reaching its decision. Parties to a proceeding may seek the opportunity to respond to any facts or contentions made in a prohibited off-the-record communication and may request that the Commission place the prohibited communication and responses thereto in the decisional record. The Commission will grant such a request only when it determines that fairness so requires. Any person identified below as having made a prohibited off-the-record communication shall serve the document on all parties listed on the official service list for the applicable proceeding in accordance with Rule 2010, 18 CFR 385.2010.

Exempt off-the-record communications are included in the decisional record of the proceeding, unless the communication was with a cooperating agency as described by 40 CFR 1501.6, made under 18 CFR 385.2201(e)(1)(v).

The following is a list of off-the-record communications recently received by the Secretary of the Commission. These filings may be viewed on the Commission's website at *http://www.ferc.gov* using the eLibrary link. Enter the docket number, excluding the last three digits, in the docket number field to access the document. For assistance, please contact FERC Online Support at *FERCOnlineSupport@ferc.gov* or toll free at (866) 208–3676, or for TTY, contact (202) 502–8659.

Docket Nos.	File date	Presenter or requester
Exempt:		
1. CP21–496–000	1–4–2023	FERC Staff.[1]

[1] FERC Memo dated 1/4/2023 with New Fortress Energy.

Dated: January 18, 2023.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2023–01299 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. ER23–853–000]

Saint Energy Storage II, LLC; Supplemental Notice That Initial Market-Based Rate Filing Includes Request for Blanket Section 204 Authorization

This is a supplemental notice in the above-referenced proceeding of Saint Energy Storage II, LLC's application for market-based rate authority, with an accompanying rate tariff, noting that such application includes a request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability.

Any person desiring to intervene or to protest should file with the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). Anyone filing a motion to intervene or protest must serve a copy of that document on the Applicant.

Notice is hereby given that the deadline for filing protests with regard to the applicant's request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability, is February 7, 2023.

The Commission encourages electronic submission of protests and interventions in lieu of paper, using the FERC Online links at *http://www.ferc.gov.* To facilitate electronic service, persons with internet access who will eFile a document and/or be listed as a contact for an intervenor must create and validate an eRegistration account using the eRegistration link. Select the eFiling link to log on and submit the intervention or protests.

Persons unable to file electronically may mail similar pleadings to the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426. Hand delivered submissions in docketed proceedings should be delivered to Health and Human Services, 12225 Wilkins Avenue, Rockville, Maryland 20852.

In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to view and/or print the contents of this document via the internet through the Commission's Home Page (*http://www.ferc.gov*) using the ''eLibrary'' link. Enter the docket number excluding the last three digits in the docket number field to access the document. At this time, the Commission has suspended access to the Commission's Public Reference Room, due to the proclamation declaring a National Emergency concerning the Novel Coronavirus Disease (COVID–19), issued by the President on March 13, 2020. For assistance, contact the Federal Energy Regulatory Commission at *FERCOnlineSupport@ferc.gov* or call toll-free, (886) 208–3676 or TYY, (202) 502–8659.

Dated: January 18, 2023.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2023–01301 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. IC22–30–000]

Commission Information Collection Activities (FERC–725N); Comment Request; Extension

AGENCY: Federal Energy Regulatory Commission.

ACTION: Notice of information collection and request for comments.

SUMMARY: In compliance with the requirements of the Paperwork Reduction Act of 1995, the Federal Energy Regulatory Commission FERC–725N, (Mandatory Reliability Standards TPL–007–4, Transmission System Planned Performance for Geomagnetic Disturbance Events), which will be submitted to the Office of Management and Budget (OMB) for review. No Comments were received on the 60-day notice published on September 29, 2022.

DATES: Comments on the collection of information are due February 23, 2023.

ADDRESSES: Send written comments on FERC–725N to OMB through *www.reginfo.gov/public/do/PRAMain.* Attention: Federal Energy Regulatory Commission Desk Officer. Please identify the OMB Control Number (1902–0264) in the subject line of your comments. Comments should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.*

Please submit copies of your comments to the Commission. You may submit copies of your comments (identified by Docket No. IC22–30–000) by one of the following methods:

Electronic filing through *https://www.ferc.gov,* is preferred.

- *Electronic Filing:* Documents must be filed in acceptable native applications and print-to-PDF, but not in scanned or picture format.
- For those unable to file electronically, comments may be filed by USPS mail or by hand (including courier) delivery.

○ *Mail via U.S. Postal Service Only:* Addressed to: Federal Energy Regulatory Commission, Secretary of the Commission, 888 First Street NE, Washington, DC 20426.

○ *Hand (Including Courier) Delivery:* Deliver to: Federal Energy Regulatory Commission, Secretary of the Commission, 12225 Wilkins Avenue, Rockville, MD 20852.

Instructions: OMB submissions must be formatted and filed in accordance with submission guidelines at *www.reginfo.gov/public/do/PRAMain.* Using the search function under the ''Currently Under Review'' field, select Federal Energy Regulatory Commission; click ''submit,'' and select ''comment'' to the right of the subject collection.

FERC submissions must be formatted and filed in accordance with submission guidelines at: *https://www.ferc.gov.* For user assistance, contact FERC Online Support by email at *ferconlinesupport@ferc.gov,* or by phone at: (866) 208–3676 (toll-free).

Docket: Users interested in receiving automatic notification of activity in this docket or in viewing/downloading comments and issuances in this docket may do so at *https://www.ferc.gov/ferc-online/overview.*

FOR FURTHER INFORMATION CONTACT: Ellen Brown may be reached by email at *DataClearance@FERC.gov,* telephone at (202) 502–8663.

SUPPLEMENTARY INFORMATION:

Title: FERC–725N, Mandatory Reliability Standards TPL–007–4, Transmission System Planned Performance for Geomagnetic Disturbance Events.

OMB Control No.: 1902–0264.

Type of Request: Extension of the currently approved collection.

Abstract: On August 8, 2005, Congress enacted into law the Electricity Modernization Act of 2005, which is Title XII, Subtitle A, of the Energy Policy Act of 2005 (EPAct 2005).[1] EPAct 2005 added a new section 215 to the Federal Power Act (FPA), which requires a Commission-certified Electric Reliability Organization (ERO) to develop mandatory and enforceable Reliability Standards, which are subject to Commission review and approval. Once approved, the Reliability Standards may be enforced by the ERO subject to Commission oversight, or the Commission can independently enforce Reliability Standards.[2]

On February 3, 2006, the Commission issued Order No. 672, implementing section 215 of the FPA.[3] Pursuant to Order No. 672, the Commission certified one organization, North American Electric Reliability Corporation (NERC), as the ERO.[4] The Reliability Standards developed by the ERO and approved by the Commission apply to users, owners and operators of the Bulk-Power System as set forth in each Reliability Standard.

Pursuant to section 215(d)(2) of the FPA),[5] the Commission approved Reliability Standard TPL–001–5 (Transmission System Planning Performance Requirements). The North American Electric Reliability Corporation (NERC), the Commission-certified Electric Reliability Organization (ERO), submitted the

[1] Energy Policy Act of 2005, Public Law 109–58, Title XII, Subtitle A, 119 Stat. 594, 941 (codified at 16 U.S.C. 824*o*).

[2] 16 U.S.C. 824*o*(e)(3).

[3] *Rules Concerning Certification of the Electric Reliability Organization; and Procedures for the Establishment, Approval, and Enforcement of Electric Reliability Standards,* Order No. 672, FERC Stats. & Regs. ¶ 31,204, *order on reh'g,* Order No. 672–A, FERC Stats. & Regs. ¶ 31,212 (2006).

[4] *North American Electric Reliability Corp.,* 116 FERC ¶ 61,062, *order on reh'g and compliance,* 117 FERC ¶ 61,126 (2006), *order on compliance,* 118 FERC ¶ 61,190, *order on reh'g,* 119 FERC ¶ 61,046 (2007), *aff'd sub nom. Alcoa Inc.* v. *FERC,* 564 F.3d 1342 (D.C. Cir. 2009).

[5] 16 U.S.C. 824*o*(d)(2).

proposed Reliability Standard TPL–001–5 for Commission approval to address: (1) reliability issues concerning the study of single points of failure of protection systems discussed in Order No. 754; [6] and (2) directives from Order No. 786 [7] regarding planned maintenance outages and stability analysis for spare equipment strategy.

On February 7, 2020, the North American Electric Reliability Corporation filed a petition seeking approval of proposed Reliability Standard TPL–007–4 (Transmission System Planned Performance for Geomagnetic Disturbance Events). The Reliability Standard TPL–007–4 requires owners and operators of the Bulk-Power System to conduct initial and on-going vulnerability assessments of the potential impact of defined geomagnetic disturbance events on Bulk-Power System equipment and the Bulk-Power System as a whole. Specifically, the Reliability Standard requires entities to develop corrective action plans for vulnerabilities identified through supplemental geomagnetic disturbance vulnerability assessments and requires entities to seek approval from the Electric Reliability Organization of any extensions of time for the completion of corrective action plan items.

Type of Respondents: Generator Owners, Planning Coordinators, Distribution Providers and Transmission Owners.

Estimate of Annual Burden: [8] Our estimates are based on the NERC Compliance Registry Summary of Entities as of September 16, 2022.

The individual burden estimates include the time needed to gather data, run studies, and analyze study results. These are consistent with estimates for similar tasks in other Commission-approved standards. Estimates for the additional average annual burden and cost [9] as follows:

FERC–725N—MANDATORY RELIABILITY STANDARDS TPL–001–5.1 AND TPL–007–4, TRANSMISSION SYSTEM PLANNED PERFORMANCE FOR GEOMAGNETIC DISTURBANCE EVENTS

	Annual number [1] of respondents	Annual number of responses per respondent	Total number of responses	Average burden hours and cost ($) per response	Total annual burden hours and cost ($) (rounded)	Cost per respondent ($)
	(1)	(2)	(1) * (2) = (3)	(4)	(3) * (4) = (5)	(5) ÷ (1)
Mandatory Reliability Standard TPL–001–5.1						
TPL–001–5.1 Reliability Standard.	63(PC) 205(TP)	1 1	63 205	143 hrs.; $9,030.45 44 hrs.; $2,778.60	9,020 hrs.; $569,613 9,020 hrs.; $569,613	$9,030.45 2,778.60
Total for TPL–001–5.1			268		18,040 hrs.; $1,139,226	
Mandatory Reliability Standard TPL–007–4						
GO [10]	1,107	1	1,107	36 hrs.; $2,273.40	39,880 hrs.; $2,598,182	2,273.40
PC [11]	61	1	61	264 hrs.; $16,671.60	16,101 hrs.; $1,016,778.15	16,671.60
TP [12]	205	1	205	127 hrs.; $8,020.05	25,981 hrs.; $1,640,700.15	8,020.05
TO [13]	326	1	326	43 hrs.; $2,715.45	13,960 hrs.; $881,574	2,715,.45
Total for TPL–007–4			1,699		95,922 hrs; $6,057,474.3	
Total for FERC–725N			1,967		113,962 hrs.; $7,196,700.30	

For TPL–001–5.1 the number of respondents has been increased slightly to reflect the type of entities—planning coordinators reflected and average over a three-year timeframe that was reported from RD20–3 ongoing burden from the previous approval, and tried to account for overlap between entities, but the overall annual manhours remain about the same. With this renewal the table more accurately represent the entities on a yearly basis.

The entities with responsibility for these standards—planning coordinators (PC=61) and transmission planners (TP=205) are taken from the NERC Compliance Registration information of November 4, 2022 (updated from the 60-day notice) for unique US entities.

For TPL–007–4 the number of respondents has been reduced as the standard (TPL–007–4) was revised several times and individual information collection respondent counts result in same type of entity being counted multiple times. The change also corrects in TPL–007–4 the distribution provided (DP) was used instead of transmission provider (TP) so was a contributing factor to the overall decrease in number of respondents. The updated values more truly represent the cumulative responsibility of each entity on the work they must do, and the overall annual manhours remains about the same. With this renewal the table for TPL–007–4 more accurately represent the entities on a yearly basis.

The entities with responsibility for these standards have been updated to (generator owner (GO=1,107), transmission owner (TO=326), planning coordinator (PC=61), and transmission planner (TP=205)) are taken from the NERC Compliance Registration information of November 4, 2022, for unique US entities.

Comments: Comments are invited on: (1) whether the collection of information is necessary for the proper performance of the functions of the

[6] In Order No. 754, the Commission determined that there is ''an issue concerning the study of the non-operation of non-redundant primary protection systems; *e.g.,* the study of a single point of failure on protection systems.'' *Interpretation of Transmission Planning Reliability Standard,* Order No. 754, 136 FERC ¶ 61,186, at P 19 (2011). The phrases ''non-operation of a non-redundant component of a protection system'' and ''protection system single points of failure'' are used interchangeably in this memorandum.

[7] *Transmission Planning Reliability Standards,* Order No. 786, 145 FERC ¶ 61,051 (2013).

[8] Burden is defined as 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. See 5 CFR 1320 for additional information on the definition of information collection burden.

[9] Both Electrical Engineers ($77.02/hr.) and Information and Record Clerks ($42.35/hr.) support the information collection and a composite percent split (60/40) cost per hour will be used. Cost per Response = [($77.02 * (0.60)) + ($42.35 * (0.40))] = [$46.21 + $16.94] = $63.15/hr. from the Bureau of Labor and Statistics at *http://bls.gov/oes/current/naics3_221000.htm,* as of June 2022.

[10] Generator Owner.

[11] Planning Coordinator.

[12] Distribution Provider.

[13] Transmission Owner.

Commission, including whether the information will have practical utility; (2) the accuracy of the agency's estimate of the burden and cost of the collection of information, including the validity of the methodology and assumptions used; (3) ways to enhance the quality, utility and clarity of the information collection; and (4) ways to minimize the burden of the collection of information on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Dated: January 18, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01318 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Project No. 2570–034]

Eagle Creek Racine Hydro, LLC; Notice of Intent To Prepare an Environmental Assessment

On November 30, 2021, Eagle Creek Racine Hydro, LLC filed a relicense application for the 47.5-megawatt Racine Hydroelectric Project No. 2570 (Racine Project). The Racine Project is located at the U.S. Army Corps of Engineers' (Corps) Racine Locks and Dam on the Ohio River near the Town of Racine in Meigs County, Ohio. The project occupies 27.99 acres of federal land administered by the Corps.

In accordance with the Commission's regulations, on November 1, 2022, Commission staff issued a notice that the project was ready for environmental analysis (REA Notice). Based on the information in the record, including comments filed on the REA Notice, staff does not anticipate that relicensing the project would constitute a major federal action significantly affecting the quality of the human environment. Therefore, staff intends to prepare an Environmental Assessment (EA) on the application to relicense the project.

The EA will be issued and circulated for review by all interested parties. All comments filed on the EA will be analyzed by staff and considered in the Commission's final licensing decision.

The application will be processed according to the following schedule. Revisions to the schedule may be made as appropriate.

Milestone	Target date
Commission issues EA	July 2023.[1]
Comments on EA	August 2023.

[1] The Council on Environmental Quality's (CEQ) regulations under 40 CFR 1501.10(b)(1) require that EAs be completed within 1 year of the federal action agency's decision to prepare an EA. This notice establishes the Commission's intent to prepare an EA for the Racine Hydroelectric Project. Therefore, in accordance with CEQ's regulations, the EA must be issued within 1 year of the issuance date of this notice.

Any questions regarding this notice may be directed to Jay Summers at (202) 502–8764 or *jay.summers@ferc.gov.*

Dated: January 18, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01320 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. IC22–32–000]

Commission Information Collection Activities (FERC–551) Comment Request; Extension

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Notice of information collection and request for comments.

SUMMARY: In compliance with the requirements of the Paperwork Reduction Act of 1995, the Federal Energy Regulatory Commission (Commission or FERC) is soliciting public comment on a renewal of currently approved information collection, FERC–551, (Reporting of Flow Volume and Capacity by Interstate Natural Gas Pipelines), which will be submitted to the Office of Management and Budget (OMB) for review. No Comments were received on the 60-day notice published on September 29, 2022.

DATES: Comments on the collection of information are due February 23, 2023.

ADDRESSES: Send written comments on FERC–551 to OMB through *www.reginfo.gov/public/do/PRAMain.* Attention: Federal Energy Regulatory Commission Desk Officer. Please identify the OMB Control Number (1902–0243) in the subject line of your comments. Comments should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.*

Please submit copies of your comments to the Commission. You may submit copies of your comments (identified by Docket No. IC22–32–000) by one of the following methods:

Electronic filing through *https://www.ferc.gov,* is preferred.

- *Electronic Filing:* Documents must be filed in acceptable native applications and print-to-PDF, but not in scanned or picture format.
- For those unable to file electronically, comments may be filed by USPS mail or by hand (including courier) delivery.

○ *Mail via U.S. Postal Service Only:* Addressed to: Federal Energy Regulatory Commission, Secretary of the Commission, 888 First Street NE, Washington, DC 20426.

○ *Hand (Including Courier) Delivery:* Deliver to: Federal Energy Regulatory Commission, Secretary of the Commission, 12225 Wilkins Avenue, Rockville, MD 20852.

Instructions: OMB submissions must be formatted and filed in accordance with submission guidelines at *www.reginfo.gov/public/do/PRAMain.* Using the search function under the ''Currently Under Review'' field, select Federal Energy Regulatory Commission; click ''submit,'' and select ''comment'' to the right of the subject collection.

FERC submissions must be formatted and filed in accordance with submission guidelines at: *https://www.ferc.gov.* For user assistance, contact FERC Online Support by email at *ferconlinesupport@ferc.gov,* or by phone at: (866) 208–3676 (toll-free).

Docket: Users interested in receiving automatic notification of activity in this docket or in viewing/downloading comments and issuances in this docket may do so at *https://www.ferc.gov/ferc-online/overview.*

FOR FURTHER INFORMATION CONTACT: Ellen Brown may be reached by email at *DataClearance@FERC.gov,* telephone at (202) 502–8663.

SUPPLEMENTARY INFORMATION:

≤*Title:* FERC–551, Reporting of Flow Volume and Capacity by Interstate Natural Gas Pipelines.

OMB Control No.: 1902–0243.

Type of Request: Three-year extension of the FERC–551 information collection requirements with no changes to the current reporting requirements.

Abstract: The Commission is authorized to facilitate price transparency in markets for the sale or transportation of natural gas in interstate commerce, regarding the public interest, the integrity of those markets, fair competition, and the protection of consumers. FERC–551 uses the information provided by pipelines as part of its overall implementation of the statutory

provisions of section 23 of the Natural Gas Act (NGA) and 16 U.S.C. 717t–2. More specifically, the Commission relies, in part, on section 23(a)(1) of the NGA, for the authority to collect this information and uses the pipelines' FERC–551 postings as part of fulfilling the transparency provisions of section 23(a)(1) of the NGA. The data requirements for pipelines are listed in the Code of Federal Regulations (CFR) under 18 CFR 284.13 (Reporting requirements for interstate pipelines). The Commission has directed that the data requirements under FERC–551 are to be posted on interstate pipelines' websites and provided in downloadable file formats, in conformity with 18 CFR 284.12.

The posting requirements are based on the Commission's authority under section 23 of the NGA (as added by the Energy Policy Act of 2005), which provides, in relevant part, that the Commission may issue such rules as necessary and appropriate to provide for the dissemination of ''information about the availability and prices of natural gas at wholesale and in interstate commerce.'' [1] This provision enhances the Commission's authority to ensure confidence in the Nation's natural gas markets. The Commission's market-oriented policies for the wholesale natural gas industry require that interested persons have broad confidence that reported market prices accurately reflect the interplay of legitimate market forces. Without confidence in the efficiency of price formation, the true value of transactions is very difficult to determine. Further, price transparency facilitates ensuring that jurisdictional prices are ''just and reasonable.'' [2]

The posting of FERC–551 information occurs on a daily basis. The data must be available for download for not less than 90 days from the date of posting and must be retained by the pipeline for three years.

The daily posting requirements for major non-interstate pipelines prescribed in the Commission's Order No. 720 are no longer required. The number of respondents used to develop the burden estimates do not include any major non-interstate pipelines.

Type of Respondents: Interstate Natural Gas Pipelines.

Estimate of Annual Burden: [3] The Commission estimates the total public reporting burden and cost for this information collection as follows:

FERC–551—Reporting of Flow Volume and Capacity by Interstate Natural Gas Pipelines

	Number of respondents	Annual number of responses per respondent	Total number of responses	Average burden & cost per response [4]	Total annual burden hours & total annual cost	Burden hours & cost per respondent ($)
	(1)	(2)	(1) * (2) = (3)	(4)	(3) * (4) = (5)	(5) ÷ (1)
FERC–551	181	365	66,065	0.5 hours; $37	33,032.50 hrs.; $2,444,405.	182.5 hrs.; $13,505.

Comments: Comments are invited on: (1) whether the collection of information is necessary for the proper performance of the functions of the Commission, including whether the information will have practical utility; (2) the accuracy of the agency's estimate of the burden and cost of the collection of information, including the validity of the methodology and assumptions used; (3) ways to enhance the quality, utility and clarity of the information collection; and (4) ways to minimize the burden of the collection of information on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Dated: January 18, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01321 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings

Take notice that the Commission has received the following Natural Gas Pipeline Rate and Refund Report filings:

Filings Instituting Proceedings

Docket Numbers: PR23–22–000.

Applicants: SCOOP Express, LLC.

Description: § 284.123 Rate Filing: ET SCOOP Express LLC Petition for Rate Approval & Rev SOC to be effective 12/15/2022.

Filed Date: 1/17/23.

Accession Number: 20230117–5239.

Comment Date: 5 p.m. ET 2/7/23.

Docket Numbers: RP23–359–000.

Applicants: Rockies Express Pipeline LLC.

Description: § 4(d) Rate Filing: REX 2023–01–17 Negotiated Rate Agreement and Amendments to be effective 1/18/2023.

Filed Date: 1/17/23.

Accession Number: 20230117–5230.

Comment Date: 5 p.m. ET 1/30/23.

Docket Numbers: RP23–360–000.

Applicants: Southern LNG Company, L.L.C.

Description: § 4(d) Rate Filing: Dredging Surcharge Cost Adjustment—2023 to be effective 3/1/2023.

Filed Date: 1/18/23.

Accession Number: 20230118–5049.

Comment Date: 5 p.m. ET 1/30/23.

Any person desiring to intervene or protest in any of the above proceedings must file in accordance with Rules 211 and 214 of the Commission's Regulations (18 CFR 385.211 and 385.214) on or before 5:00 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

The filings are accessible in the Commission's eLibrary system (*https://elibrary.ferc.gov/idmws/search/fercgensearch.asp*) by querying the docket number.

[1] Section 23(a)(2) of the NGA, 15 U.S.C. 717t–2(a)(2) (2000 & Supp. V 2005).

[2] *See* sections 4 and 5 of the NGA, 15 U.S.C. 717c and 717d.

[3] Burden is defined as 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. For further explanation of what is included in the information collection burden, refer to 5 CFR 1320.3.

[4] The hourly figure (wages plus benefits) is based on the average of the occupational categories for 2022 found on the Bureau of Labor Statistics website (*http://www.bls.gov/oes/current/naics2_22.htm* and *http://www.bls.gov/news.release/ecec.nr0.htm*):

—Management (Occupation Code: 11–0000): $102.41.

—Business (Occupation Code: 13–0000): $47.71.

—Financial (Occupation Code: 13–2051): $70.68.

These various occupational categories' wage (and benefits) figures are averaged and weighted equally, giving an average of $73.60/hour. The resulting wage figure is rounded to $74.00/hour for use in calculating wage figures in the FERC–551 renewal.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: *http://www.ferc.gov/docs-filing/efiling/filing-req.pdf.* For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Dated: January 18, 2023.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2023–01302 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Project No. 3025–031]

Green Mountain Power Corporation; Notice of Effectiveness of Withdrawal of License Application

On March 30, 2022, Green Mountain Power Corporation (GMP) filed a relicense application for the 450-kilowatt Kelley's Falls Hydroelectric Project No. 3025. On December 29, 2022, GMP filed a notice of withdrawal of its application.

No motion in opposition to the notice of withdrawal has been filed, and the Commission has taken no action to disallow the withdrawal. Pursuant to Rule 216(b) of the Commission's Rules of Practice and Procedure,[1] the withdrawal of the application became effective on January 13, 2023, and this proceeding is hereby terminated.

Dated: January 17, 2023.

Kimberly D. Bose,

Secretary.

[FR Doc. 2023–01253 Filed 1–23–23; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2004–0077; FRL–10427–01–OAR]

Proposed Information Collection Request; Comment Request; Significant New Alternatives Policy (SNAP) Program (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency (EPA) is planning to submit an information collection request (ICR), ''Significant New Alternatives Policy (SNAP) Program (Renewal)'' (EPA ICR No. 1596.11, OMB Control No. 2060–0226) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act. Before doing so, EPA is soliciting public comments on specific aspects of the proposed information collection as described below. This is a proposed extension of the ICR, which is currently approved through August 31, 2023. 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.

DATES: Comments must be submitted on or before March 27, 2023.

ADDRESSES: Submit your comments, referencing Docket ID No. EPA–HQ–OAR–2004–0077, online using *www.regulations.gov* (our preferred method), by email to *a-and-r-docket@epa.gov* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW, Washington, DC 20460.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Christina Thompson, Stratospheric Protection Division, Office of Atmospheric Programs, (Mail Code 6205A), Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460; telephone number: (202) 564–0983; email address: *thompson.christina@epa.gov.*

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at *www.regulations.gov* or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW, Washington, DC. The telephone number for the Docket Center is 202–566–1744. For additional information about EPA's public docket, visit *http://www.epa.gov/dockets.*

Pursuant to section 3506(c)(2)(A) of the PRA, EPA is soliciting comments and information to enable it to: (i) evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the Agency, including whether the information will have practical utility; (ii) evaluate the accuracy of the Agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (iii) enhance the quality, utility, and clarity of the information to be collected; and (iv) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses. EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval. At that time, EPA will issue another **Federal Register** notice to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: Information collected under this rulemaking is necessary to implement the requirements of the Significant New Alternatives Policy (SNAP) program for evaluating and regulating substitutes for ozone-depleting substances (ODS) being phased out under the stratospheric ozone protection provisions of the Clean Air Act (CAA) and globally under the *Montreal Protocol on Substances that Deplete the Ozone Layer.* Under CAA section 612, EPA is authorized to identify and restrict the use of substitutes for class I and class II ODS (listed in 40 CFR part 82, subpart A, appendices A and B) where EPA determines other alternatives are available or potentially available that reduce overall risk to human health and the environment. Any producer of a new substitute must submit a notice of intent to introduce a substitute into interstate commerce 90 days prior to such introduction. The producer must also provide EPA with information covering a wide range of health and environmental factors. The SNAP program, based on information collected from the manufacturers, formulators, and/or sellers of such substitutes, identifies acceptable substitutes. Responses to the collection of information are mandatory under section 612 for anyone who sells or, in certain cases, uses substitutes for an ODS after April 18, 1994, the effective date of the final rule. Measures to protect confidentiality of information collected under the SNAP program are based on EPA's confidentiality regulations (40 CFR 2.201 *et seq.,* or Subpart B). Submitters may designate all or portions of their forms or petitions as confidential. EPA requires the

[1] 18 CFR 385.216(b) (2022).

submitters to substantiate their claim of confidentiality. Under CAA section 114(c), emissions information may not be claimed as confidential.

To develop the lists of acceptable and unacceptable substitutes, the Agency must assess and compare ''overall risks to human health and the environment'' posed by use of substitutes in the context of particular applications. EPA requires submission of information covering a wide range of health and environmental factors. These include intrinsic properties such as physical and chemical information, atmospheric effects including ozone depleting potential and global warming potential, toxicity, and flammability, and use-specific data such as substitute applications, process description, environmental release data, exposure data during use of a substitute, environmental fate and transport, and cost information of the substitute. Once a completed submission has been received, the SNAP program will commence its review. Any substitute which is a new chemical must also be submitted to the Agency under the Premanufacture Notice program under the Toxic Substances Control Act (TSCA). Alternatives that will be used as sterilants must be filed jointly with EPA's Office of Pesticide Programs and with SNAP.

Form Numbers: 1264–14;1265–14.

Respondents/affected entities: Manufacturers, importers, formulators and processors of substitutes for ODS.

Respondent's obligation to respond: Mandatory (40 CFR 82.176).

Estimated number of respondents: 154 (per year).

Frequency of response: Annual.

Total estimated burden: 4,855 hours (per year). Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: $444,249, which includes $22,912 annualized capital or O&M costs.

Changes in estimates: There is a decrease of 702 hours in the total estimated respondent burden compared with the ICR currently approved by OMB. The Agency anticipates the number of submissions to the SNAP program to remain the same as the previous ICR during the next 3 years. Many of the recent SNAP submissions, and those anticipated over the next three years, are for chemicals previously found acceptable for other SNAP applications or for blends of alternatives already found acceptable. For the expected submissions, the burden of developing supporting information for the majority of these submissions is expected to decrease because it is easier to find and review information for substitutes that have been reviewed previously. EPA estimates a reduction in the number of respondents responsible for recordkeeping for substitutes acceptable subject to use conditions and narrowed use limits. The increased availability of alternatives reduces the need for industry to use alternatives previously listed as acceptable subject to narrowed use limits.

Cynthia A. Newberg,

Director, Stratospheric Protection Division.

[FR Doc. 2023–01258 Filed 1–23–23; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OGC–2023–0028; FRL–10587–01–OGC]

Proposed Consent Decree, Clean Air Act Citizen Suit

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed consent decree; request for public comment.

SUMMARY: In accordance with the Clean Air Act, as amended (CAA or the Act), the Environmental Protection Agency (EPA or the Agency) is providing notice of a proposed consent decree in *California Communities Against Toxics, et al.* v. *Regan,* No. 1:22–cv–01012–CRC (D.D.C.). On April 12, 2022, Plaintiffs California Communities Against Toxics, Coalition For A Safe Environment, and Sierra Club filed a complaint in the United States District Court in the District of Columbia. In the complaint, which was amended on July 6, 2022, Plaintiffs allege that EPA failed to perform its non-discretionary duty to review and revise as necessary the National Emission Standards for Hazardous Air Pollutants from Oil and Natural Gas Production Facilities and Natural Gas Transmission and Storage Facilities. Plaintiffs further allege that EPA has unreasonably delayed in responding to Plaintiffs' 2012 petition for administrative reconsideration of the final rule *Oil and Natural Gas Sector: New Source Performance Standards and National Emission Standards for Hazardous Air Pollutants Reviews.* The proposed consent decree would establish deadlines for EPA to sign proposed and final actions.

DATES: Written comments on the proposed consent decree must be received by February 23, 2023.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–HQ–OGC–2023–0028, online at *https://www.regulations.gov* (EPA's preferred method). Follow the online instructions for submitting comments.

Instructions: All submissions received must include the Docket ID number for this action. Comments received may be posted without change to *https://www.regulations.gov,* including any personal information provided. For detailed instructions on sending comments and additional information on the rulemaking process, see the ''Additional Information about Commenting on the Proposed Consent Decree'' heading under the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Amy Huang Branning, Air and Radiation Law Office, Office of General Counsel, U.S. Environmental Protection Agency; telephone (202) 564–1744; email address *branning.amy@epa.gov.*

SUPPLEMENTARY INFORMATION:

I. Obtaining a Copy of the Proposed Consent Decree

The official public docket for this action (identified by Docket ID No. EPA–HQ–OGC–2023–0028) contains a copy of the proposed consent decree. The official public docket is available for public viewing at the Office of Environmental Information (OEI) Docket in the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW, Washington, DC. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OEI Docket is (202) 566–1752.

The electronic version of the public docket for this action contains a copy of the proposed consent decree and is available through *https://www.regulations.gov.* You may use *https://www.regulations.gov* to submit or view public comments, access the index listing of the contents of the official public docket, and access those documents in the public docket that are available electronically. Once in the system, key in the appropriate docket identification number then select ''search.''

II. Additional Information About the Proposed Consent Decree

On April 12, 2022, Plaintiffs California Communities Against Toxics, Coalition For A Safe Environment, and Sierra Club (collectively ''Plaintiffs'') filed a complaint in the United States District Court for the District of Columbia alleging that EPA has failed to

perform its non-discretionary duty under CAA section 112(d)(6) to ''review, and revise as necessary'' the National Emission Standards for Hazardous Air Pollutants from Oil and Natural Gas Production Facilities and Natural Gas Transmission and Storage Facilities, 40 CFR part 60, subparts HH and HHH respectively (''Oil and Gas NESHAP''), at least every eight years. On July 6, 2022, Plaintiffs amended the complaint to also claim that EPA has unreasonably delayed in taking final action on Plaintiffs' 2012 petition for administrative reconsideration of the final rule *Oil and Natural Gas Sector: New Source Performance Standards and National Emission Standards for Hazardous Air Pollutants Reviews,* 77 FR 49490 (Aug. 16, 2012) (''2012 Rule'').

The 2012 Rule contains actions on both the new source performance standards (''NSPS'') for the oil and natural gas sector under CAA section 111 and the Oil and Gas NESHAP under CAA section 112. Multiple parties, including Plaintiffs, sought judicial review of the 2012 Rule in the U.S. Court of Appeals for the District of the Columbia (''D.C. Circuit''). In addition, Plaintiffs submitted to EPA a petition for administrative reconsideration of the 2012 Rule (''Reconsideration Petition''). In that petition, Plaintiffs objected to multiple aspects of the NESHAP portion of the 2012 Rule, including provision of an affirmative defense to civil penalties for violating emissions standards caused by malfunctions (''affirmative defense'').

The D.C. Circuit consolidated all petitions for judicial review of the 2012 Rule and granted EPA's motion to (1) sever NESHAP-related challenges from NSPS-related challenges and (2) hold the former in abeyance pending EPA's reconsideration of the NESHAP portion of the rule. *American Petroleum Institute* v. *EPA,* No. 12–1405 (D.C. Cir.). In a letter dated December 14, 2016, EPA informed Plaintiffs' counsel that EPA's reconsideration of the NESHAP portion of the 2012 Rule was still ongoing and that it was reviewing, among several other issues, the affirmative defense provisions raised in the Reconsideration Petition.

The proposed consent decree, if finalized, would establish deadlines for EPA to take proposed and final actions under CAA section 112(d)(6) for the Oil and Gas NESHAP and for addressing the Reconsideration Petition. Specifically, EPA would be required to sign the proposed action addressing the affirmative defense issue in the Reconsideration Petition by February 12, 2024, and final action by December 10, 2024. EPA would also be required to sign the proposed action on its review of the Oil and Gas NESHAP under CAA section 112(d)(6) and on other Reconsideration Petition issues that EPA is reconsidering by December 10, 2024, and the final action by December 10, 2025.

In accordance with section 113(g) of the CAA, for a period of thirty (30) days following the date of publication of this document, the Agency will accept written comments relating to the proposed consent decree. EPA or the Department of Justice may withdraw or withhold consent to the proposed consent decree if the comments disclose facts or considerations that indicate that such consent is inappropriate, improper, inadequate, or inconsistent with the requirements of the Act.

III. Additional Information About Commenting on the Proposed Consent Decree

Submit your comments, identified by Docket ID No. EPA–HQ–OGC–2023–0028, via *https://www.regulations.gov.* Once submitted, comments cannot be edited or removed from this docket. EPA may publish any comment received to its public docket. Do not submit to EPA's docket at *https://www.regulations.gov* any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.,* on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit *https://www.epa.gov/dockets/commenting-epa-dockets.* For additional information about submitting information identified as CBI, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section of this document. Note that written comments containing CBI and submitted by mail may be delayed and deliveries or couriers will be received by scheduled appointment only.

If you submit an electronic comment, EPA recommends that you include your name, mailing address, and an email address or other contact information in the body of your comment. This ensures that you can be identified as the submitter of the comment and allows EPA to contact you in case EPA cannot read your comment due to technical difficulties or needs further information on the substance of your comment. Any identifying or contact information provided in the body of a comment will be included as part of the comment that is placed in the official public docket and made available in EPA's electronic public docket. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Use of the *https://www.regulations.gov* website to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an ''anonymous access'' system, which means EPA will not know your identity, email address, or other contact information unless you provide it in the body of your comment.

Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked ''late.'' EPA is not required to consider these late comments.

Gautam Srinivasan,

Associate General Counsel.

[FR Doc. 2023–01303 Filed 1–23–23; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

[OMB 3060–0819; FR ID 124047]

Information Collection Being Reviewed by the Federal Communications Commission

AGENCY: Federal Communications Commission.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act (PRA) of 1995, the Federal Communications Commission (FCC or the Commission) invites the general public and other Federal agencies to take this opportunity to comment on the following information collection. Comments are requested concerning: whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize

the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information collection burden on small business concerns with fewer than 25 employees. The FCC may not conduct or sponsor a collection of information unless it displays a currently valid control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the PRA that does not display a valid Office of Management and Budget (OMB) control number.

DATES: Written PRA comments should be submitted on or before March 27, 2023. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the contact listed below as soon as possible.

ADDRESSES: Direct all PRA comments to Nicole Ongele, FCC, via email *PRA@fcc.gov* and to *nicole.ongele@fcc.gov.*

FOR FURTHER INFORMATION CONTACT: For additional information about the information collection, contact Nicole Ongele, (202) 418–2991.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 3060–0819.

Title: Bridging the Digital Divide for Low-Income Consumers, Lifeline and Link Up Reform and Modernization, Telecommunications Carriers Eligible for Universal Service Support.

Form No.: FCC Form 481, 497, 555, 5629, 5630, and 5631.

Type of Review: Revision of a currently approved collection.

Respondents: Individuals or households and business or other for-profit enterprises.

Number of Respondents and Responses: 25,110,064 respondents; 26,877,404 responses.

Estimated Time per Response: 0.0167–125 hours.

Frequency of Response: Annual, biennial, monthly, daily and on occasion reporting requirements, recordkeeping requirement and third-party disclosure requirement.

Obligation to Respond: Required to obtain or retain benefits. Statutory authority is contained in Sections 1, 4(i), 5, 201, 205, 214, 219, 220, 254, 303®, and 403 of the Communications Act of 1934, as amended, and section 706 of the Communications Act of 1996, as amended; *47 U.S.C. 151, 154(i), 155, 201, 205, 214, 219, 220, 254, 303(r), 403,* and *1302.*

Total Annual Burden: 6,534,374 hours.

Total Annual Cost: $937,500.

Privacy Impact Assessment: Yes. The Commission completed a Privacy Impact Assessment (PIA) for some of the information collection requirements contained in this collection. The PIA was published in the **Federal Register** at 82 FR 38686 on August 15, 2017. The PIA may be reviewed at: *http://www.fcc.gov/omd/privacyact/Privacy_Impact_Assessment.html.*

Nature and Extent of Confidentiality: Some of the requirements contained in this information collection affect individuals or households, and thus, there are impacts under the Privacy Act. The FCC's system of records notice (SORN) associated with this collection is FCC/WCB–1, ''Lifeline Program.''

The Commission will use the information contained in FCC/WCB–1 to cover the personally identifiable information (PII) that is required as part of the Lifeline Program (Lifeline).

As required by the Privacy Act of 1974, as amended, *5 U.S.C. 552a,* the Commission published FCC/WCB–1 Lifeline Program in the **Federal Register** on February 25, 2021 (86 FR 11526).

Also, respondents may request materials or information submitted to the Commission or to the Universal Service Administrative Company (USAC or Administrator) be withheld from public inspection under *47 CFR 0.459* of the FCC's rules. We note that USAC must preserve the confidentiality of all data obtained from respondents; must not use the data except for purposes of administering the universal service programs; and must not disclose data in company-specific form unless directed to do so by the Commission.

Needs and Uses: This revision implements several process and procedural changes made to reflect the full implementation of the National Verifier in all states and territories and updates several of the forms associated with this collection. These changes require minor modifications to the previously approved requirements. These changes have a moderate impact on the overall burden, increasing the burden hours for some requirements and decreasing the burden hours for other requirements.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2023–01360 Filed 1–23–23; 8:45 am]

BILLING CODE 6712–01–P

FEDERAL COMMUNICATIONS COMMISSION

[OMB 3060–0862; FR ID 124038]

Information Collection Being Reviewed by the Federal Communications Commission Under Delegated Authority

AGENCY: Federal Communications Commission.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act (PRA) of 1995, the Federal Communications Commission (FCC or the Commission) invites the general public and other Federal agencies to take this opportunity to comment on the following information collection. Comments are requested concerning: whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information collection burden on small business concerns with fewer than 25 employees. The FCC may not conduct or sponsor a collection of information unless it displays a currently valid control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the PRA that does not display a valid Office of Management and Budget (OMB) control number.

DATES: Written PRA comments should be submitted on or before March 27, 2023. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the contact listed below as soon as possible.

ADDRESSES: Direct all PRA comments to Nicole Ongele, FCC, via email *PRA@fcc.gov* and to *nicole.ongele@fcc.gov.*

FOR FURTHER INFORMATION CONTACT: For additional information about the information collection, contact Nicole Ongele, (202) 418–2991.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 3060–0862.

Title: Handling Confidential Information.

Form Number: N/A.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit entities; Not-for-profit institutions; Federal Government; and State, Local, or Tribal Government.

Number of Respondents and Responses: 2,400 respondents; 2,400 responses.

Estimated Time per Response: 1–2 hours.

Obligation to Respond: Required to obtain or retain benefits. The statutory authority for this collection of information is contained in 5 U.S.C. 552(b)(4), 18 U.S.C. 1905, and 47 U.S.C. 154(i).

Frequency of Response: On occasion reporting requirement; recordkeeping and third party disclosure requirements.

Total Annual Burden: 4,300 hours.

Total Annual Cost: No Cost.

Privacy Act Impact Assessment: No impact(s).

Nature of Extent of Confidentiality: The Commission is not requesting that the respondents submit confidential information to the FCC. Respondents may, however, request confidential treatment for information they believe to be confidential under 47 CFR 0.459 of the Commission's rules.

Needs and Uses: On August 4, 1998, the FCC released a Report and Order (R&O), Examination of Current Policy Concerning the Treatment of Confidential Information Submitted to the Commission, CG Docket No. 96–55. The R&O included a Model Protective Order (MPO) that is used, when appropriate, to grant limited access to information that the Commission determines should not be routinely available for public inspection. The party granted access to the confidential information materials must keep a written record of all copies made and provide this record to the submitted of the confidential materials upon request. This approach was adopted to facilitate the use of confidential materials under an MPO, instead of restricting access to materials. In addition, the FCC amended 47 CFR 0.459(b) to set forth the type of information that should be included when a party submits information to the Commission for which it seeks confidential treatment. This listing of types of information to be submitted was adopted to provide guidance to the public for confidentiality requests.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2023–01359 Filed 1–23–23; 8:45 am]

BILLING CODE 6712–01–P

FEDERAL COMMUNICATIONS COMMISSION

[OMB 3060–0804; FR ID 123599]

Information Collection Being Reviewed by the Federal Communications Commission

AGENCY: Federal Communications Commission.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act (PRA) of 1995, the Federal Communications Commission (FCC or the Commission) invites the general public and other Federal agencies to take this opportunity to comment on the following information collection. Comments are requested concerning: whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information collection burden on small business concerns with fewer than 25 employees.

The FCC may not conduct or sponsor a collection of information unless it displays a currently valid control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the PRA that does not display a valid Office of Management and Budget (OMB) control number.

DATES: Written PRA comments should be submitted on or before March 27, 2023. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the contact listed below as soon as possible.

ADDRESSES: Direct all PRA comments to Nicole Ongele, FCC, via email *PRA@fcc.gov* and to *nicole.ongele@fcc.gov.*

FOR FURTHER INFORMATION CONTACT: For additional information about the information collection, contact Nicole Ongele, (202) 418–2991.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 3060–0804.

Title: Universal Service—Rural Health Care Program.

Form Numbers: FCC Forms 460, 461, 462, 463, 465, 466, and 467.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit; Not-for-profit institutions; Federal Government; and State, Local, or Tribal governments.

Number of Respondents and Responses: 12,854 unique respondents; 102,681 responses.

Estimated Time per Response: 0.30–17 hours.

Frequency of Response: On occasion, One-time, Annual, and Monthly reporting requirements.

Obligation to Respond: Required to obtain or retain benefits. Statutory authority for this collection of information is contained in sections 1–4, 201–205, 214, 254, 303(r), and 403 of the Communications Act of 1934, as amended, *47 U.S.C. 151–154, 201–205, 214, 254, 303(r),* and *403,* unless otherwise noted.

Total Annual Burden: 413,460 hours.

Total Annual Cost: No Cost.

Privacy Impact Assessment: No Impact(s).

Nature and Extent of Confidentiality: There is no assurance of confidentiality provided to respondents concerning this information collection. Information submitted on FCC Forms for the RHC Program is subject to public inspection and is used by USAC to update and expand the RHC Program dataset as part of its Open Data Platform. However, respondents may request materials or information submitted to the Commission or to USAC be withheld from public inspection under 47 CFR 0.459 of the FCC's rules.

Needs and Uses: The Commission seeks OMB approval of an extension of this information collection, which is scheduled to expire on May 31, 2023. This collection is utilized for the RHC support mechanism of the Commission's universal service fund (USF). The collection of this information is necessary so that the Commission and the Universal Service Administrative Company (USAC) will have sufficient information to determine if entities are eligible for funding pursuant to the RHC universal service support mechanism, to determine if entities are complying with the Commission's rules, and to prevent waste, fraud, and abuse. This information is also necessary in order to allow the Commission to evaluate the extent to which the RHC Program is meeting the statutory objectives specified in section 254(h) of the 1996 Act, and the Commission's performance goals for the RHC Program.

The Healthcare Connect Fund Program currently includes FCC Forms 460, 461, 462, and 463 and the Telecom Program currently includes FCC Forms 465, 466, and 467. The information on the FCC Form templates is a representative description of the information to be collected via an online portal and is not intended to be a visual representation of what each applicant or service provider will see, the order in which they will see information, or the exact wording or directions used to collect the information. Where possible, information already provided by applicants from previous filing years or that was pre-filed in the system portal will be carried forward and auto-generated into the form to simplify the information collection for applicants.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2023–01364 Filed 1–23–23; 8:45 am]

BILLING CODE 6712–01–P

FEDERAL COMMUNICATIONS COMMISSION

[OMB 3060–0169, OMB 3060–1230; FR ID 123481]

Information Collections Being Reviewed by the Federal Communications Commission Under Delegated Authority

AGENCY: Federal Communications Commission.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act (PRA) of 1995, the Federal Communications Commission (FCC or the Commission) invites the general public and other Federal agencies to take this opportunity to comment on the following information collection. Comments are requested concerning: whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information collection burden on small business concerns with fewer than 25 employees. The FCC may not conduct or sponsor a collection of information unless it displays a currently valid control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the PRA that does not display a valid Office of Management and Budget (OMB) control number.

DATES: Written PRA comments should be submitted on or before March 27, 2023. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the contact listed below as soon as possible.

ADDRESSES: Direct all PRA comments to Nicole Ongele, FCC, via email *PRA@fcc.gov* and to *nicole.ongele@fcc.gov.*

FOR FURTHER INFORMATION CONTACT: For additional information about the information collection, contact Nicole Ongele, (202) 418–2991.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 3060–0169.

Title: Section 43.51, Reports and Records of Communications Common Carriers and Affiliates.

Form Number: N/A.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit entities.

Number of Responses and Respondents: 55 respondents; 1,210 responses.

Estimated Time per Response: 6 hours.

Frequency of Response: On occasion reporting requirement, annual reporting requirement, recordkeeping requirement and third party disclosure requirement.

Obligation to Respond: Required to obtain or retain benefits. The statutory authority for this collection is contained in sections: 1–4, 10, 11, 201–205, 211, 218, 220, 226, 303(g), 303(r) and 332 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 154, 160, 161, 201, 205, 211, 218, 220, 226, 303(g), 303(r) and 332.

Total Annual Burden: 3,397 hours.

Total Annual Cost: No cost.

Privacy Act Impact Assessment: No impact(s).

Nature and Extent of Confidentiality: The Commission is not requesting that the respondents submit confidential information.

Needs and Uses: In 2011, the Commission released a First Report and Order and Further Notice of Proposed Rulemaking (FCC 11–76). The Commission, among other things, removed section 43.53 on the grounds that it was no longer in the public interest. However, the Commission did not alter section 43.51, which requires certain communications common carriers to file with the Commission, within 30 days of execution, a copy of each contract, agreement, concession, license, authorization, operating agreement or other arrangement to which it is a party and any amendments thereto. Section 43.51 also requires carriers to maintain copies of certain contracts, to have them readily accessible to Commission staff and members of the public upon request, and to forward individual contracts to the Commission as requested.

OMB Control Number: 3060–1230.

Title: Enterprise Service and Public Safety Interference Complaint Intake Form.

Form Number: FCC–5624.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit entities, Not-for-profit institutions, Federal government, and State, Local, or Tribal government.

Number of Respondents and Responses: 1,000 respondents; 1,000 responses.

Estimated Time per Response: 0.5 hours (30 minutes).

Frequency of Response: On occasion reporting requirement.

Obligation to Respond: Voluntary. The statutory authority for this information collection is contained in 47 U.S.C. 154(i)–(j), 155, and 303(r).

Total Annual Burden: 500 hours.

Total Annual Cost: No Cost.

Privacy Impact Assessment: No impact(s).

Nature and Extent of Confidentiality: The Commission is not requesting respondents to submit confidential information to the Commission. However, respondents may request materials or information submitted to the Commission be withheld from public inspection under 47 CFR 0.459 of Rules.

Needs and Uses: Commercial spectrum licensees, spectrum licensees with public safety or safety of life missions, and federal agencies will have a single portal through which to submit complaints of RF interference. This online RF interference intake portal will enhance the Commission's ability to efficiently triage and assign RF interference complaints to field agents for further investigation, mitigation, and/or enforcement action, as appropriate.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2023–01358 Filed 1–23–23; 8:45 am]

BILLING CODE 6712–01–P

FEDERAL ELECTION COMMISSION

Sunshine Act Meetings

TIME AND DATE: Thursday, January 26, 2023 at 10:30 a.m.

PLACE: Hybrid Meeting: 1050 First Street NE, Washington, DC (12th Floor) and Virtual.

Note: For those attending the meeting in person, current COVID–19 safety protocols for visitors, which are based on the CDC COVID–19 community level in Washington, DC, will be updated on the Commission's contact page by the Monday before the meeting. See the contact page at *https://www.fec.gov/contact/.* If you would like to virtually access the meeting, see the instructions below.

STATUS: The January 26, 2023 Open Meeting has been canceled.

CONTACT PERSON FOR MORE INFORMATION: Judith Ingram, Press Officer, Telephone: (202) 694–1220

Individuals who plan to attend in person and who require special assistance, such as sign language interpretation or other reasonable accommodations, should contact Laura E. Sinram, Secretary and Clerk, at (202) 694–1040, at least 72 hours prior to the meeting date.

(Authority: Government in the Sunshine Act, 5 U.S.C. 552b.)

Laura E. Sinram,

Secretary and Clerk of the Commission.

[FR Doc. 2023–01420 Filed 1–20–23; 11:15 am]

BILLING CODE 6715–01–P

FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at *https://www.federalreserve.gov/foia/request.htm.* Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)).

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Ann E. Misback, Secretary of the Board, 20th Street and Constitution Avenue NW, Washington, DC 20551–0001, not later than February 23, 2023.

A. Federal Reserve Bank of St. Louis (Holly A. Rieser, Senior Manager) P.O. Box 442, St. Louis, Missouri 63166–2034. Comments can also be sent electronically to *Comments.applications@stls.frb.org:*

1. *MO/ARK Bancshares, Inc., Hollister, Missouri;* to become a bank holding company by acquiring Stone Bancshares, Inc., and thereby indirectly acquiring Stone Bank, both of Mountain View, Arkansas.

Board of Governors of the Federal Reserve System.

Michele Taylor Fennell,

Deputy Associate Secretary of the Board.

[FR Doc. 2023–01369 Filed 1–23–23; 8:45 am]

BILLING CODE P

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisitions of Shares of a Bank or Bank Holding Company

The notificants listed below have applied under the Change in Bank Control Act (Act) (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire shares of a bank or bank holding company. The factors that are considered in acting on the applications are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at *https://www.federalreserve.gov/foia/request.htm.* Interested persons may express their views in writing on the standards enumerated in paragraph 7 of the Act.

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Ann E. Misback, Secretary of the Board, 20th Street and Constitution Avenue NW, Washington, DC 20551–0001, not later than February 8, 2023.

A. Federal Reserve Bank of Minneapolis (Stephanie Weber, Assistant Vice President); 90 Hennepin Avenue, Minneapolis, Minnesota 55480–0291; Comments can also be sent electronically to *MA@mpls.frb.org*:

1. *James A. Babcock Revocable Trust, James A. Babcock and Marisela Babcock, as co-trustees, all of Elk River, Minnesota;* to join the Babcock Family Shareholder Group, a group acting in concert; to acquire voting shares of Metro North Bancshares, Inc., and thereby indirectly acquire voting shares of the Bank of Elk River, both of Elk River, Minnesota.

B. Federal Reserve Bank of Kansas City (Jeffrey Imgarten, Assistant Vice President); 1 Memorial Drive, Kansas City, Missouri 64198.

1. *Scherry Hermansen, St. Libory, Nebraska; Aaron Chochon, Syracuse, Nebraska; David Chochon, Dakota Dunes, South Dakota; Bryan Chochon, Brett Mueller, Sharyn Mueller, and Pamela Mueller, all of Columbus, Nebraska; and the Brooke Allison Mueller Irrevocable Trust, Michael Blanchard, trustee, Benbrook, Texas;* to join the Chochon-Mueller Control Group, a group acting in concert, to retain voting shares of Rae Valley Financials, Inc., and thereby indirectly retain voting shares of Great Plains State Bank, both of Petersburg, Nebraska.

Board of Governors of the Federal Reserve System.

Michele Taylor Fennell,

Deputy Associate Secretary of the Board.

[FR Doc. 2023–01368 Filed 1–23–23; 8:45 am]

BILLING CODE P

UNITED STATES AGENCY FOR GLOBAL MEDIA

USAGM FY 2022 Service Contract Analysis & FY 2021 Service Contract Inventory

AGENCY: United States Agency for Global Media.

ACTION: Notice.

SUMMARY: The United States Agency for Global Media (USAGM) announces the members of its FY 2022 Service Contract Analysis and FY 2021 Service Contract Inventory.

ADDRESSES: USAGM Office of Contracts, 330 Independence Ave. SW, Washington, DC 20237.

FOR FURTHER INFORMATION CONTACT: Khilena Adhin, Acquisition Policy Branch Chief, at *conpolicy@usagm.gov,* 202–920–2302.

SUPPLEMENTARY INFORMATION: In accordance with Section 743 of Division C of the Consolidated Appropriations Act of 2010, the U.S. Agency for Global Media (USAGM) is publishing this notice to advise the public of the availability of its FY 2022 Service Contract Analysis and FY 2021 Service Contract Inventory. They are available on the USAGM website, through the following link: *https://www.usagm.gov/ourwork/strategy-and-results/strategic-priorities/research-reports/service-contract-inventory/.*

The service contract inventory provides information on service contract actions over $25,000 made in FY 2021. The information is organized by function to show how contracted resources are distributed throughout the Agency. The inventory has been developed in accordance with guidance on service contract inventories issued on November 5, 2010 and on December 19, 2011 by the Office of Management and Budget, Office of Federal Procurement Policy (OFPP).

Dated: January 18, 2023.

Armanda Matthews,

Program Support Specialist. U.S. Agency for Global Media.

[FR Doc. 2023–01322 Filed 1–23–23; 8:45 am]

BILLING CODE 8610–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Medicare & Medicaid Services

[Document Identifiers: CMS–10844]

Agency Information Collection Activities: Proposed Collection; Comment Request

AGENCY: Centers for Medicare & Medicaid Services, Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Centers for Medicare & Medicaid Services (CMS) is announcing an opportunity for the public to comment on CMS' intention to collect information from the public. Under the Paperwork Reduction Act of 1995 (PRA), federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information (including each proposed extension or reinstatement of an existing collection of information) and to allow 60 days for public comment on the proposed action. Interested persons are invited to send comments regarding our burden estimates or any other aspect of this collection of information, including the necessity and utility of the proposed information collection for the proper performance of the agency's functions, the accuracy of the estimated burden, ways to enhance the quality, utility, and clarity of the information to be collected, and the use of automated collection techniques or other forms of information technology to minimize the information collection burden.

DATES: Comments must be received by March 27, 2023.

ADDRESSES: When commenting, please reference the document identifier or OMB control number. To be assured consideration, comments and recommendations must be submitted in any one of the following ways:

1. *Electronically.* You may send your comments electronically to *http://www.regulations.gov.* Follow the instructions for ''Comment or Submission'' or ''More Search Options'' to find the information collection document(s) that are accepting comments.

2. *By regular mail.* You may mail written comments to the following address: CMS, Office of Strategic Operations and Regulatory Affairs, Division of Regulations Development, Attention: Document Identifier/OMB Control Number: ____ , Room C4–26–05, 7500 Security Boulevard, Baltimore, Maryland 21244–1850.

To obtain copies of a supporting statement and any related forms for the proposed collection(s) summarized in this notice, please access the CMS PRA website by copying and pasting the following web address into your web browser: *https://www.cms.gov/Regulations-and-Guidance/Legislation/PaperworkReductionActof1995/PRA-Listing.*

FOR FURTHER INFORMATION CONTACT: William N. Parham at (410) 786–4669.

SUPPLEMENTARY INFORMATION:

Contents

This notice sets out a summary of the use and burden associated with the following information collections. More detailed information can be found in each collection's supporting statement and associated materials (see **ADDRESSES**).

CMS–10844 Small Biotech Exception

Under the PRA (44 U.S.C. 3501–3520), federal agencies must obtain approval from the Office of Management and Budget (OMB) for each collection of information they conduct or sponsor. The term ''collection of information'' is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) and includes agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of the PRA requires federal agencies to publish a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension or reinstatement of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, CMS is publishing this notice.

Information Collection

1. *Type of Information Collection Request:* New collection (Request for a new OMB control number); *Title of Information Collection:* Small Biotech Exception; *Use:* Under the authority in sections 11001 and 11002 of the Inflation Reduction Act of 2022 (Pub. L. 117–169), the Centers for Medicare & Medicaid Services (CMS) is implementing the Medicare Drug Price Negotiation Program, codified in sections 1191 through 1198 of the Social Security Act (the Act). In accordance with section 1192(d)(2) of the Act, the term ''negotiation-eligible drug'' excludes, with respect to the initial price applicability years 2026, 2027, and 2028, a qualifying single source drug that meets the requirements for the exception for small biotech drugs (the ''Small Biotech Exception'').

This information is required in order for CMS to accurately identify whether a given drug meets the criteria for the Small Biotech Exception in accordance with section 1192(d)(2) of the Act. To ensure that only covered Part D drugs that meet the requirements for the Small Biotech Exception are excluded from the term ''negotiation-eligible drug,'' a manufacturer that seeks the Small Biotech Exception for its covered Part D drug (''Submitting Manufacturer'') must submit information to CMS about the company and its products in order for the drug to be considered for the exception. If the Submitting Manufacturer seeks the Small Biotech Exception for a covered Part D drug it acquired after December 31, 2021, the Submitting Manufacturer must also submit information related to the separate entity that had the Medicare Coverage Gap Discount Program agreement for the drug on December 31, 2021. The Information Collection Request Form for the Small Biotech

Exception must be submitted to CMS before CMS establishes the selected drug list for initial price applicability year 2026. *Form Number:* CMS–10844 (OMB control number: 0938–New); *Frequency:* Once; *Affected Public:* Private sector, Business or other for-profit; *Number of Respondents:* 10; *Total Annual Responses:* 10; *Total Annual Hours:* 68.5. (For policy questions regarding this collection contact Corey Rosenberg at 410–786–9763.)

Dated: January 18, 2023.

William N. Parham, III,

Director, Paperwork Reduction Staff, Office of Strategic Operations and Regulatory Affairs.

[FR Doc. 2023–01215 Filed 1–23–23; 8:45 am]

BILLING CODE 4120–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2022–E–0674]

Determination of Regulatory Review Period for Purposes of Patent Extension; BYFAVO

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA or the Agency) has determined the regulatory review period for BYFAVO and is publishing this notice of that determination as required by law. FDA has made the determination because of the submission of an application to the Director of the U.S. Patent and Trademark Office (USPTO), Department of Commerce, for the extension of a patent which claims that human drug product.

DATES: Anyone with knowledge that any of the dates as published (see **SUPPLEMENTARY INFORMATION**) are incorrect must submit either electronic or written comments and ask for a redetermination by March 27, 2023. Furthermore, any interested person may petition FDA for a determination regarding whether the applicant for extension acted with due diligence during the regulatory review period by July 24, 2023. See ''Petitions'' in the **SUPPLEMENTARY INFORMATION** section for more information.

ADDRESSES: You may submit comments as follows. Please note that late, untimely filed comments will not be considered. The *https://www.regulations.gov* electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of March 27, 2023. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

Electronic Submissions

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on *https://www.regulations.gov.*
- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see ''Written/Paper Submissions'' and ''Instructions'').

Written/Paper Submissions

Submit written/paper submissions as follows:

- *Mail/Hand Delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.
- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in ''Instructions.''

Instructions: All submissions received must include the Docket No. FDA–2022–E–0674 for ''Determination of Regulatory Review Period for Purposes of Patent Extension; BYFAVO.'' Received comments, those filed in a timely manner (see **ADDRESSES**), will be placed in the docket and, except for those submitted as ''Confidential Submissions,'' publicly viewable at *https://www.regulations.gov* or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

- Confidential Submissions—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states ''THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.'' The Agency will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on *https://www.regulations.gov.* Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as ''confidential.'' Any information marked as ''confidential'' will not be disclosed except in accordance with § 10.20 (21 CFR 10.20) and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: *https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf.*

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to *https://www.regulations.gov* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

FOR FURTHER INFORMATION CONTACT: Beverly Friedman, Office of Regulatory Policy, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 51, Rm. 6250, Silver Spring, MD 20993, 301–796–3600.

SUPPLEMENTARY INFORMATION:

I. Background

The Drug Price Competition and Patent Term Restoration Act of 1984 (Pub. L. 98–417) and the Generic Animal Drug and Patent Term Restoration Act (Pub. L. 100–670) generally provide that a patent may be extended for a period of up to 5 years so long as the patented item (human drug or biologic product, animal drug product, medical device, food additive, or color additive) was subject to

regulatory review by FDA before the item was marketed. Under these acts, a product's regulatory review period forms the basis for determining the amount of extension an applicant may receive.

A regulatory review period consists of two periods of time: a testing phase and an approval phase. For human drug products, the testing phase begins when the exemption to permit the clinical investigations of the drug becomes effective and runs until the approval phase begins. The approval phase starts with the initial submission of an application to market the human drug product and continues until FDA grants permission to market the drug product. Although only a portion of a regulatory review period may count toward the actual amount of extension that the Director of USPTO may award (for example, half the testing phase must be subtracted as well as any time that may have occurred before the patent was issued), FDA's determination of the length of a regulatory review period for a human drug product will include all of the testing phase and approval phase as specified in 35 U.S.C. 156(g)(1)(B).

FDA has approved for marketing the human drug product BYFAVO (remimazolam). BYFAVO is indicated for the induction and maintenance of procedural sedation in adults undergoing procedures lasting 30 minutes or less. Subsequent to this approval, the USPTO received a patent term restoration application for BYFAVO (U.S. Patent No. 9,827,251) from Acacia Pharma Limited, and the USPTO requested FDA's assistance in determining this patent's eligibility for patent term restoration. In a letter dated June 14, 2022, FDA advised the USPTO that this human drug product had undergone a regulatory review period and that the approval of BYFAVO represented the first permitted commercial marketing or use of the product. Thereafter, the USPTO requested that FDA determine the product's regulatory review period.

II. Determination of Regulatory Review Period

FDA has determined that the applicable regulatory review period for BYFAVO is 4,482 days. Of this time, 3,931 days occurred during the testing phase of the regulatory review period, while 551 days occurred during the approval phase. These periods of time were derived from the following dates:

1. *The date an exemption under section 505(i) of the Federal Food, Drug, and Cosmetic Act (FD&C Act) (21 U.S.C. 355(i)) became effective:* July 1, 2008. FDA has verified the applicant's claim that the date the investigational new drug application became effective was on July 1, 2008.

2. *The date the application was initially submitted with respect to the human drug product under section 505 of the FD&C Act:* April 5, 2019. FDA has verified the applicant's claim that the new drug application (NDA) for BYFAVO (NDA 212295) was initially submitted on April 5, 2019.

3. *The date the application was approved:* October 6, 2020. FDA has verified the applicant's claim that NDA 212295 was approved on October 6, 2020.

This determination of the regulatory review period establishes the maximum potential length of a patent extension. However, the USPTO applies several statutory limitations in its calculations of the actual period for patent extension. In its application for patent extension, this applicant seeks 796 days of patent term extension.

III. Petitions

Anyone with knowledge that any of the dates as published are incorrect may submit either electronic or written comments and, under 21 CFR 60.24, ask for a redetermination (see **DATES**). Furthermore, as specified in § 60.30 (21 CFR 60.30), any interested person may petition FDA for a determination regarding whether the applicant for extension acted with due diligence during the regulatory review period. To meet its burden, the petition must comply with all the requirements of § 60.30, including but not limited to: must be timely (see **DATES**), must be filed in accordance with § 10.20, must contain sufficient facts to merit an FDA investigation, and must certify that a true and complete copy of the petition has been served upon the patent applicant. (See H. Rept. 857, part 1, 98th Cong., 2d sess., pp. 41–42, 1984.) Petitions should be in the format specified in 21 CFR 10.30.

Submit petitions electronically to *https://www.regulations.gov* at Docket No. FDA–2013–S–0610. Submit written petitions (two copies are required) to the Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

Dated: January 18, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01220 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2020–D–1079]

Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research; Guidance for Industry; Availability

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice of availability.

SUMMARY: The Food and Drug Administration (FDA or Agency) is announcing the availability of a final guidance for industry entitled ''Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research.'' This guidance outlines FDA's current thinking on several topics relevant to the development of cannabis and cannabis-derived human drugs, including the source of cannabis for clinical research; general quality considerations for developing human drugs that contain cannabis and cannabis-derived compounds; and calculation of percent delta-9 tetrahydrocannabinol (THC) in botanical raw materials, intermediates, drug substances, and drug products to determine their control status. This guidance is being issued to support clinical research for development of cannabis and cannabis-derived human drugs. This guidance finalizes the draft guidance of the same title issued on July 22, 2020.

DATES: The announcement of the guidance is published in the **Federal Register** on January 24, 2023.

ADDRESSES: You may submit either electronic or written comments on Agency guidances at any time as follows:

Electronic Submissions

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact

information, or other information that identifies you in the body of your comments, that information will be posted on *https://www.regulations.gov.*

• If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see ''Written/Paper Submissions'' and ''Instructions'').

Written/Paper Submissions

Submit written/paper submissions as follows:

• *Mail/Hand Delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

• For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in ''Instructions.''

Instructions: All submissions received must include the Docket No. FDA–2020–D–1079 for ''Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research.'' Received comments will be placed in the docket and, except for those submitted as ''Confidential Submissions,'' publicly viewable at *https://www.regulations.gov* or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

• Confidential Submissions—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states ''THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.'' The Agency will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on *https://www.regulations.gov.* Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as ''confidential.'' Any information marked as ''confidential'' will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: *https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf.*

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to *https://www.regulations.gov* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

You may submit comments on any guidance at any time (see 21 CFR 10.115(g)(5)).

Submit written requests for single copies of this guidance to the Division of Drug Information, Center for Drug Evaluation and Research, Food and Drug Administration, 10001 New Hampshire Ave., Hillandale Building, 4th Floor, Silver Spring, MD 20993–0002. Send one self-addressed adhesive label to assist that office in processing your requests. See the **SUPPLEMENTARY INFORMATION** section for electronic access to the guidance document.

FOR FURTHER INFORMATION CONTACT: Susan Zuk, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 75, Rm. 6684, Silver Spring, MD 20993–0002, 240–402–9133; or Cassandra Taylor, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 51, Rm. 4150, Silver Spring, MD 20993–0002, 240–402–5290.

SUPPLEMENTARY INFORMATION:

I. Background

FDA is announcing the availability of a guidance for industry entitled ''Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research.'' This guidance outlines FDA's current thinking on several topics relevant to the development of human drugs containing cannabis and cannabis-derived compounds, including the source of cannabis for clinical research; general quality considerations for developing human drugs that contain cannabis and cannabis-derived compounds; and calculation of percent delta-9 THC in botanical raw materials, intermediates, drug substances, and drug products to determine their status as a controlled substance. This guidance is being issued to support clinical research for development of human drugs containing cannabis and cannabis-derived compounds.

Cannabis and cannabis-derived compounds (*i.e.,* compounds that occur naturally in the *Cannabis sativa L* plant) have been the subject of interest from consumers, industry, researchers, the public, and regulators. The Agriculture Improvement Act of 2018 (Pub. L. 115–334) (often called the 2018 Farm Bill) changed certain Federal authorities relating to the production of cannabis and cannabis-derived compounds. Among other things, the 2018 Farm Bill removed hemp, defined as cannabis and derivatives or extracts of cannabis having not more than 0.3 percent delta-9 THC by dry weight, from Schedule I controls in the Controlled Substances Act (CSA). The 2018 Farm Bill also explicitly preserved FDA's authority to regulate products containing cannabis or cannabis-derived compounds under the Federal Food, Drug, and Cosmetic Act and section 351 of the Public Health Service Act (42 U.S.C. 262). Accordingly, consistent with the 2018 Farm Bill, drugs that contain cannabis and cannabis-derived compounds are subject to the same authorities and requirements as FDA-regulated products containing any other substance, regardless of whether the products fall within the definition of hemp under the 2018 Farm Bill.

The Drug Enforcement Administration (DEA) is the lead Federal Agency for regulating controlled substances. Activities related to growing and manufacturing cannabis for use as an investigational drug for research must comply with CSA and DEA requirements if the cannabis is a controlled substance (*i.e.,* it exceeds the threshold of 0.3 percent delta-9 THC by dry weight). Sponsors and investigators are encouraged to contact DEA with questions regarding Schedule I cannabis or the CSA. FDA does not enforce the CSA or other laws within DEA's jurisdiction.

Many sponsors initiating clinical research for drugs containing cannabis and cannabis-derived compounds may be unclear regarding, or unfamiliar with, applicable drug quality expectations. Early interaction with FDA may prevent clinical hold issues and aid sponsors in developing a complete investigational new drug (IND) application.

In general, drugs containing cannabis and cannabis-derived compounds are subject to the same authorities and requirements as drugs containing any other substance. Drugs intended for human use are evaluated by FDA's Center for Drug Evaluation and

Research [1] to help ensure that drugs marketed in the United States are safe and effective for their intended uses and will be manufactured in a manner that ensures quality.

The recommendations in this guidance are intended to address the legal definitions and regulatory controls related to cannabis, and to address certain questions raised about drugs containing cannabis. The guidance also introduces key FDA regulatory concepts to stakeholders who may be less familiar with FDA or our authorities than other drug developers.

This guidance finalizes the draft guidance entitled ''Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research'' issued on July 22, 2020 (85 FR 44305). FDA considered comments received on the draft guidance as the guidance was finalized. Changes from the draft to the final guidance include clarifying sources of cannabis for clinical research (including Schedule I sources), adding resources that explain expectations for INDs in various stages of drug development, and providing guidance on quality considerations for INDs. The final guidance also lists applicable U.S. Pharmacopeia chapters on quality testing, including the assessment of leachables from packaging and delivery systems. Further, the guidance addresses the calculation of delta-9 THC content, which is relevant to determine control status for cannabis and cannabis-derived compounds. In addition, editorial changes were made to improve clarity, including better explaining FDA's authority to regulate human drugs and renaming subsection III.C to emphasize that this section relates to control status considerations under the CSA.

This guidance is being issued consistent with FDA's good guidance practices regulation (21 CFR 10.115). The guidance represents the current thinking of FDA on ''Cannabis and Cannabis-Derived Compounds: Quality Considerations for Clinical Research.'' It does not establish any rights for any person and is not binding on FDA or the public. You can use an alternative approach if it satisfies the requirements of the applicable statutes and regulations.

II. Paperwork Reduction Act of 1995

While this guidance contains no collection of information, it does refer to previously approved FDA collections of information. Therefore, clearance by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501–3521) is not required for this guidance. The previously approved collections of information are subject to review by OMB under the PRA. The collections of information in 21 CFR parts 312 and 314 for submission and approval of applications for investigational drugs and new drugs have been approved under OMB control numbers 0910–0014 and 0910–0001, respectively. The collections of information pertaining to current good manufacturing practices for finished pharmaceuticals as outlined in 21 CFR parts 210 and 211 have been approved under OMB control number 0910–0139.

III. Electronic Access

Persons with access to the internet may obtain the guidance at *https://www.fda.gov/drugs/guidance-compliance-regulatory-information/guidances-drugs, https://www.fda.gov/regulatory-information/search-fda-guidance-documents,* or *https://www.regulations.gov.*

Dated: January 18, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01286 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

[1] FDA's Center for Biologics Evaluation and Research also has regulatory responsibilities with respect to the review of human drugs.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2022–N–0691]

Peripheral and Central Nervous System Drugs Advisory Committee; Notice of Meeting; Establishment of a Public Docket; Request for Comments

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice; establishment of a public docket; request for comments.

SUMMARY: The Food and Drug Administration (FDA) announces a forthcoming public advisory committee meeting of the Peripheral and Central Nervous System Drugs Advisory Committee. The general function of the committee is to provide advice and recommendations to FDA on regulatory issues. The meeting will be open to the public. FDA is establishing a docket for public comment on this document.

DATES: The meeting will be held virtually on March 22, 2023, from 10 a.m. to 6 p.m. Eastern Time.

ADDRESSES: Please note that due to the impact of the COVID–19 pandemic, all meeting participants will be joining this advisory committee meeting via an online teleconferencing platform. Answers to commonly asked questions about FDA advisory committee meetings may be accessed at: *https://www.fda.gov/AdvisoryCommittees/AboutAdvisoryCommittees/ucm408555.htm.*

FDA is establishing a docket for public comment on this meeting. The docket number is FDA–2022–N–0691. Please note that late, untimely filed comments will not be considered. The docket will close on March 21, 2023. The *https://www.regulations.gov* electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of March 21, 2023. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

Comments received on or before March 8, 2023, will be provided to the committee. Comments received after that date will be taken into consideration by FDA. In the event that the meeting is cancelled, FDA will continue to evaluate any relevant applications or information, and consider any comments submitted to the docket, as appropriate.

You may submit comments as follows:

Electronic Submissions

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on *https://www.regulations.gov.*
- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see ''Written/Paper Submissions'' and ''Instructions'').

Written/Paper Submissions

Submit written/paper submissions as follows:

- *Mail/Hand Delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.
- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in ''Instructions.''

Instructions: All submissions received must include the Docket No. FDA–2022–N–0691 for ''Peripheral and Central Nervous System Drugs Advisory Committee; Notice of Meeting; Establishment of a Public Docket; Request for Comments.'' Received comments, those filed in a timely manner (see **ADDRESSES**), will be placed in the docket and, except for those submitted as ''Confidential Submissions,'' publicly viewable at *https://www.regulations.gov* or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

- Confidential Submissions—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states ''THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.'' FDA will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on *https://www.regulations.gov*. Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify the information as ''confidential.'' Any information marked as ''confidential'' will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: *https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf*.

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to *https://www.regulations.gov* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

FOR FURTHER INFORMATION CONTACT: Jessica Seo, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 31, Rm. 2417, Silver Spring, MD 20993–0002, 301–796–7699, email: *PCNS@fda.hhs.gov,* or FDA Advisory Committee Information Line, 1–800–741–8138 (301–443–0572 in the Washington, DC area). A notice in the **Federal Register** about last-minute modifications that impact a previously announced advisory committee meeting cannot always be published quickly enough to provide timely notice. Therefore, you should always check FDA's website at *https://www.fda.gov/AdvisoryCommittees/default.htm* and scroll down to the appropriate advisory committee meeting link, or call the advisory committee information line to learn about possible modifications before the meeting.

SUPPLEMENTARY INFORMATION:

Agenda: The meeting presentations will be heard, viewed, captioned, and recorded through an online teleconferencing platform. The committee will discuss new drug application (NDA) 215887, for tofersen (BIIB067) intrathecal injection, submitted by Biogen Inc., for the treatment of amyotrophic lateral sclerosis (ALS) associated with a mutation in the superoxide dismutase 1 (SOD1) gene.

FDA intends to make background material available to the public no later than 2 business days before the meeting. If FDA is unable to post the background material on its website prior to the meeting, the background material will be made publicly available on FDA's website at the time of the advisory committee meeting. Background material and the link to the online teleconference meeting room will be available at *https://www.fda.gov/AdvisoryCommittees/Calendar/default.htm*. Scroll down to the appropriate advisory committee meeting link. The meeting will include slide presentations with audio components to allow the presentation of materials in a manner that most closely resembles an in-person advisory committee meeting.

Procedure: Interested persons may present data, information, or views, orally or in writing, on issues pending before the committee. All electronic and written submissions submitted to the Docket (see **ADDRESSES**) on or before March 8, 2023, will be provided to the committee. Oral presentations from the public will be scheduled between approximately 2:45 p.m. and 3:45 p.m. Eastern Time. Those individuals interested in making formal oral presentations should notify the contact person and submit a brief statement of the general nature of the evidence or arguments they wish to present, the names and addresses of proposed participants, and an indication of the approximate time requested to make their presentation on or before February 28, 2023. Time allotted for each presentation may be limited. If the number of registrants requesting to speak is greater than can be reasonably accommodated during the scheduled open public hearing session, FDA may conduct a lottery to determine the speakers for the scheduled open public hearing session. The contact person will notify interested persons regarding their request to speak by March 1, 2023.

For press inquiries, please contact the Office of Media Affairs at *fdaoma@fda.hhs.gov* or 301–796–4540.

FDA welcomes the attendance of the public at its advisory committee meetings and will make every effort to accommodate persons with disabilities. If you require accommodations due to a disability, please contact Jessica Seo (see **FOR FURTHER INFORMATION CONTACT**) at least 7 days in advance of the meeting.

FDA is committed to the orderly conduct of its advisory committee meetings. Please visit our website at *https://www.fda.gov/AdvisoryCommittees/AboutAdvisoryCommittees/ucm111462.htm* for procedures on public conduct during advisory committee meetings.

Notice of this meeting is given under the Federal Advisory Committee Act (5 U.S.C. app. 2).

Dated: January 18, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01216 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2019–N–0803]

Advisory Committee; Technical Electronic Product Radiation Safety Standards Committee; Renewal

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice; renewal of Federal advisory committee.

SUMMARY: The Food and Drug Administration (FDA) is announcing the renewal of the Technical Electronic Product Radiation Safety Standards Committee by the Commissioner of Food and Drugs (the Commissioner). The Commissioner has determined that it is in the public interest to renew the Technical Electronic Product Radiation Safety Standards Committee for an additional 2 years beyond the charter expiration date. The new charter will be in effect until December 24, 2024.

DATES: Authority for the Technical Electronic Product Radiation Safety Standards Committee will expire on December 24, 2024, unless the Commissioner formally determines that renewal is in the public interest.

FOR FURTHER INFORMATION CONTACT: Akinola Awojope, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. 5216, Silver Spring, MD 20993–0002, 301–636–0512, *Akinola.Awojope@fda.hhs.gov*.

SUPPLEMENTARY INFORMATION: Pursuant to 41 CFR 102–3.65 and approval by the Department of Health and Human Services and by the General Services Administration, FDA is announcing the renewal of the Technical Electronic Product Radiation Safety Standards Committee. The committee is a non-discretionary Federal advisory committee established to provide advice and consultation to the Commissioner. The Commissioner is charged with the administration of the Radiation Control for Health and Safety Act of 1968. This Act creates the Technical Electronic Product Radiation Safety Standards Committee and requires the Commissioner to consult with the Committee before prescribing standards for radiation emissions from electronic products. This Committee provides advice and consultation to the Commissioner on the technical feasibility, reasonableness, and practicability of performance standards for electronic products to control the emission of radiation from such products, and may recommend electronic product radiation safety standards to the Commissioner for consideration.

The Committee shall consist of 15 voting members including the Chair. Members and the Chair are selected by the Commissioner or designee from among authorities knowledgeable in the fields of science or engineering applicable to electronic product radiation safety. Members will be invited to serve for overlapping terms of up to 4 years. Terms of more than 2 years are contingent upon the renewal of the Committee by appropriate action prior to its expiration. Voting members will include five members selected from governmental agencies, including State and Federal Governments, five members from the affected industries, and five members from the general public, of which at least one shall be a representative of organized labor. A quorum shall consist of 10 members, of which at least 3 shall be from the general public, 3 from the government agencies, and 3 from the affected industries.

Further information regarding the most recent charter and other information can be found at *https://www.fda.gov/AdvisoryCommittees/CommitteesMeetingMaterials/Radiation-EmittingProducts/TechnicalElectronicProductRadiationSafetyStandardsCommittee/default.htm* or by contacting the Designated Federal Officer (see **FOR FURTHER INFORMATION CONTACT**). In light of the fact that no change has been made to the committee name or description of duties, no amendment will be made to 21 CFR 14.100.

This notice is issued under the Federal Advisory Committee Act (5 U.S.C. app.). For general information related to FDA advisory committees, please visit us at *http://www.fda.gov/AdvisoryCommittees/default.htm*.

Dated: January 18, 2023.

Lauren K. Roth,

Associate Commissioner for Policy.

[FR Doc. 2023–01219 Filed 1–23–23; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Resources and Services Administration

[OMB No. 0906–0047—Revision]

Agency Information Collection Activities: Proposed Collection: Public Comment Request: Information Collection Request Title: Ryan White HIV/AIDS Program Parts A and B Unobligated Balances and Rebate Addendum Tables

AGENCY: Health Resources and Services Administration (HRSA), Department of Health and Human Services.

ACTION: Notice.

SUMMARY: In compliance with the requirement for opportunity for public comment on proposed data collection projects of the Paperwork Reduction Act of 1995, HRSA announces plans to submit an Information Collection Request (ICR), described below, to the Office of Management and Budget (OMB). Prior to submitting the ICR to OMB, HRSA seeks comments from the public regarding the burden estimate, below, or any other aspect of the ICR.

DATES: Comments on this ICR should be received no later than March 27, 2023.

ADDRESSES: Submit your comments to *paperwork@hrsa.gov* or mail the HRSA Information Collection Clearance Officer, Room 14N39, 5600 Fishers Lane, Rockville, Maryland 20857.

FOR FURTHER INFORMATION CONTACT: To request more information on the proposed project or to obtain a copy of the data collection plans and draft instruments, email *paperwork@hrsa.gov* or call Samantha Miller, the acting HRSA Information Collection Clearance Officer, at 301–594–4394.

SUPPLEMENTARY INFORMATION: When submitting comments or requesting information, please include the ICR title for reference.

Information Collection Request Title: Ryan White HIV/AIDS Program Parts A and B Unobligated Balances and Rebate Addendum Tables, OMB No. 0906–0047—Revision.

Abstract: HRSA's Ryan White HIV/AIDS Program (RWHAP) funds and coordinates with cities, states and territories, and local clinics/community-based organizations to deliver efficient and effective HIV care, treatment, and support to low-income people diagnosed with HIV. Nearly two-thirds of RWHAP clients (patients) live at or below 100 percent of the federal poverty level and approximately three-quarters of RWHAP clients are racial and ethnic

minorities. Since 1990, the RWHAP has developed a comprehensive system of HIV service providers who deliver high quality direct health care and support services to over half a million people diagnosed with HIV—more than 50 percent of all people diagnosed with HIV in the United States.

Grant recipients funded under Parts A and B of the RWHAP (codified under Title XXVI of the Public Health Service Act) are required to report financial data to HRSA annually in their Federal Financial Report (FFR SF–425). In addition to the FFR, the RWHAP Parts A and B grant recipients are required to identify and report the unobligated balance (UOB) by itemized subprogram/funding stream source (Formula, Minority AIDS Initiative (MAI), AIDS Drug Assistance Program (ADAP), etc.). As of April 22, 2021, grant recipients must submit the subprogram breakdown of the UOB on their FFR in the Payment Management System. Grant recipients are also required to specify RWHAP Rebate Funding received in the fiscal year in the UOB table. HRSA uses the UOB and rebate addendum financial information to determine formula funding as directed by the RWHAP statute. These data were previously collected when grant recipients submitted their annual FFR SF–425 in hard copy only and submitted to HRSA, which then combined the FFR SF–425 data with the UOB and rebate addendum tables that are submitted by recipients on a suggested format through the HRSA (EHB). The purpose of this financial data collection is to streamline the process for the grant recipients by collecting financial information in the same location and at the same time. The FFR SF–425 is now completed in the Payment Management System and is exported automatically to the HRSA EHBs when the recipient completes the FFR. The UOB tables for RWHAP Parts A and B will continue to collect the same information with the addition of one column on Prior Year (Fiscal Year (FY) 20XX) information. This one column will impact seven recipients out of 111 RWHAP Part A and Part B recipients in total, annually. Recipients that need to submit data to the added column need to complete one or several fields at the most. (See tables below for reference). The UOB and rebate addendum data tables will be collected in the HRSA EHBs below the FFR SF–425 control number and the Paperwork Burden Statement.

Need and Proposed Use of the Information: RWHAP Part A and Part B recipients complete the UOB and rebate addendum tables as a part of their FFR SF–425 submission. This process has decreased administrative burden, increased transparency, and improved the quality of data submitted to HRSA. These UOB and rebate addendum tables are essential for allowing HRSA to ensure that RWHAP recipients are meeting the goal of accountability to Congress, clients, advocacy groups, and the general public. Information provided in the UOB and rebate addendum tables is critical for HRSA, states and territories, local clinics, and individual providers to evaluate the effectiveness of these programs.

Likely Respondents: HRSA RWHAP Parts A and B Recipients.

Burden Statement: Burden in this context means the time expended by persons to generate, maintain, retain, disclose, or provide the information requested. This includes the time needed to review instructions; to develop, acquire, install, and utilize technology and systems for the purpose of collecting, validating, and verifying information, processing, and maintaining information, and disclosing and providing information; to train personnel and to be able to respond to a collection of information; to search data sources; to complete and review the collection of information; and to transmit or otherwise disclose the information. The total annual burden hours estimated for this ICR are summarized in the table below.

TOTAL ESTIMATED ANNUALIZED BURDEN HOURS

Form name	Number of respondents	Number of responses per respondent	Total responses	Average burden per response (in hours)	Total burden hours
Part A UOB Table	52	1	52	0.5	26
Part B UOB Table	59	1	59	0.5	29.5
Total	111	.....	111	.....	55.5

Note: Beginning in July 2021, information related to prior year UOB was collected in addition to the existing data in the approved ICR. The additional information collected does not impact all 111 respondents; in FY 2020, seven respondents reported prior year UOB which equates to only 6 percent of respondents impacted. The estimated burden to potentially impacted respondents is negligible. See the tables below for comparison of the added data point for prior year UOB. No changes were made to the approved ICR for the RWHAP Part B rebate table.

2019 APPROVED ICR TABLE FOR RWHAP PART A

UOB of federal funds by subprogram			
Category	Federal funds authorized	Unexpended carryover	Current year (FY 20XX)
Part A Formula.			
Part A Supplemental.			
Part A MAI.			

REVISED RWHAP PART A TABLE

UOB of federal funds by subprogram				
Category	Federal funds authorized	Unexpended carryover	Prior year (FY 20XX)	Current year (FY 20XX)
Part A Formula. Part A Supplemental. Part A MAI.				

2019 APPROVED ICR TABLE FOR RWHAP PART B

UOB of federal funds by subprogram			
Category	Federal funds authorized	Unexpended carryover	Current year (FY 20XX)
Part B Base. Part B ADAP. Part B Emerging Communities. Part B MAI. Part B ADAP Supplemental. Part A Transfer.			

REVISED RWHAP PART B TABLE

UOB of federal funds by subprogram				
Category	Federal funds authorized	Unexpended carryover	Prior year (FY 20XX)	Current year (FY 20XX)
Part B Base. Part B ADAP. Part B Emerging Communities. Part B MAI. Part B ADAP Supplemental. Part A Transfer.				

RWHAP PART B REBATE TABLE

Ryan White Rebate Funding	
Total Rebates Available. Expended Rebate Amount. Unexpended Rebate. Expended Rebate Amount to be Used to Reduce UOB.	

HRSA specifically requests comments on (1) the necessity and utility of the proposed information collection for the proper performance of the agency's functions; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) the use of automated collection techniques or other forms of information technology to minimize the information collection burden.

Maria G. Button,

Director, Executive Secretariat.

[FR Doc. 2023–01288 Filed 1–23–23; 8:45 am]

BILLING CODE 4165–15–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Meeting of the National Vaccine Advisory Committee

AGENCY: Office of Infectious Disease and HIV/AIDS Policy, Office of the Assistant Secretary for Health, Office of the Secretary, Department of Health and Human Services.

ACTION: Notice.

SUMMARY: As stipulated by the Federal Advisory Committee Act, the Department of Health and Human Services (HHS) is hereby giving notice that the National Vaccine Advisory Committee (NVAC) will hold a virtual meeting. The meeting will be open to the public and public comment will be heard during the meeting.

DATES: The meeting will be held February 2–3, 2023. The confirmed meeting times and agenda will be posted on the NVAC website at *http://www.hhs.gov/nvpo/nvac/meetings/index.html* as soon as they become available.

ADDRESSES: Instructions regarding attending this meeting will be posted online at: *http://www.hhs.gov/nvpo/nvac/meetings/index.html* at least one week prior to the meeting. Pre-registration is required for those who wish to attend the meeting virtually or participate in public comment. Please register at *http://www.hhs.gov/nvpo/nvac/meetings/index.html.*

FOR FURTHER INFORMATION CONTACT: Ann Aikin, Acting Designated Federal Officer, Office of Infectious Disease and HIV/AIDS Policy, U.S. Department of

Health and Human Services, Tower Building, Room, 1101 Wootton Parkway, Rockville, MD 20852. Email: *nvac@hhs.gov.* Phone: 202–795–7697.

SUPPLEMENTARY INFORMATION: Pursuant to section 2101 of the Public Health Service Act (42 U.S.C. 300aa–1), the Secretary of HHS was mandated to establish the National Vaccine Program to achieve optimal prevention of human infectious diseases through immunization and to achieve optimal prevention against adverse reactions to vaccines. The NVAC was established to provide advice and make recommendations to the Director of the National Vaccine Program on matters related to the Program's responsibilities. The Assistant Secretary for Health serves as Director of the National Vaccine Program.

During this meeting, NVAC will hear presentations to support the recent charges on innovation and safety from Admiral Rachel L. Levine, MD, the Assistant Secretary for Health and Director of the National Vaccine Program. NVAC will also hear presentations on COVID–19, RSV, meningitis, and measles. Please note that agenda items are subject to change, as priorities dictate. Information on the final meeting agenda will be posted prior to the meeting on the NVAC website: *http://www.hhs.gov/nvpo/nvac/index.html.*

Members of the public will have the opportunity to provide comment at the NVAC meeting during the public comment period designated on the agenda. Public comments made during the meeting will be limited to three minutes per person to ensure time is allotted for all those wishing to speak. Individuals are welcome to submit written comments in advance. Written comments should not exceed three pages in length. Individuals submitting comments should email their written comments or their request to provide a comment during the meeting to *nvac@hhs.gov* at least five business days prior to the meeting.

Dated: January 5, 2023.

Ann Aikin,

Acting Designated Federal Official, Office of the Assistant Secretary for Health.

[FR Doc. 2023–01218 Filed 1–23–23; 8:45 am]

BILLING CODE 4150–44–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute on Alcohol Abuse and Alcoholism; Amended Notice of Meeting

Notice is hereby given of a change in the meeting of the Biomedical Research Study Section, March 7, 2023, 8:30 a.m. to March 7, 2023, 5:00 p.m., National Institutes of Health, National Institute on Alcohol Abuse and Alcoholism, 6700B Rockledge Drive, Bethesda, MD 20892 which was published in the **Federal Register** on December 19, 2022, FR Doc 2022–27418, 87 FR 77623.

This notice is being amended to change the Contact Person to Anna Ghambaryan, M.D., Ph.D., Scientific Review Officer, Extramural Project Review Branch, Office of Extramural Activities, National Institute on Alcohol Abuse and Alcoholism, 6700B Rockledge Drive, Room 2120, MSC 6902, Bethesda, MD 20892, (301) 443–4032, *anna.ghambaryan@nih.gov.* The meeting is closed to the public.

Dated: January 19, 2023.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01305 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Center for Scientific Review; Notice of Closed Meetings

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meetings.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: Brain Disorders and Clinical Neuroscience Integrated Review Group; Chronic Dysfunction and Integrative Neurodegeneration Study Section.

Date: February 15–16, 2023.

Time: 8:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Embassy Suites at the Chevy Chase Pavilion, 4300 Military Road NW, Washington, DC 20015.

Contact Person: Bernard Rajeev Srambical Wilfred, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 435–1042, *bernard.srambicalwilfred@nih.gov.*

Name of Committee: Oncology 1—Basic Translational Integrated Review Group; Basic Mechanisms of Cancer Health Disparities Study Section.

Date: February 15–16, 2023.

Time: 8:00 a.m. to 6:30 p.m.

Agenda: To review and evaluate grant applications.

Place: Bethesda North Marriott Hotel Conference Center, Montgomery County Conference Center Facility, 5701 Marinelli Road, North Bethesda, MD 20852.

Contact Person: Sulagna Banerjee, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (612) 309–2479, *sulagna.banerjee@nih.gov.*

Name of Committee: Population Sciences and Epidemiology Integrated Review Group Reproductive, Perinatal and Pediatric Health Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Cynthia Chioma McOliver, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 1007G, Bethesda, MD 20892, (301) 594–2081, *mcolivercc@csr.nih.gov.*

Name of Committee: Brain Disorders and Clinical Neuroscience Integrated Review Group; Brain Injury and Neurovascular Pathologies Study Section.

Date: February 16–17, 2023.

Time: 10:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Alexander Yakovlev, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 5206, MSC 7846, Bethesda, MD 20892, 301–435–1254, *yakovleva@csr.nih.gov.*

Name of Committee: Population Sciences and Epidemiology Integrated Review Group; Social Sciences and Population Studies B Study Section.

Date: February 16–17, 2023.

Time: 10:30 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Kate Fothergill, Ph.D., Scientific Review Officer, Center for

Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 3142, Bethesda, MD 20892, 301–435–2309, *fothergillke@mail.nih.gov*.

Name of Committee: Genes, Genomes, and Genetics Integrated Review Group; Genomics, Computational Biology and Technology Study Section.

Date: February 21–22, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Methode Bacanamwo, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 2200, Bethesda, MD 20892, 301–827–7088, *methode.bacanamwo@nih.gov*.

Name of Committee: Center for Scientific Review Special Emphasis Panel; Translational Immuno-Oncology.

Date: February 21–22, 2023.

Time: 9:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Maria Elena Cardenas-Corona, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20817, 301–867–5309, *maria.cardenas-corona@nih.gov*.

Name of Committee: Biology of Development and Aging Integrated Review Group; Mechanisms of Cancer Therapeutics A Study Section.

Date: February 21–22, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Careen K. Tang-Toth, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 6214, MSC 7804, Bethesda, MD 20892, (301) 435–3504, *tothct@csr.nih.gov.*

Name of Committee: Oncology 2—Translational Clinical Integrated Review Group; Cellular Immunotherapy of Cancer Study Section.

Date: February 21–22, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Shahana Majid, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 867–5309, *shahana.majid@nih.gov*.

Name of Committee: Musculoskeletal, Oral and Skin Sciences Integrated Review Group; Arthritis, Connective Tissue and Skin Study Section.

Date: February 21–22, 2023.

Time: 9:30 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Robert Gersch, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20817, (301) 867–5309, *robert.gersch@nih.gov*.

Name of Committee: Vascular and Hematology Integrated Review Group; Integrative Vascular Physiology and Pathology Study Section.

Date: February 21–22, 2023.

Time: 9:30 a.m. to 9:30 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Bukhtiar H. Shah, DVM, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4120, MSC 7802, Bethesda, MD 20892, (301) 806–7314, *shahb@csr.nih.gov.*

Name of Committee: Endocrinology, Metabolism, Nutrition and Reproductive Sciences Integrated Review Group; Cellular, Molecular and Integrative Reproduction Study Section.

Date: February 21–22, 2023.

Time: 10:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Anthony Wing Sang Chan, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 809K, Bethesda, MD 20892, (301) 496–9392, *chana2@csr.nih.gov*.

(Catalogue of Federal Domestic Assistance Program Nos. 93.306, Comparative Medicine; 93.333, Clinical Research, 93.306, 93.333, 93.337, 93.393–93.396, 93.837–93.844, 93.846–93.878, 93.892, 93.893, National Institutes of Health, HHS)

Dated: January 19, 2023.

David W. Freeman,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01308 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Center for Scientific Review; Notice of Closed Meetings

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meetings.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: Healthcare Delivery and Methodologies Integrated Review Group; Community Influences on Health Behavior Study Section.

Date: February 14–15, 2023.

Time: 9:30 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: The Westin Washington, DC, City Center, 1400 M St. NW, Washington, DC.

Contact Person: Annie Laurie McRee, DRPH, Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 100, Bethesda, MD 20892, (301) 827–7396, *mcreeal@csr.nih.gov.*

Name of Committee: Center for Scientific Review Special Emphasis Panel; Special Topics: Noninvasive Neuromodulation and Neuroimaging Technologies.

Date: February 15, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Pablo Miguel Blazquez Gamez, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 435–1042, *pablo.blazquezgamez@nih.gov*.

Name of Committee: Digestive, Kidney and Urological Systems Integrated Review Group; Digestive and Nutrient Physiology and Diseases Study Section.

Date: February 16–17, 2023.

Time: 8:00 a.m. to 6:30 p.m.

Agenda: To review and evaluate grant applications.

Place: Embassy Suites at the Chevy Chase Pavilion, 4300 Military Road NW, Washington, DC 20015.

Contact Person: Aster Juan, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20817, 301–435–5000, *juana2@mail.nih.gov.*

Name of Committee: Biological Chemistry and Macromolecular Biophysics Integrated Review Group; Drug Discovery and Molecular Pharmacology B Study Section (DMPB).

Date: February 16–17, 2023.

Time: 8:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Westin Grand, 2350 M Street NW, Washington, DC 20037.

Contact Person: Aurea D. De Sousa, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 5186, Bethesda, MD 20892, (301) 827–6829, *aurea.desousa@nih.gov.*

Name of Committee: Brain Disorders and Clinical Neuroscience Integrated Review Group; Aging Systems and Geriatrics Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 9:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Roger Alan Bannister, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 1010–D, Bethesda, MD 20892, (301) 435–1042, *bannisterra@csr.nih.gov.*

Name of Committee: Molecular, Cellular and Developmental Neuroscience Integrated Review Group; Molecular and Cellular Neuropharmacology Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Vanessa S. Boyce, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Rm. 4185, MSC 7850, Bethesda, MD 20892, (301) 402–3726, *boycevs@csr.nih.gov.*

Name of Committee: Cardiovascular and Respiratory Sciences Integrated Review Group; Clinical Integrative Cardiovascular and Hematological Sciences Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Margaret Chandler, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4126, MSC 7814, Bethesda, MD 20892, (301) 435–1743, *margaret.chandler@nih.gov.*

Name of Committee: Surgical Sciences, Biomedical Imaging and Bioengineering Integrated Review Group; Clinical Translational Imaging Science Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Eleni Apostolos Liapi, MD, Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20817, (301) 867–5309, *eleni.liapi@nih.gov.*

Name of Committee: Integrative, Functional and Cognitive Neuroscience Integrated Review Group; Neurotoxicology and Alcohol Study Section.

Date: February 16–17, 2023.

Time: 9:30 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Sepandarmaz Aschrafi, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4040D, Bethesda, MD 20892, (301) 451–4251, *Armaz.aschrafi@nih.gov.*

Name of Committee: Musculoskeletal, Oral and Skin Sciences Integrated Review Group; Musculoskeletal Rehabilitation Sciences Study Section.

Date: February 16–17, 2023.

Time: 9:30 a.m. to 9:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Richard Michael Lovering, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 1000J, Bethesda, MD 20892, (301) 867–5309, *loveringrm@mail.nih.gov.*

Name of Committee: Biobehavioral and Behavioral Processes Integrated Review Group; Language and Communication Study Section.

Date: February 16–17, 2023.

Time: 10:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Rochelle Francine Hentges, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 1000C, Bethesda, MD 20892, (301) 402–8720, *hentgesrf@mail.nih.gov.*

Name of Committee: Endocrinology, Metabolism, Nutrition and Reproductive Sciences Integrated Review Group; Human Studies of Diabetes and Obesity Study Section.

Date: February 16–17, 2023.

Time: 10:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Hui Chen, MD, Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 6164, Bethesda, MD 20892, (301) 435–1044, *chenhui@csr.nih.gov.*

Name of Committee: Cell Biology Integrated Review Group; Maximizing Investigators' Research Award—D Study Section.

Date: February 16–17, 2023.

Time: 10:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Thomas Y. Cho, Ph.D., Scientific Review Officer, Center for Scientific Review, 6701 Rockledge Drive, Room 710B, Bethesda, MD 20892, (301) 402–4179, *thomas.cho@nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.306, Comparative Medicine; 93.333, Clinical Research, 93.306, 93.333, 93.337, 93.393–93.396, 93.837–93.844, 93.846–93.878, 93.892, 93.893, National Institutes of Health, HHS)

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01229 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Allergy and Infectious Diseases; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The contract proposals and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the contract proposals, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Allergy and Infectious Diseases Special Emphasis Panel; PHS–2023–1—NIH/NIAID 118 (Reagents for Immunologic Analysis of Non-mammalian and Underrepresented Mammalian Models).

Date: February 17, 2023.

Time: 10:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate contract proposals.

Place: National Institute of Allergy and Infectious Diseases, National Institutes of Health, 5601 Fishers Lane, Room 3G41, Rockville, MD 20892, (Virtual Meeting).

Contact Person: Tara Capece, Ph.D., MPH, Scientific Review Officer, Scientific Review Program, Division of Extramural Activities, National Institute of Allergy and Infectious Diseases, National Institutes of Health, 5601 Fishers Lane, Room 3G41, Rockville, MD 20852, 240–191–4281, *capecet2@niaid.nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.855, Allergy, Immunology,

and Transplantation Research; 93.856, Microbiology and Infectious Diseases Research, National Institutes of Health, HHS)

Dated: January 18, 2023.

Tyeshia M. Roberson-Curtis,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01291 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Environmental Health Sciences; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Environmental Health Sciences Special Emphasis Panel; Elucidating Tissue/Cell specific Pathophysiological Mechanisms: Chemical-Induced Effects and Biological Response.

Date: February 23–24, 2023.

Time: 10:30 a.m. to 1:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institute of Environmental Health Science, Keystone Building, 530 Davis Drive, Durham, NC 27709 (Virtual Meeting).

Contact Person: Leroy Worth, Ph.D., Scientific Review Officer, Scientific Review Branch, Division of Extramural Research and Training, Nat. Institute of Environmental Health Sciences, P.O. Box 12233, MD EC–30/Room 3171, Research Triangle Park, NC 27709, 984–287–3340, *worth@niehs.nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.115, Biometry and Risk Estimation—Health Risks from Environmental Exposures; 93.142, NIEHS Hazardous Waste Worker Health and Safety Training; 93.143, NIEHS Superfund Hazardous Substances—Basic Research and Education; 93.894, Resources and Manpower Development in the Environmental Health Sciences; 93.113, Biological Response to Environmental Health Hazards; 93.114, Applied Toxicological Research and Testing, National Institutes of Health, HHS)

Dated: January 19, 2023.

David W. Freeman,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01314 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Library of Medicine; Amended Notice of Meeting

Notice is hereby given of a change in the meeting of the Literature Selection Technical Review Committee, February 23–24, 2023, 9:30 a.m. to 5:00 p.m., which was published in the **Federal Register** on October 6, 2022, 87 FR 193, Page 60695.

This meeting will be amended to change the meeting time from 9:30 a.m. to 5:00 p.m. to 10:00 a.m. to 4:00 p.m. for both days. An open session is added from 1:30–2:30 p.m. on February 23, 2023.

The open session of the meeting will be virtual. Any interested person may file written comments with the committee by forwarding the statement to the Contact Person listed on this notice. The statement should include the name, address, telephone number and, when applicable, the business or professional affiliation of the interested person. Individuals who need special assistance, such as sign language interpretation or other reasonable accommodations, should notify Dianne Babski, Associate Director, Division of Library Operations, National Library of Medicine at *babskid@mail.nih.gov.* The open session will be videocast and can be accessed from the NIH Videocast website at *https://videocast.nih.gov/.*

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01238 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of General Medical Sciences; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of General Medical Sciences Special Emphasis Panel; Review of K99 Mosaic Applications.

Date: March 30, 2023.

Time: 10:30 a.m. to 6:30 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, National Institute of General Medical Sciences, Natcher Building, 45 Center Drive, Bethesda, Maryland 20892 (Virtual Meeting).

Contact Person: Tracy Koretsky, Ph.D., Scientific Review Officer Scientific Review Branch, National Institute of General Medical Sciences, National Institutes of Health, 45 Center Drive, MSC 6200, Room 3AN12F, Bethesda, Maryland 20892, 301–594–2886, *tracy.koretsky@nih.gov.*

Information is also available on the Institute's/Center's home page: *www.nigms.nih.gov/,* where an agenda and any additional information for the meeting will be posted when available.

(Catalogue of Federal Domestic Assistance Program Nos. 93.375, Minority Biomedical Research Support; 93.821, Cell Biology and Biophysics Research; 93.859, Pharmacology, Physiology, and Biological Chemistry Research; 93.862, Genetics and Developmental Biology Research; 93.88, Minority Access to Research Careers; 93.96, Special Minority Initiatives; 93.859, Biomedical Research and Research Training, National Institutes of Health, HHS)

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01237 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Neurological Disorders and Stroke; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting of the Board of Scientific Counselors, National Institute of Neurological Disorders and Stroke.

The meeting will be closed to the public as indicated below in accordance with the provisions set forth in section 552b(c)(6), Title 5 U.S.C., as amended

for the review, discussion, and evaluation of individual intramural programs and projects conducted by the National Institute of Neurological Disorders and Stroke, including consideration of personnel qualifications and performance, and the competence of individual investigators, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: Board of Scientific Counselors, National Institute of Neurological Disorders and Stroke.

Date: February 12–14, 2023.

Time: February 12, 2023, 2:30 p.m. to 5:30 p.m.; February 13, 2023, 10:00 a.m. to 7:00 p.m.; February 14, 2023, 9:30 a.m. to 4:45 p.m.

Agenda: To review and evaluate personnel qualifications and performance, and competence of individual investigators.

Place: Porter Neuroscience Research Center, Building 35A, 35 Convent Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Jeffrey S. Diamond, Ph.D., Acting Scientific Director, c/o Caren Collins, National Institute of Neurological Disorders and Stroke, NIH, Building 35, Room GF–149, Bethesda, MD 20892, 301–435–1896, *diamondj@ninds.nih.gov; collinsca@ninds.nih.gov*.

(Catalogue of Federal Domestic Assistance Program Nos. 93.853, Clinical Research Related to Neurological Disorders; 93.854, Biological Basis Research in the Neurosciences, National Institutes of Health, HHS)

Dated: January 18, 2023.

Tyeshia M. Roberson-Curtis,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01289 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Diabetes and Digestive and Kidney Diseases; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Diabetes and Digestive and Kidney Diseases Special Emphasis Panel; PAR–22–069: High Impact, Interdisciplinary Science in NIDDK Research Areas (RC2).

Date: March 20, 2023.

Time: 1:00 p.m. to 2:30 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, National Institute of Diabetes and Digestive and Kidney Diseases, Democracy II, 6707 Democracy Blvd., Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Lan Tian, Ph.D., Scientific Review Officer, National Institute of Diabetes and Digestive and Kidney Diseases, National Institutes of Health, Bethesda, MD 20892. 202–821–7210 (mobile) email: *tianl@nih.gov*.

(Catalogue of Federal Domestic Assistance Program Nos. 93.847, Diabetes, Endocrinology and Metabolic Research; 93.848, Digestive Diseases and Nutrition Research; 93.849, Kidney Diseases, Urology and Hematology Research, National Institutes of Health, HHS)

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01232 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Cancer Institute; Notice of Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of a meeting of the National Cancer Advisory Board.

The meeting will be held as a virtual meeting and is open to the public as indicated below. Individuals who plan to view the virtual meeting and need special assistance or other reasonable accommodations to view the meeting should notify the Contact Person listed below in advance of the meeting. The meeting will be videocast and can be accessed from the NIH Videocasting and Podcasting website (*http://videocast.nih.gov/*).

A portion of the National Cancer Advisory Board meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Cancer Advisory Board.

Date: February 9, 2023.

Open: 11:00 a.m. to 1:05 p.m.

Agenda: NCAB Subcommittee Meetings.

Open: 1:15 p.m. to 3:40 p.m.

Agenda: Director's and Program reports and presentations; business of the Board.

Closed: 3:50 p.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Cancer Institute Shady Grove, 9609 Medical Center Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Paulette S. Gray, Ph.D., Director, Division of Extramural Activities, National Cancer Institute—Shady Grove, National Institutes of Health, 9609 Medical Center Drive, 7th Floor, Room 7W444, Bethesda, MD 20892, 240–276–6340, *grayp@mail.nih.gov*.

Any interested person may file written comments with the committee by forwarding the statement to the Contact Person listed on this notice. The statement should include the name, address, telephone number and when applicable, the business or professional affiliation of the interested person.

Information is also available on the Institute's/Center's home page:

NCAB: *https://deainfo.nci.nih.gov/advisory/ncab/ncabmeetings.htm*, where an agenda, instructions for accessing the virtual NCAB meetings, and any additional information for the meetings will be posted when available.

This notice is being published less than 15 days prior to the meeting due to scheduling difficulties.

(Catalogue of Federal Domestic Assistance Program Nos. 93.392, Cancer Construction; 93.393, Cancer Cause and Prevention Research; 93.394, Cancer Detection and Diagnosis Research; 93.395, Cancer Treatment Research; 93.396, Cancer Biology Research; 93.397, Cancer Centers Support; 93.398, Cancer Research Manpower; 93.399, Cancer Control, National Institutes of Health, HHS)

Dated: January 19, 2023.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01315 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Center for Scientific Review; Notice of Closed Meetings

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meetings.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: Emerging Technologies and Training Neurosciences Integrated Review Group; Molecular Neurogenetics Study Section.

Date: February 16–17, 2023.

Time: 8:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Hilton Crystal City at Reagan National Airport, 2399 Richmond Hwy, Arlington, VA 22202.

Contact Person: Mary G Schueler, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 5214, MSC 7846, Bethesda, MD 20892, 301–915–6301, *marygs@csr.nih.gov*.

Name of Committee: Endocrinology, Metabolism, Nutrition and Reproductive Sciences Integrated Review Group; Integrative and Clinical Endocrinology and Reproduction Study Section.

Date: February 16–17, 2023.

Time: 8:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Melrose Hotel, 2430 Pennsylvania Ave. NW, Washington, DC 20037.

Contact Person: Dianne Hardy, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 6175, MSC 7892, Bethesda, MD 20892, 301–435–1154, *dianne.hardy@nih.gov*.

Name of Committee: Bioengineering Sciences & Technologies Integrated Review Group; Innovations in Nanosystems and Nanotechnology Study Section (INN).

Date: February 16–17, 2023.

Time: 8:00 a.m. to 6:30 p.m.

Agenda: To review and evaluate grant applications.

Place: The Bethesdan Hotel, Tapestry Collection by Hilton (Formerly Holiday Inn Select), 8120 Wisconsin Avenue, Bethesda, MD 20814.

Contact Person: Joseph Thomas Peterson, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4118, MSC 7814, Bethesda, MD 20892, 301–408–9694, *petersonjt@csr.nih.gov*.

Name of Committee: Cardiovascular and Respiratory Sciences Integrated Review Group; Lung Injury, Repair, and Remodeling Study Section.

Date: February 16–17, 2023.

Time: 8:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Ghenima Dirami, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4122, MSC 7814, Bethesda, MD 20892, 240–498–7546, *diramig@csr.nih.gov*.

Name of Committee: Vascular and Hematology Integrated Review Group; Hemostasis, Thrombosis, Blood Cells and Transfusion Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 9:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Vivian Tang, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 594–6208, *tangvw@csr.nih.gov*.

Name of Committee: Brain Disorders and Clinical Neuroscience Integrated Review Group; Clinical Neuroplasticity and Neurotransmitters Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Suzan Nadi, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 5217B, MSC 7846, Bethesda, MD 20892, 301–435–1259, *nadis@csr.nih.gov*.

Name of Committee: Center for Scientific Review Special Emphasis Panel; Interspecies Microbial Interactions and Infections Study Section.

Date: February 16, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Subhamoy Pal, Ph.D., Scientific Review Officer, Center for Scientific Review, 6701 Rockledge Drive, Bethesda, MD 20892, 301–594–0926, *subhamoy.pal@nih.gov*.

Name of Committee: Brain Disorders and Clinical Neuroscience Integrated Review Group; Neural Basis of Psychopathology, Addictions and Sleep Disorders Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Salma Asmat Quraishi, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 594–0592, *salma.quraishi@nih.gov*.

Name of Committee: Digestive, Kidney and Urological Systems Integrated Review Group; Kidney and Urological Systems Function and Dysfunction Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Santanu Banerjee, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 2106, Bethesda, MD 20892, (301) 435–5947, *banerjees5@mail.nih.gov*.

Name of Committee: Healthcare Delivery and Methodologies Integrated Review Group; Science of Implementation in Health and Healthcare Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Wenjuan Wang, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 3154, Bethesda, MD 20892, (301) 480–8667, *wangw22@mail.nih.gov*.

Name of Committee: Surgical Sciences, Biomedical Imaging and Bioengineering Integrated Review Group; Emerging Imaging Technologies and Applications Study Section.

Date: February 16–17, 2023.

Time: 9:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Lawrence Edward Kagemann, Ph.D., Scientific Review Officer, Center for Scientific Review, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 480–6849, *larry.kagemann@nih.gov*.

Name of Committee: Biological Chemistry and Macromolecular Biophysics Integrated Review Group; Chemical Biology and Probes Study Section (CBP).

Date: February 16–17, 2023.

Time: 10:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Michael Eissenstat, Ph.D., Scientific Review Officer, BCMB IRG, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4166, MSC 7806, Bethesda, MD 20892, 301–435–1722, *eissenstatma@csr.nih.gov*.

Name of Committee: Center for Scientific Review Special Emphasis Panel; PAR–20–131: Mammalian Models for Translational Research.

Date: February 16, 2023.

Time: 11:00 a.m. to 8:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Rockledge II, 6701 Rockledge Drive, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Jennifer Ann Sanders, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892, (301) 496–3553, *jennifer.sanders@nih.gov*.

(Catalogue of Federal Domestic Assistance Program Nos. 93.306, Comparative Medicine; 93.333, Clinical Research, 93.306, 93.333, 93.337, 93.393–93.396, 93.837–93.844, 93.846–93.878, 93.892, 93.893, National Institutes of Health, HHS)

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01228 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Dental and Craniofacial Research; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: NIDCR Special Grants Review Committee.

Date: February 23–24, 2023.

Time: 9:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institute of Dental and Craniofacial Research, 6701 Democracy Boulevard, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Thomas John O'Farrell, Ph.D., Scientific Review Officer, Scientific Review Branch, Division of Extramural Activities, National Institute of Dental and Craniofacial Research, 6701 Democracy Blvd., Bethesda, MD 20892, 301–402–8559, *tom.ofarrell@nih.gov*.

(Catalogue of Federal Domestic Assistance Program No. 93.121, Oral Diseases and Disorders Research, National Institutes of Health, HHS)

Dated: January 19, 2023.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01307 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute on Alcohol Abuse and Alcoholism; Amended Notice of Meeting

Notice is hereby given of a change in the meeting of the National Advisory Council on Alcohol Abuse and Alcoholism, February 9, 2023, 11:00 a.m. to February 9, 2023, 5:30 p.m., National Institute on Alcohol Abuse and Alcoholism, 6700B Rockledge Drive, Bethesda, MD 20817, which was published in the **Federal Register** on November 09, 2022, FR Doc. No. 2022–24401, 87 FR 67703.

This notice is being amended to change the Contact Person to Ranga V. Srinivas, Ph.D., Acting Executive Secretary, National Advisory Council, Office of Extramural Activities, National Institute on Alcohol Abuse and Alcoholism, National Institutes of Health, 6700 B Rockledge Drive, Room 2114, MSC 6902, Bethesda, MD 20892, (301) 451–2067, *srinivar@mail.nih.gov.* The meeting is partially Closed to the public.

Dated: January 19, 2023.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01306 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute on Aging; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute on Aging Special Emphasis Panel; Bioinformatics Drug Repositioning.

Date: March 14, 2023.

Time: 11:00 a.m. to 4:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, National Institute on Aging, Gateway Building, 7201 Wisconsin Avenue, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Maurizio Grimaldi, M.D., Ph.D., Scientific Review Branch, National Institute on Aging, National Institutes of Health, 7201 Wisconsin Avenue, Suite 2C–212, Bethesda, MD 20892, 301–496–9374, *grimaldim2@mail.nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.866, Aging Research, National Institutes of Health, HHS)

Dated: January 18, 2023.

Miguelina Perez,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01230 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Cancer Institute; Notice of Closed Meetings

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meetings.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Cancer Institute Special Emphasis Panel; NCI Predoc to Postdoc Fellow Transition Award (F99/K00).

Date: February 21–22, 2023.

Time: 9:00 a.m. to 1:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Cancer Institute at Shady Grove, 9609 Medical Center Drive, Room 7W514, Rockville, Maryland 20850 (Telephone Conference Call).

Contact Person: Wlodek Lopaczynski, M.D., Ph.D., Assistant Director, Office of the Director, Division of Extramural Activities, National Cancer Institute, NIH, 9609 Medical

Center Drive, Room 7W514, Rockville, Maryland 20892, 240–276–6340, *lopacw@mail.nih.gov.*

Name of Committee: National Cancer Institute Special Emphasis Panel; Research Centers for Cancer Systems Biology.

Date: March 27–28, 2023.

Time: 10:00 a.m. to 7:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Cancer Institute at Shady Grove, 9609 Medical Center Drive, Room 7W104, Rockville, Maryland 20850 (Virtual Meeting).

Contact Person: Eun Ah Cho, Ph.D., Scientific Review Officer, Resources and Training Review Branch, Division of Extramural Activities, National Cancer Institute, NIH, 9609 Medical Center Drive, Room 7W104, Rockville, Maryland 20850, 240–276–6342, *choe@mail.nih.gov.*

Name of Committee: National Cancer Institute Initial Review Group; Cancer Centers Study Section (A).

Date: May 12, 2023.

Time: 10:00 a.m. to 1:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Cancer Institute at Shady Grove, 9609 Medical Center Drive, Room 7W530, Rockville, Maryland 20850 (Telephone Conference Call).

Contact Person: Shamala K. Srinivas, Ph.D., Associate Director, Office of Referral, Review, and Program Coordination, Division of Extramural Activities, National Cancer Institute, NIH, 9609 Medical Center Drive, Room 7W530, Rockville, Maryland 20850, 240–276–6442, *ss537t@nih.gov.*

Name of Committee: National Cancer Institute Special Emphasis Panel; Cancer Center Support Grant.

Date: May 12, 2023.

Time: 1:30 p.m. to 3:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Cancer Institute at Shady Grove, 9609 Medical Center Drive, Room 7W104, Rockville, Maryland 20850 (Virtual Meeting).

Contact Person: Eun Ah Cho, Ph.D., Scientific Review Officer, Resources and Training Review Branch, Division of Extramural Activities, National Cancer Institute, NIH, 9609 Medical Center Drive, Room 7W104, Rockville, Maryland 20850, 240–276–6342, *choe@mail.nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.392, Cancer Construction; 93.393, Cancer Cause and Prevention Research; 93.394, Cancer Detection and Diagnosis Research; 93.395, Cancer Treatment Research; 93.396, Cancer Biology Research; 93.397, Cancer Centers Support; 93.398, Cancer Research Manpower; 93.399, Cancer Control, National Institutes of Health, HHS)

Dated: January 19, 2023.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2023–01317 Filed 1–23–23; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Substance Abuse and Mental Health Services Administration

Agency Information Collection Activities: Submission for OMB Review; Comment Request

Periodically, the Substance Abuse and Mental Health Services Administration (SAMHSA) will publish a summary of information collection requests under OMB review, in compliance with the Paperwork Reduction Act (44 U.S.C. chapter 35). To request a copy of these documents, call the SAMHSA Reports Clearance Officer on (240) 276–0361.

Project: SAMHSA SOAR Web-Based Data Form (OMB No. 0930–0329)—Revision

In 2009, SAMHSA created a Technical Assistance Center to assist in the implementation of the Supplemental Security Income (SSI)/Social Security Disability Insurance (SSDI) Outreach, Access, and Recovery (SOAR) effort in all states. The primary objective of SOAR is to improve the allowance rate for the Social Security Administration's (SSA) disability benefits for people who are experiencing or at risk of homelessness, and who have serious mental illnesses.

During the SOAR training, the importance of keeping track of SSI/SSDI applications through the process is stressed. In response to requests from states implementing SOAR, the Technical Assistance Center under SAMHSA's direction developed a web-based data form that case workers can use to track the progress of submitted applications, including decisions received from SSA either on initial application or on appeal. This password-protected web-based data form is hosted on the SOAR website (*https://soartrack.prainc.com*). Use of this form is completely voluntary.

There are two parts to the SOAR Web-based Data Form. Part I of the SOAR Web-based Data Form is intended for SOAR-trained case workers to enter the outcomes of SOAR-assisted SSI/SSDI applications. Part II of the SOAR Web-based Data Form includes two sections reserved for SOAR State Team Leads to report annually. The first section of Part II collects quantitative summary data from states that do not track SOAR-assisted SSI/SSDI applications using the SOAR Web-based Data Form Part I. The second section of Part II collects qualitative (open-ended) questions on annual SOAR accomplishments, identified challenges, and collaborations.

Data from Part I of the form can be compiled into reports on decision results and the use of SOAR critical components, such as the SSA–1696 Appointment of Representative, which allows SSA to communicate directly with the case worker assisting with the application. These reports will be reviewed by agency directors, SOAR state-level leads, and the SAMHSA SOAR Technical Assistance Center to quantify the success of the effort overall and to identify areas where additional technical assistance is needed.

There are four proposed changes to Part I of this form. Four additional demographic questions will be asked in Demographic section of the SOAR Data Form Part I to include race, ethnicity, gender, and expanded response options re: involvement in the criminal justice or legal system. These questions will be answered by all 700 case worker respondents, on average 3 times per year. There are two proposed changes to Part II. Two additional response options were added into the Collaborations section of the Qualitative Questionnaire to provide respondents the opportunity to describe collaborations with child-serving organizations along with whether meetings and trainings were for SOAR for Adults or SOAR for Children. These questions will be answered by 75 respondents once per year.

The estimated response burden is as follows:

Form name	Number of respondents	Responses per respondent	Total responses	Hours per response	Total hour burden
SOAR Web-based Data Form (Part I)	700	3	2,100	.25	525
Annual Report Questions (Part II)	75	1	75	1	37.50
Total	775		2,175		562.50

Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently Under 30-day Review—Open for Public Comments'' or by using the search function.

Alicia Broadus,

Public Health Advisor.

[FR Doc. 2023–01056 Filed 1–19–23; 8:45 am]

BILLING CODE 4162–20–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2007–28572]

Revision of Agency Information Collection Activity Under OMB Review: Secure Flight Program

AGENCY: Transportation Security Administration, DHS.

ACTION: 30-Day notice.

SUMMARY: This notice announces that the Transportation Security Administration (TSA) has forwarded the Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652–0046, abstracted below, to OMB for review and approval of a revision of the currently approved collection under the Paperwork Reduction Act (PRA). This ICR describes the nature of the information collection and its expected burden. The information collection involves passenger information that certain United States aircraft operators and foreign air carriers (collectively referred to in this document as ''covered aircraft operators'') submit to Secure Flight for the purposes of identifying and protecting against potential and actual threats to transportation security. To carry out this purpose, the information collection involves watch lists used by TSA to determine the prescreening status of individuals based on Secure Flight Passenger Data (SFPD) submitted by covered aircraft operators. TSA is revising this collection to reduce the number of non-governmental entities with access to the federal watch lists.

DATES: Send your comments by February 23, 2023. A comment to OMB is most effective if OMB receives it within 30 days of publication.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under Review—Open for Public Comments'' and by using the find function.

FOR FURTHER INFORMATION CONTACT: Christina A. Walsh, TSA PRA Officer, Information Technology (IT), TSA 11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598–6011; telephone (571) 227–2062; email *TSAPRA@tsa.dhs.gov.*

SUPPLEMENTARY INFORMATION: TSA published a **Federal Register** notice, with a 60-day comment period soliciting comments, of the following collection of information on October 21, 2022, 87 FR 64083.

Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation will be available at *https://www.reginfo.gov* upon its submission to OMB. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to:

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Information Collection Requirement

Title: Secure Flight Program.

Type of Request: Revision of a currently approved collection.

OMB Control Number: 1652–0046.

Forms(s): N/A.

Affected Public: Aircraft operators, airport operators.

Abstract: TSA collects information from covered aircraft operators, including foreign air carriers, in order to prescreen passengers under the Secure Flight Program. The information collected under the Secure Flight Program is used for watch list-matching, for matching against lists of known travelers, and to assess passenger risk (*e.g.,* to identify passengers who present lower risk and may be eligible for expedited screening). The collection covers:

(1) SFPD for passengers of covered domestic and international flights within, to, from, or over the continental United States, as well as flights between two foreign locations when operated by a covered U.S. aircraft operator.

(2) SFPD for passengers of charter operators and lessors of aircraft with a maximum takeoff weight of over 12,500 pounds (Twelve-Five operators).

(3) Certain identifying information for non-traveling individuals that airport operators or airport operator points of contact seek to authorize to enter a sterile area at a U.S. airport (*e.g.,* to patronize a restaurant, to escort a minor or a passenger with disabilities, or for another approved purpose).

(4) Registration information critical to deployment of Secure Flight, such as contact information, data format, or the mechanism the covered aircraft operators use to transmit SFPD and other data.

(5) Lists of low-risk individuals who are eligible for expedited screening provided by Federal and non-federal entities. Through TSA PreCheck®, TSA implemented expedited screening of known low-risk travelers. Some federal and non-federal entities maintain lists of eligible individuals pursuant to agreements with DHS and TSA, and provide TSA with a list of eligible low-risk individuals to be used as part of Secure Flight processes. Secure Flight identifies individuals who should receive expedited screening and transmits the appropriate boarding pass printing result to the aircraft operators.

The collection is being revised due to a change in the population burden. Specifically, TSA has begun an initiative to decrease the number of non-governmental entities with access to the federal watch lists, such as Twelve-Five and Private Charter operators. TSA previously permitted these entities to use the lists to support prescreening of aviation passengers and non-traveling individuals seeking access to the sterile area of an airport, and to vet certain employees. Secure Flight is assuming this prescreening function, resulting in an increase in the number of respondent Twelve-Five and Private Charter operators, who had previously used the watch lists and who will now be authorized to participate in the Secure Flight program.

Number of Respondents: 901.

Estimated Annual Burden Hours: An estimated 44,840 hours annually.

Dated: January 19, 2023.

Christina A. Walsh,

TSA Paperwork Reduction Act Officer, Information Technology.

[FR Doc. 2023–01335 Filed 1–23–23; 8:45 am]

BILLING CODE 9110–05–P

DEPARTMENT OF THE INTERIOR

Geological Survey

[GX23MR00G74E400; OMB Control Number 1028–0098]

Agency Information Collection Activities; Nonindigenous Aquatic Species Sighting Reporting Form and Alert Registration Form

AGENCY: Geological Survey, Interior.

ACTION: Notice of information collection; request for comment.

SUMMARY: In accordance with the Paperwork Reduction Act (PRA), the U.S. Geological Survey (USGS) is proposing to renew an information collection.

DATES: Interested persons are invited to submit comments on or before February 23, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. You may also submit comments by mail to the U.S. Geological Survey, Information Collections Officer, 12201 Sunrise Valley Drive MS 159, Reston, VA 20192; or by email to *gs-info_collections@usgs.gov*. Please reference OMB Control Number 1028–0098 in the subject line of your comments.

FOR FURTHER INFORMATION CONTACT: To request additional information about this Information Collection Request (ICR), contact Matthew Neilson by email at *mneilson@usgs.gov,* or by telephone at (352) 264–3519. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States. You may also view the ICR at *http://www.reginfo.gov/public/do/PRAMain.*

SUPPLEMENTARY INFORMATION: In accordance with the PRA and 5 CFR 1320.8(d)(1), we provide the general public and other Federal agencies with an opportunity to comment on new, proposed, revised, and continuing collections of information. This helps us assess the impact of our information collection requirements and minimize the public's reporting burden. It also helps the public understand our information collection requirements and provide the requested data in the desired format.

A **Federal Register** notice with a 60-day public comment period soliciting comments on this collection of information was published on November 8, 2022 (87 FR 67483). No comments were received.

As part of our continuing effort to reduce paperwork and respondent burdens, we are again soliciting comments from the public and other Federal agencies on the proposed ICR that is described below. We are especially interested in public comment addressing the following:

(1) Whether or not the collection of information is necessary for the proper performance of the functions of the agency, including whether or not the information will have practical utility;

(2) The accuracy of our estimate of the burden for this collection of information, including the validity of the methodology and assumptions used;

(3) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(4) How the agency might minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of response.

Comments that you submit in response to this notice are a matter of public record. Before including your address, phone number, email address, or other personally identifiable information (PII) in your comment, you should be aware that your entire comment—including your PII—may be made publicly available at any time. While you can ask us in your comment to withhold your PII from public review, we cannot guarantee that we will be able to do so.

Abstract: America is under siege by many harmful non-native species of plants, animals, and microorganisms. More than 6,500 nonindigenous species are now established in the United States, posing risks to native species, valued ecosystems, and human- and wildlife health. These invaders extract a huge cost, an estimated $120 billion per year, to mitigate their harmful impacts. The current annual environmental, economic, and health-related costs of invasive species exceed those of all other natural disasters combined.

Through its Invasive Species Program (*http://www.usgs.gov/ecosystems/invasive_species/*), the USGS plays an important role in federal efforts to combat invasive species in natural and semi-natural areas through early detection and assessment of newly established invaders; monitoring of invading populations; and improving understanding of the ecology of invaders and factors in the resistance of habitats to invasion. The USGS provides the tools, technology, and information supporting efforts to prevent, contain, control, and manage invasive species nationwide. To meet user needs, the USGS also develops methods for compiling and synthesizing accurate and reliable data and information on invasive species for inclusion in a distributed and integrated web-based information system.

As part of the USGS Invasive Species Program, the Nonindigenous Aquatic Species (NAS) database (*http://nas.er.usgs.gov/*) functions as a repository and clearinghouse for occurrence information on nonindigenous aquatic species from across the United States. It contains locality information on approximately 1,390 species of vertebrates, invertebrates, and vascular plants introduced since 1850. Taxa include foreign species as well as those native to North America that have been transported outside of their natural range. The NAS website provides immediate access to new occurrence records through a real-time interface with the NAS database. Visitors to the website can use a set of predefined queries to obtain lists of species according to state or hydrologic basin of interest. Fact sheets, distribution maps, and information on new occurrences are continually posted and updated. Dynamically generated species-distribution maps show the spatial accuracy of the locations reported, population status, and links to more information about each report. Information on new species occurrences from the public can be added to the NAS database using a sighting report form available on the NAS website. The form includes the species observed, location and date of observation, optional contact information (for any

subsequent follow up discussion on observation), and optional images or other media files that provide supporting evidence of the organism.

The NAS website also allows users to sign up for email alert notifications of new species observations of interest matching several taxonomic or geographic filters through an alert registration form. The information collected includes a name, email address, a user-specific password, and notification preferences.

Title of Collection: Nonindigenous Aquatic Species Sighting Reporting Form and Alert Registration Form.

OMB Control Number: 1028–0098.

Form Number: None.

Type of Review: Extension of a currently approved collection.

Respondents/Affected Public: Federal, State, and local government employees, university personnel, and private individuals.

Total Estimated Number of Annual Respondents: We estimate approximately 350 respondents per year for the sighting report form (some respondents will submit multiple reports per year), and 50 respondents (*i.e.,* new registrations) per year for the alert registration form.

Total Estimated Number of Annual Responses: We estimate 700 responses per year for the sighting report form, and 85 responses (*i.e.,* new registrations) per year for the alert registration form.

Estimated Completion Time per Response: We estimate 3 minutes for the sighting report form, and 1 minute for the alert registration form.

Total Estimated Number of Annual Burden Hours: We estimate 35 hours for the sighting report form, and 2 hours for the alert registration form; a total of 37 hours for the two forms.

Respondent's Obligation: Voluntary.

Frequency of Collection: On occassion.

Total Estimated Annual Nonhour Burden Cost: None.

An agency may not conduct or sponsor, nor is a person required to respond to, a collection of information unless it displays a currently valid OMB control number.

The authority for this action is the PRA (44 U.S.C. 3501 *et seq.*).

Lynn Copeland,

Center Director, Wetland and Aquatic Research Center, U.S. Geological Survey.

[FR Doc. 2023–01362 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[2341A2100DD/AAKC001030/A0A501010.999900; OMB Control Number 1076–0167]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Energy and Mineral Development Program Grants

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Notice of Information Collection; request for comment.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, we, the Bureau of Indian Affairs (BIA) are proposing to renew an information collection.

DATES: Interested persons are invited to submit comments on or before February 23, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection request (ICR) should be sent within 30 days of publication of this notice to the Office of Information and Regulatory Affairs (OIRA) through *https://www.reginfo.gov/public/do/PRA/icrPublicCommentRequest?ref_nbr=202210-1076-004* or by visiting *https://www.reginfo.gov/public/do/PRAMain* and selecting ''Currently under Review—Open for Public Comments'' and then scrolling down to the ''Department of the Interior.''

FOR FURTHER INFORMATION CONTACT: To request additional information about this ICR, contact Steven Mullen, Information Collection Clearance Officer, Office of Regulatory Affairs and Collaborative Action—Indian Affairs, U.S. Department of the Interior, 1001 Indian School Road NW, Suite 229, Albuquerque, New Mexico 87104; or by email to *comments@bia.gov.* Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. You may also view the ICR at *http://www.reginfo.gov/public/do/PRAMain.*

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995 (PRA, 44 U.S.C. 3501 *et seq.*) and 5 CFR 1320.8(d)(1), we provide the general public and other Federal agencies with an opportunity to comment on new, proposed, revised, and continuing collections of information. This helps us assess the impact of our information collection requirements and minimize the public's reporting burden. It also helps the public understand our information collection requirements and provide the requested data in the desired format.

A **Federal Register** notice with a 60-day public comment period soliciting comments on this collection of information was published on July 22, 2022 (87 FR 43889). No comments were received.

As part of our continuing effort to reduce paperwork and respondent burdens, we are again soliciting comments from the public and other Federal agencies on the proposed ICR that is described below. We are especially interested in public comment addressing the following:

(1) Whether or not the collection of information is necessary for the proper performance of the functions of the agency, including whether or not the information will have practical utility;

(2) The accuracy of our estimate of the burden for this collection of information, including the validity of the methodology and assumptions used;

(3) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(4) How might the agency minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of response.

Comments that you submit in response to this notice are a matter of public record. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Abstract: Submission of this information is required for federally recognized Indian Tribes to apply for, implement, reassume, or rescind a Tribal Energy Resource Agreement (TERA) that has been entered into under 25 U.S.C. 3501 *et seq.,* and 25 CFR 224. This collection also requires the Tribe to notify the public of certain actions and allows a petition from the public to be submitted to Interior to inform of possible noncompliance with a TERA.

Title of Collection: Tribal Energy Resource Agreements, 25 CFR 224.

OMB Control Number: 1076–0167.

Form Number: None.

Type of Review: Extension of a currently approved collection.

Respondents/Affected Public: Federally recognized Indian Tribes and the public.

Total Estimated Number of Annual Respondents: 1 on average (each year).

Total Estimated Number of Annual Responses: 11 on average (each year).

Estimated Completion Time per Response: Varies from 32 hours to 432 hours.

Total Estimated Number of Annual Burden Hours: 2,960 hours.

Respondent's Obligation: Required to obtain or retain a benefit.

Frequency of Collection: On occasion.

Total Estimated Annual Nonhour Burden Cost: $18,100.

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 authority for this action is the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Steven Mullen,

Information Collection Clearance Officer, Office of Regulatory Affairs and Collaborative Action—Indian Affairs.

[FR Doc. 2023–01239 Filed 1–23–23; 8:45 am]

BILLING CODE 4337–15–P

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[2341A2100DD/AAKC001030/ A0A501010.999900]

Indian Gaming; Approval of Tribal-State Class III Gaming Compact in the State of Oklahoma

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Notice.

SUMMARY: This notice publishes the approval of the Delaware Nation and State of Oklahoma Gaming Compact Non-house-Banked Table Games Supplement (Amendment) governing certain forms of class III gaming between the Delaware Nation (Tribe) and the State of Oklahoma (State).

DATES: The Amendment takes effect on January 24, 2023.

FOR FURTHER INFORMATION CONTACT: Ms. Paula L. Hart, Director, Office of Indian Gaming, Office of the Deputy Assistant Secretary—Policy and Economic Development, Washington, DC 20240, *paula.hart@bia.gov,* (202) 219–4066.

SUPPLEMENTARY INFORMATION: Under section 11 of the Indian Gaming Regulatory Act (IGRA), Public Law 100–497, 25 U.S.C. 2701 *et seq.,* the Secretary of the Interior shall publish in the **Federal Register** notice of approved Tribal-State compacts for the purpose of engaging in Class III gaming activities on Indian lands. As required by 25 CFR 293.4, all compacts and amendments are subject to review and approval by the Secretary. The Amendment authorizes the Tribe to engage in certain additional class III gaming activities, provides for the application of existing revenue sharing agreements to the additional forms of class III gaming, and designates how the State will distribute revenue sharing funds. The Amendment is approved.

Bryan Newland,

Assistant Secretary—Indian Affairs.

[FR Doc. 2023–01279 Filed 1–23–23; 8:45 am]

BILLING CODE 4337–15–P

DEPARTMENT OF THE INTERIOR

National Park Service

[NPS–WASO–NAGPRA–NPS0035145; PPWOCRADN0–PCU00RP14.R50000]

Notice of Inventory Completion: South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia, SC

AGENCY: National Park Service, Interior.

ACTION: Notice.

SUMMARY: In accordance with the Native American Graves Protection and Repatriation Act (NAGPRA), the South Carolina Institute of Archaeology and Anthropology (SCIAA) has completed an inventory of human remains and associated funerary objects and has determined that there is a cultural affiliation between the human remains and associated funerary objects and Indian Tribes or Native Hawaiian organizations in this notice. The human remains and associated funerary objects were removed from Oconee and Pickens Counties, SC.

DATES: Repatriation of the human remains and associated funerary objects in this notice may occur on or after February 23, 2023.

ADDRESSES: Adam King, South Carolina Institute of Archaeology and Anthropology (SCIAA), College of Arts and Sciences, University of South Carolina, 1321 Pendleton Street, Columbia, SC 29208, telephone (803) 409–9777, email *aking@sc.edu.*

SUPPLEMENTARY INFORMATION: This notice is published as part of the National Park Service's administrative responsibilities under NAGPRA. The determinations in this notice are the sole responsibility of the SCIAA. The National Park Service is not responsible for the determinations in this notice. Additional information on the determinations in this notice, including the results of consultation, can be found in the inventory or related records held by the SCIAA.

Description

In 1984, human remains representing, at minimum, two individuals were removed from site 38OC186, Oconee County, SC, by Dr. Chester B. DePratter of SCIAA, Dr. Mark Williams of the University of Georgia, Athens, GA, and Dr. Marvin T. Smith of Garrow and Associates, Atlanta, GA. The expedition was jointly funded by the LAMAR lnstitute of Watkinsville, GA, with permission of the property owner, Ms. Anne Kelley of Liberty, SC. No known individuals were identified. The 137 associated funerary objects are 121 white glass wire wound barley corn beads; four silver ball and cone earrings; and 12 cast brass with iron loop metal buttons.

In 1968, human remains representing, at minimum, three individuals were removed from site 38PN1, Fort Prince George, Pickens County, SC, by Mr. John D. Combes of SCIAA, as part of the Keowee Toxaway Reservoir salvage excavations conducted for Duke Power Company of Charlotte, NC. No known individuals were identified. No associated funerary objects are present.

Cultural Affiliation

The human remains and associated funerary objects in this notice are connected to one or more identifiable earlier groups, tribes, peoples, or cultures. There is a relationship of shared group identity between the identifiable earlier groups, tribes, peoples, or cultures and one or more Indian Tribes or Native Hawaiian organizations. The following types of information were used to reasonably trace the relationship: archeological, geographical, and historical information and expert opinion.

Determinations

Pursuant to NAGPRA and its implementing regulations, and after consultation with the appropriate Indian Tribes and Native Hawaiian organizations, SCIAA has determined that:

- The human remains described in this notice represent the physical remains of five individuals of Native American ancestry.
- The 137 objects described in this notice are reasonably believed to have

been placed with or near individual human remains at the time of death or later as part of the death rite or ceremony.

• There is a relationship of shared group identity that can be reasonably traced between the human remains and associated funerary objects described in this notice and the Cherokee Nation and the Eastern Band of Cherokee Indians.

Requests for Repatriation

Written requests for repatriation of the human remains and associated funerary objects in this notice must be sent to the Responsible Official identified in **ADDRESSES**. Requests for repatriation may be submitted by:

1. Any one or more of the Indian Tribes or Native Hawaiian organizations identified in this notice.

2. Any lineal descendant, Indian Tribe, or Native Hawaiian organization not identified in this notice who shows, by a preponderance of the evidence, that the requestor is a lineal descendant or a culturally affiliated Indian Tribe or Native Hawaiian organization.

Repatriation of the human remains and associated funerary objects in this notice to a requestor may occur on or after February 23, 2023. If competing requests for repatriation are received, the SCIAA must determine the most appropriate requestor prior to repatriation. Requests for joint repatriation of the human remains and associated funerary objects are considered a single request and not competing requests. The SCIAA is responsible for sending a copy of this notice to the Indian Tribes and Native Hawaiian organizations identified in this notice.

Authority: Native American Graves Protection and Repatriation Act, 25 U.S.C. 3003, and the implementing regulations, 43 CFR 10.9,10.10, and 10.14.

Dated: January 11, 2023.

Melanie O'Brien,

Manager, National NAGPRA Program.

[FR Doc. 2023–01233 Filed 1–23–23; 8:45 am]

BILLING CODE 4312–52–P

DEPARTMENT OF THE INTERIOR

National Park Service

[NPS–WASO–NAGPRA–NPS0035144; PPWOCRADN0–PCU00RP14.R50000]

Notice of Intent To Repatriate Cultural Items: Bryn Mawr College, Bryn Mawr, PA

AGENCY: National Park Service, Interior.

ACTION: Notice.

SUMMARY: In accordance with the Native American Graves Protection and Repatriation Act (NAGPRA), Bryn Mawr College intends to repatriate certain cultural items that meet the definition of objects of cultural patrimony and that have a cultural affiliation with the Indian Tribes or Native Hawaiian organizations in this notice. The cultural items were removed from the Northwest Coast.

DATES: Repatriation of the cultural items in this notice may occur on or after February 23, 2023.

ADDRESSES: Marianne Weldon, Bryn Mawr College, 101 N Merion Avenue, Bryn Mawr, PA 19010, telephone (610) 526–5022, email *mweldon@brynmawr.edu.*

SUPPLEMENTARY INFORMATION: This notice is published as part of the National Park Service's administrative responsibilities under NAGPRA. The determinations in this notice are the sole responsibility of Bryn Mawr College. The National Park Service is not responsible for the determinations in this notice. Additional information on the determinations in this notice, including the results of consultation, can be found in the summary or related records held by Bryn Mawr College.

Description

On an unknown date, seven cultural items were removed from the Northwest Coast. In 1941, George Vaux and Anne Hawks Vaux gifted them to Bryn Mawr College. The seven objects of cultural patrimony are seven baskets (95.1.26, 95.1.44, 95.1.66, 95.1.287, 95.1.279, 2004.17.24, 2004.17.29).

On an unknown date, one cultural item was removed from the Northwest Coast. It was later gifted by the Field Museum to Bryn Mawr College. The one object of cultural patrimony is one halibut hook (69.E3.6).

Cultural Affiliation

The cultural items in this notice are connected to one or more identifiable earlier groups, tribes, peoples, or cultures. There is a relationship of shared group identity between the identifiable earlier groups, tribes, peoples, or cultures and one or more Indian Tribes or Native Hawaiian organizations. The following types of information were used to reasonably trace the relationship: geographical and expert opinion.

Determinations

Pursuant to NAGPRA and its implementing regulations, and after consultation with the appropriate Indian Tribes and Native Hawaiian organizations, Bryn Mawr College has determined that:

• The eight cultural items described above have ongoing historical, traditional, or cultural importance central to the Native American group or culture itself, rather than property owned by an individual.

• There is a relationship of shared group identity that can be reasonably traced between the cultural items and the Stillaguamish Tribe of Indians of Washington (*previously* listed as Stillaguamish Tribe of Washington).

Requests for Repatriation

Additional, written requests for repatriation of the cultural items in this notice must be sent to the Responsible Official identified in **ADDRESSES**. Requests for repatriation may be submitted by any lineal descendant, Indian Tribe, or Native Hawaiian organization not identified in this notice who shows, by a preponderance of the evidence, that the requestor is a lineal descendant or a culturally affiliated Indian Tribe or Native Hawaiian organization.

Repatriation of the cultural items in this notice to a requestor may occur on or after February 23, 2023. If competing requests for repatriation are received, Bryn Mawr College must determine the most appropriate requestor prior to repatriation. Requests for joint repatriation of the cultural items are considered a single request and not competing requests. Bryn Mawr College is responsible for sending a copy of this notice to the Indian Tribe identified in this notice.

Authority: Native American Graves Protection and Repatriation Act, 25 U.S.C. 3003, and the implementing regulations, 43 CFR 10.8, § 10.10, and § 10.14.

Dated: January 11, 2023.

Melanie O'Brien,

Manager, National NAGPRA Program.

[FR Doc. 2023–01244 Filed 1–23–23; 8:45 am]

BILLING CODE 4312–52–P

INTERNATIONAL TRADE COMMISSION

[Inv. No. 337–TA–1350]

Certain Integrated Circuits, Components Thereof, and Products Containing the Same; Institution of Investigation

AGENCY: U.S. International Trade Commission.

ACTION: Notice.

SUMMARY: Notice is hereby given that a complaint was filed with the U.S.

International Trade Commission on December 12, 2022, under section 337 of the Tariff Act of 1930, as amended, on behalf of Realtek Semiconductor Corporation of Taiwan. An amended complaint was filed on December 23, 2022. A letter supplementing the complaint was filed on January 17, 2023. The amended complaint, as supplemented, alleges violations of section 337 based upon the importation into the United States, the sale for importation, and the sale within the United States after importation of certain integrated circuits, components thereof, and products containing the same by reason of the infringement of certain claims of U.S. Patent No. 7,936,245 (''the '245 patent''); U.S. Patent No. 8,006,218 (''the '218 patent''); and U.S. Patent No. 9,590,582 (''the '582 patent''). The amended complaint, as supplemented, further alleges that an industry in the United States exists as required by the applicable Federal Statute. The complainant requests that the Commission institute an investigation and, after the investigation, issue a limited exclusion order and a cease and desist order.

ADDRESSES: The amended complaint, except for any confidential information contained therein, may be viewed on the Commission's electronic docket (EDIS) at *https://edis.usitc.gov.* For help accessing EDIS, please email *EDIS3Help@usitc.gov.* Hearing impaired individuals are advised that information on this matter can be obtained by contacting the Commission's TDD terminal on (202) 205–1810. Persons with mobility impairments who will need special assistance in gaining access to the Commission should contact the Office of the Secretary at (202) 205–2000. General information concerning the Commission may also be obtained by accessing its internet server at *https://www.usitc.gov.*

FOR FURTHER INFORMATION CONTACT: Jessica Mullan, Office of the Secretary, Dockets Services Division, U.S. International Trade Commission, (202) 205–1802.

SUPPLEMENTARY INFORMATION:

Authority: The authority for institution of this investigation is contained in section 337 of the Tariff Act of 1930, as amended, 19 U.S.C. 1337, and in section 210.10 of the Commission's Rules of Practice and Procedure, 19 CFR 210.10 (2021).

Scope of Investigation: Having considered the amended complaint, the U.S. International Trade Commission, on January 18, 2023, *ordered that*—

(1) Pursuant to subsection (b) of section 337 of the Tariff Act of 1930, as amended, an investigation be instituted to determine whether there is a violation of subsection (a)(1)(B) of section 337 in the importation into the United States, the sale for importation, or the sale within the United States after importation of certain products identified in paragraph (2) by reason of infringement of one or more of claims 1, 2, and 8 of the '245 patent; claims 12–18 of the '218 patent; and claims 1–4 and 9 of the '582 patent, and whether an industry in the United States exists as required by subsection (a)(2) of section 337;

(2) Pursuant to section 210.10(b)(1) of the Commission's Rules of Practice and Procedure, 19 CFR 210.10(b)(1), the plain language description of the accused products or category of accused products, which defines the scope of the investigation, is ''central processing units ('CPUs'), graphics processing units ('GPUs'), server processors, embedded processors, I/O processors, systems-on-chip ('SoCs'), Field Programmable Gate Arrays, chipsets, Accelerated Processing Units, and components of each'';

(3) For the purpose of the investigation so instituted, the following are hereby named as parties upon which this notice of investigation shall be served:

(a) *The complainant is:* Realtek Semiconductor Corporation, No. 2, Innovation Road II, Hsinchu 300, Taiwan.

(b) The respondent is the following entity alleged to be in violation of section 337, and is the party upon which the amended complaint is to be served: Advanced Micro Devices, Inc., 2485 Augustine Drive, Santa Clara, CA 95054.

(4) For the investigation so instituted, the Chief Administrative Law Judge, U.S. International Trade Commission, shall designate the presiding Administrative Law Judge.

The Office of Unfair Import Investigations will not participate as a party in this investigation.

Responses to the amended complaint and the notice of investigation must be submitted by the named respondent in accordance with section 210.13 of the Commission's Rules of Practice and Procedure, 19 CFR 210.13. Pursuant to 19 CFR 201.16(e) and 210.13(a), as amended in 85 FR 15798 (March 19, 2020), such responses will be considered by the Commission if received not later than 20 days after the date of service by the complainant of the amended complaint and the notice of investigation. Extensions of time for submitting responses to the amended complaint and the notice of investigation will not be granted unless good cause therefor is shown.

Failure of a respondent to file a timely response to each allegation in the amended complaint and in this notice may be deemed to constitute a waiver of the right to appear and contest the allegations of the amended complaint and this notice, and to authorize the administrative law judge and the Commission, without further notice to the respondent, to find the facts to be as alleged in the amended complaint and this notice and to enter an initial determination and a final determination containing such findings, and may result in the issuance of an exclusion order or a cease and desist order or both directed against the respondent.

By order of the Commission.

Issued: January 19, 2023.

Katherine Hiner,

Acting Secretary to the Commission.

[FR Doc. 2023–01326 Filed 1–23–23; 8:45 am]

BILLING CODE 7020–02–P

INTERNATIONAL TRADE COMMISSION

[Investigation Nos. 701–TA–685 and 731–TA–1599–1606 (Preliminary)]

Tin Mill Products From Canada, China, Germany, Netherlands, South Korea, Taiwan, Turkey, and United Kingdom; Institution of Anti-Dumping and Countervailing Duty Investigations and Scheduling of Preliminary Phase Investigations

AGENCY: United States International Trade Commission.

ACTION: Notice.

SUMMARY: The Commission hereby gives notice of the institution of investigations and commencement of preliminary phase antidumping and countervailing duty investigation Nos. 701–TA–685 and 731–TA–1599–1606 (Preliminary) pursuant to the Tariff Act of 1930 (''the Act'') to determine whether there is a reasonable indication that an industry in the United States is materially injured or threatened with material injury, or the establishment of an industry in the United States is materially retarded, by reason of imports of tin mill products from Canada, China, Germany, Netherlands, South Korea, Taiwan, Turkey, and United Kingdom, provided for in subheadings 7210.11.00, 7210.12.00, 7210.50.00, 7212.10.00, 7212.50.00, 7225.99.00, and 7226.99.01 of the Harmonized Tariff Schedule of the United States, that are alleged to be sold in the United States at less than fair

value and alleged to be subsidized by the Government of China. Unless the Department of Commerce (''Commerce'') extends the time for initiation, the Commission must reach a preliminary determination in antidumping and countervailing duty investigations in 45 days, or in this case by March 6, 2023. The Commission's views must be transmitted to Commerce within five business days thereafter, or by March 13, 2023.

DATES: January 18, 2023.

FOR FURTHER INFORMATION CONTACT: Calvin Chang ((202) 205–3062), Office of Investigations, U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436. Hearing-impaired persons can obtain information on this matter by contacting the Commission's TDD terminal on 202–205–1810. Persons with mobility impairments who will need special assistance in gaining access to the Commission should contact the Office of the Secretary at 202–205–2000. General information concerning the Commission may also be obtained by accessing its internet server (*https://www.usitc.gov*). The public record for these investigations may be viewed on the Commission's electronic docket (EDIS) at *https://edis.usitc.gov.*

SUPPLEMENTARY INFORMATION:

Background.—These investigations are being instituted, pursuant to sections 703(a) and 733(a) of the Tariff Act of 1930 (19 U.S.C. 1671b(a) and 1673b(a)), in response to petitions filed on January 18, 2023, by Cleveland-Cliffs Inc. and United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (''United Steelworkers'' or ''USW'') Cleveland, Ohio and Pittsburgh, Pennsylvania.

For further information concerning the conduct of these investigations and rules of general application, consult the Commission's Rules of Practice and Procedure, part 201, subparts A and B (19 CFR part 201), and part 207, subparts A and B (19 CFR part 207).

Participation in the investigations and public service list.—Persons (other than petitioners) wishing to participate in the investigations as parties must file an entry of appearance with the Secretary to the Commission, as provided in §§ 201.11 and 207.10 of the Commission's rules, not later than seven days after publication of this notice in the **Federal Register**. Industrial users and (if the merchandise under investigation is sold at the retail level) representative consumer organizations have the right to appear as parties in Commission antidumping duty and countervailing duty investigations. The Secretary will prepare a public service list containing the names and addresses of all persons, or their representatives, who are parties to these investigations upon the expiration of the period for filing entries of appearance.

Limited disclosure of business proprietary information (BPI) under an administrative protective order (APO) and BPI service list.—Pursuant to § 207.7(a) of the Commission's rules, the Secretary will make BPI gathered in these investigations available to authorized applicants representing interested parties (as defined in 19 U.S.C. 1677(9)) who are parties to the investigations under the APO issued in the investigations, provided that the application is made not later than seven days after the publication of this notice in the **Federal Register**. A separate service list will be maintained by the Secretary for those parties authorized to receive BPI under the APO.

Conference.—The Office of Investigations will hold an in-person staff conference in connection with the preliminary phase of these investigations beginning at 9:30 a.m. on Wednesday, February 8, 2023. Requests to appear at the conference should be emailed to *preliminaryconferences@usitc.gov* (DO NOT FILE ON EDIS) on or before February 6, 2023. Please provide an email address for each conference participant in the email. Information on conference procedures will be provided separately and guidance on joining the video conference will be available on the Commission's Daily Calendar. Requests to appear via videoconference must include a statement explaining why the witness cannot appear in person. The Director of the Office of Investigations, or other person designated to conduct the investigations, may in their discretion for good cause shown, grant such a request. Requests to appear as remote witness due to illness or a positive COVID–19 test result may be submitted by 3 p.m. the business day prior to the conference. Information on conference procedures will be posted on the Commission's website at *https://www.usitc.gov/calendarpad/calendar.html.* A nonparty who has testimony that may aid the Commission's deliberations may request permission to participate by submitting a short statement.

Please note the Secretary's Office will accept only electronic filings during this time. Filings must be made through the Commission's Electronic Document Information System (EDIS, *https://edis.usitc.gov*). No in-person paper-based filings or paper copies of any electronic filings will be accepted until further notice.

Written submissions.—As provided in §§ 201.8 and 207.15 of the Commission's rules, any person may submit to the Commission on or before February 13, 2023, a written brief containing information and arguments pertinent to the subject matter of the investigations. Parties shall file written testimony and supplementary material in connection with their presentation at the conference no later than noon on February 7, 2023. All written submissions must conform with the provisions of § 201.8 of the Commission's rules; any submissions that contain BPI must also conform with the requirements of §§ 201.6, 207.3, and 207.7 of the Commission's rules. The Commission's *Handbook on Filing Procedures,* available on the Commission's website at *https://www.usitc.gov/documents/handbook_on_filing_procedures.pdf,* elaborates upon the Commission's procedures with respect to filings.

In accordance with §§ 201.16(c) and 207.3 of the rules, each document filed by a party to the investigations must be served on all other parties to the investigations (as identified by either the public or BPI service list), and a certificate of service must be timely filed. The Secretary will not accept a document for filing without a certificate of service.

Certification.—Pursuant to § 207.3 of the Commission's rules, any person submitting information to the Commission in connection with these investigations must certify that the information is accurate and complete to the best of the submitter's knowledge. In making the certification, the submitter will acknowledge that any information that it submits to the Commission during these investigations may be disclosed to and used: (i) by the Commission, its employees and Offices, and contract personnel (a) for developing or maintaining the records of these or related investigations or reviews, or (b) in internal investigations, audits, reviews, and evaluations relating to the programs, personnel, and operations of the Commission including under 5 U.S.C. Appendix 3; or (ii) by U.S. government employees and contract personnel, solely for cybersecurity purposes. All contract personnel will sign appropriate nondisclosure agreements.

Authority: These investigations are being conducted under authority of title VII of the Tariff Act of 1930; this notice is published pursuant to § 207.12 of the Commission's rules.

By order of the Commission.

Issued: January 19, 2023.

Katherine Hiner,

Acting Secretary to the Commission.

[FR Doc. 2023–01325 Filed 1–23–23; 8:45 am]

BILLING CODE 7020–02–P

JUDICIAL CONFERENCE OF THE UNITED STATES

Advisory Committee on Criminal Rules; Meeting of the Judicial Conference

AGENCY: Judicial Conference of the United States.

ACTION: Advisory Committee on Criminal Rules; notice of open meeting.

SUMMARY: The Advisory Committee on Criminal Rules will hold a meeting in a hybrid format with remote attendance options on April 20, 2023 in Washington, DC. The meeting is open to the public for observation but not participation. An agenda and supporting materials will be posted at least 7 days in advance of the meeting at: *https://www.uscourts.gov/rules-policies/records-and-archives-rules-committees/agenda-books.*

DATES: April 20, 2023.

FOR FURTHER INFORMATION CONTACT: H. Thomas Byron III, Esq., Chief Counsel, Rules Committee Staff, Administrative Office of the U.S. Courts, Thurgood Marshall Federal Judiciary Building, One Columbus Circle NE, Suite 7–300, Washington, DC 20544, Phone (202) 502–1820, *RulesCommittee_Secretary@ao.uscourts.gov.*

(Authority: 28 U.S.C. 2073.)

Dated: January 19, 2023.

Shelly L. Cox,

Management Analyst, Rules Committee Staff.

[FR Doc. 2023–01347 Filed 1–23–23; 8:45 am]

BILLING CODE 2210–55–P

JUDICIAL CONFERENCE OF THE UNITED STATES

Advisory Committee on Evidence Rules; Meeting of the Judicial Conference

AGENCY: Judicial Conference of the United States.

ACTION: Advisory Committee on Evidence Rules; notice of open meeting.

SUMMARY: The Advisory Committee on Evidence Rules will hold a meeting in a hybrid format with remote attendance options on April 28, 2023 in Washington, DC. The meeting is open to the public for observation but not participation. An agenda and supporting materials will be posted at least 7 days in advance of the meeting at: *https://www.uscourts.gov/rules-policies/records-and-archives-rules-committees/agenda-books.*

DATES: April 28, 2023.

FOR FURTHER INFORMATION CONTACT: H. Thomas Byron III, Esq., Chief Counsel, Rules Committee Staff, Administrative Office of the U.S. Courts, Thurgood Marshall Federal Judiciary Building, One Columbus Circle NE, Suite 7–300, Washington, DC 20544, Phone (202) 502–1820, *RulesCommittee_Secretary@ao.uscourts.gov.*

(Authority: 28 U.S.C. 2073.)

Dated: January 19, 2023.

Shelly L. Cox,

Management Analyst, Rules Committee Staff.

[FR Doc. 2023–01348 Filed 1–23–23; 8:45 am]

BILLING CODE 2210–55–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to The National Cooperative Research and Production Act of 1993—1EdTech Consortium, Inc.

Notice is hereby given that, on November 4, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), 1EdTech Consortium, Inc. (''1EdTech Consortium'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Allegheny Intermediate Unit, Homestead, PA; ClassLink, Clifton, NJ; Edniton, Kaysville, UT; Ingham Intermediate School District, Mason, MI; Memphis-Shelby County Schools, Memphis, TN; New York City Department of Education Division of Instruction and Information Technology, Brooklyn, NY; and UniverSIS, Thessaloniki, GREECE, have been added as parties to this venture.

Also, Kimono, Salt Lake City, UT; Pittsburgh Public, Pittsburgh, PA; Follett, Westchester, IL; and Keller ISD, Keller, TX, have withdrawn as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and 1EdTech Consortium intends to file additional written notifications disclosing all changes in membership.

On April 7, 2000, 1EdTech Consortium filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on September 13, 2000 (65 FR 55283).

The last notification was filed with the Department on August 18, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on September 13, 2022 (87 FR 56089).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01338 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to The National Cooperative Research and Production Act of 1993—The Digital Dollar Project, Inc.

Notice is hereby given that, on October 26, 2022 pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''). The Digital Dollar Project, Inc. (''DDP'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Digital Impact Now LLC, Melbourne, FL; EMTECH, New York, NY; Ripple Labs, Inc., New York, NY; Digital Euro Association, Frankfurt am Main, GERMANY; and MITRE, McLean, VA have been added as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open and DDP intends to file additional written notifications disclosing all changes in membership.

On June 9, 2022, the Digital Dollar Project filed its original notification pursuant to Section 6(a) of the Act.

The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on August 1, 2022 (87 FR 47007).

The last notification was filed with the Department on July 21, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on November 7, 2022 (87 FR 67068).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01334 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to The National Cooperative Research and Production Act of 1993—Open RF Association, Inc.

Notice is hereby given that, on November 15, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Open RF Association, Inc. filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Zeku Technology (Shanghai) Corp., Ltd., Shanghai, PEOPLE'S REPUBLIC OF CHINA has been added as a party to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and Open RF Association, Inc. intends to file additional written notifications disclosing all changes in membership.

On February 21, 2020, Open RF Association, Inc. filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on March 11, 2020 (85 FR 14247).

The last notification was filed with the Department on June 10, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on August 1, 2022 (87 FR 47008).

Suzanne Morris,

Deputy Director Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01340 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—AARST Consortium on National Standards

Notice is hereby given that, on October 28, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), AARST Consortium on National Standards (''AARST Consortium'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing (1) the name and principal place of business of the standards development organization and (2) the nature and scope of its standards development activities. The notifications were filed for the purpose of invoking the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances.

Pursuant to Section 6(b) of the Act, the name and principal place of business of the standards development organization is: AARST Consortium on National Standards, Hendersonville, NC. The nature and scope of AARST Consortium's standards development activities are: Standards of practice for radon measurement in all buildings; Verification of quality for radon measurement systems and quality assurance for field and laboratory operations; Standards of practice for mitigating radon and soil gas hazards in existing buildings; Standards for building design in new construction to mitigate radon and soil gas hazards; and Standards of practice for both measurement and mitigation of hazards in existing buildings due to radon in water.

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01328 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Advanced Fluids for Electrified Vehicles

Notice is hereby given that, on November 30, 2022, pursuant to section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Advanced Fluids for Electrified Vehicles (''AFEV'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Daimler Truck North America, Portland, OR; and The Lubrizol Corporation, Wickliffe, OH, have been added as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and AFEV intends to file additional written notifications disclosing all changes in membership.

On June 16, 2021, AFEV filed its original notification pursuant to section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to section 6(b) of the Act on August 16, 2021 (86 FR 45751).

The last notification was filed with the Department on September 21, 2022. A notice was published in the **Federal Register** pursuant to section 6(b) of the Act on November 7, 2022 (87 FR 67069).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01352 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to The National Cooperative Research and Production Act of 1993—The Open Group, L.L.C.

Notice is hereby given that, on November 11, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), The Open Group, L.L.C. (''TOG'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Alitech SAS, Boulogne Billancourt, FRANCE; Capricorn Energy Holdings, Limited, Edinburgh, UNITED KINGDOM; ClearBlade, Inc., Austin, TX; ETC Enterprise Training Center,

GmbH, Vienna, AUSTRIA; Forcepoint Federal Holdings, Herndon, VA; Innovative Enterprise Architects, Pune, INDIA; Iron Wolf Software Corp, Huntington Beach, CA; KeyCaliber, Inc., Washington, DC; Kraken IM, Middlesbrough, UNITED KINGDOM; Mult Services MG Tecnologia e Informatice Ltda, Belo Horizonte, BRAZIL; ODU–USA INC, Camarillo, CA; Pacific Defense Strategies, Inc., El Segundo, CA; Pando Scape, Inc., Cypress, TX; Principle Defence, Hitchin, UNITED KINGDOM; Renad Almajd for Tech & Info Company, Riyadh City, SAUDI ARABIA; Rolls-Royce plc, London, UNITED KINGDOM; Smart Africa, Kacyiru, RWANDA; Sygnia Consulting Ltd, Tel Aviv, ISRAEL; Tangram Flex, Inc., Dayton, OH; Tercero Technologies, Chicago, IL; The UK Offshore Energies Association Limited, London, UNITED KINGDOM; Tipp Focus Holdings (Pty) Ltd, Johannesburg, SOUTH AFRICA; and TRM Technologies Inc., Ottawa, CANADA, have been added as parties to this venture.

Also, 1 World Training, Dallas, TX; Aegon EDC Limited, Edinburgh, UNITED KINGDOM; ALVRO S.à.r.l, Luxembourg City, LUXEMBOURG; Armis Security, Palo Alto, CA; Avalex Technologies, Gulf Breeze, FL; Bvolve B.V., Amersfoort, THE NETHERLANDS; Chameleon Consulting Group, L.L.C., Leesburg, VA; Common Data Access Limited, London, UNITED KINGDOM; Cynosure, Inc., Wichita, KS; Databricks Inc., San Francisco, CA; Digital Petroleum LLC, Moscow, RUSSIAN FEDERATION; DRS Signal Solutions, Inc., Germantown, MD; Geoprocesados, SA de CV, Villahermosa, MEXICO; Intelie, Inc., Houston, TX; Intelligent Wellhead Systems Inc., Alberta, CANADA; Iraya Energies SDN BHD, Kuala Lumpur, MALAYSIA; MAILLANCE SAS, Paris, FRANCE; Memorial University of Newfoundland, St. John's, CANADA; Mr Doc SRL, Rome, ITALY; NORCE Norwegian Research Centre AS, Bergen, NORWAY; ResFrac Corporation, Palo Alto, CA; Spectranetix, Inc., Sunnyvale, CA; Stonebridge Consulting, LLC, Tulsa OK; and The University of Oslo, Oslo, NORWAY, have withdrawn as parties to this venture.

Additionally, Eturnti Enterprise Consulting Pvt Ltd has changed its name to Eturnity Business Design, Bangalore, INDIA; Oil and Gas Authority to North Sea Transition Authority, London, UNITED KINGDOM; and Tayllor & Cox s.r.o. to TAYLLORCOX s.r.o., Prague, CZECH REPUBLIC.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and TOG intends to file additional written notifications disclosing all changes in membership.

On April 21, 1997, TOG filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on June 13, 1997 (62 FR 32371).

The last notification was filed with the Department on August 1, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on August 30, 2022 (87 FR 53006).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01341 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to The National Cooperative Research and Production Act of 1993—Consortium for Rare Earth Technologies

Notice is hereby given that, on November 10, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Consortium for Rare Earth Technologies (''CREaTe'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Base Studio, Fayetteville, NC; Phoenix Tailings, Woburn, MA; Rare Earth Salts Separations & Refining LLC, Beatrice, NE; Precient Technologies LLC, Tempe, AZ; USA Rare Earth LLC, Tampa, FL; Cornell University, Ithaca, NY; Grist Mill Exchange LLC, Alexandria, VA; MRIGlobal, Kansas City, MO; Pendar Technologies LLC, Cambridge, MA; Hazen Research, Inc., Golden, CO; Griffiss Institute, Rome, NY; and Rivalia Chemical Co, Birmingham, AL, have been added as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and CREaTe intends to file additional written notifications disclosing all changes in membership.

On April 22, 2022, CREaTe filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on May 13, 2022 (87 FR 29384).

The last notification was filed with the Department on August 2, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on August 30, 2022 (87 FR 53006).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01342 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Cooperative Research Group On In-Situ Measurement of H_2S To Validate Thermodynamic Calculations (''Seed Project'')

Notice is hereby given that, on December 9, 2022 pursuant to section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Cooperative Research Group on In-situ Measurement of H_2S to Validate Thermodynamic Calculations (''Seed Project'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing (1) the identities of the parties to the venture and (2) the nature and objectives of the venture. The notifications were filed for the purpose of invoking the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances.

Pursuant to section 6(b) of the Act, the identities of the parties to the venture are: Shell International Exploration and Production Inc., Houston, TX, Chevron Technical Center, Houston, TX, and Petroleo Brasileiro S.A.—Petrobras, Rio de Janeiro, BRAZIL.

The general area of Energy Storage for In-situ Measurement of H_2S to Validate Thermodynamic Calculations' planned activities is to: (1) validate HPHT techniques to measure H_2S in-situ and

(2) define the HPHT environments necessitating new H_2S solubility data.

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01351 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Open Source Imaging Consortium, Inc.

Notice is hereby given that, on November 22, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Open Source Imaging Consortium, Inc. (''Open Source Imaging Consortium'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Imbio, Inc., Minneapolis, MN; and Board of Trustees of the Leland Stanford Junior University, Stanford, CA, have been added as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and Open Source Imaging Consortium intends to file additional written notifications disclosing all changes in membership.

On March 20, 2019, Open Source Imaging Consortium filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on April 12, 2019 (84 FR 14973).

The last notification was filed with the Department on July 13, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on August 30, 2022 (87 FR 53008).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01344 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—UHD Alliance, Inc.

Notice is hereby given that, on November 9, 2022 pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), UHD Alliance, Inc. (''UHD Alliance'') filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Leica Camera AG, Wetzlar, GERMANY has been added as a party to this venture.

Also, VIZIO, Inc., Irvine, CA has withdrawn as a party to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and UHD Alliance intends to file additional written notifications disclosing all changes in membership.

On June 17, 2015, UHD Alliance filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on July 17, 2015 (80 FR 42537).

The last notification was filed with the Department on August 14, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on September 13, 2022 (87 FR 56090).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01339 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Utility Broadband Alliance, Inc.

Notice is hereby given that, on December 13, 2022, pursuant to section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Utility Broadband Alliance, Inc. (''UBBA'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Altaris Technology Partners, Glen Allen, VA has been added as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and UBA intends to file additional written notifications disclosing all changes in membership.

On May 4, 2021, UBBA filed its original notification pursuant to section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to section 6(b) of the Act on June 10, 2021 (86 FR 30981).

The last notification was filed with the Department on September 22, 2022. A notice was published in the **Federal Register** pursuant to section 6(b) of the Act on November 8, 2022 (87 FR 67488).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01355 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—DVD Copy Control Association

Notice is hereby given that, on December 7, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), DVD Copy Control Association (''DVD CCA'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, China Hualu Group Co., Ltd., Dalian, PEOPLE'S REPUBLIC OF CHINA; FreeBox SAS, Paris, FRANCE; Nvidia Corporation, Santa Clara, CA; Onken Corporation, Tokyo, JAPAN; and TEAC Corporation, Tokyo, JAPAN, have withdrawn as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and DVD CCA intends to file additional written notifications disclosing all changes in membership.

On April 11, 2001, DVD CCA filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on August 3, 2001 (66 FR 40727).

The last notification was filed with the Department on August 30, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on September 15, 2022 (87 FR 56704).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01356 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—American Society of Mechanical Engineers

Notice is hereby given that, on November 7, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), the American Society of American Society of Mechanical Engineers (''ASME'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing additions or changes to its standards development activities. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, since August 13, 2021, ASME has published seven new standards, initiated three new standards activities and withdrawn two proposed standards from consideration within the general nature and scope of ASME's standards development activities, as specified in its original notification. More detail regarding these changes can be found at *www.asme.org.*

On September 15, 2004, ASME filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on October 13, 2004 (69 FR 60895).

The last notification with the Attorney General was filed on August 13, 2021. A notice was filed in the **Federal Register** on October 5, 2021 (86 FR 55002).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01337 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Advanced Media Workflow Association, Inc.

Notice is hereby given that, on December 20, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Advanced Media Workflow Association, Inc. has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, NBCUniversal, Universal City, CA; and Sencore Inc, Sioux Falls, SD, have been added as parties to this venture.

Also, RedBee Media, London, UNITED KINGDOM, has withdrawn as a party to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and Advanced Media Workflow Association, Inc. intends to file additional written notifications disclosing all changes in membership.

On March 28, 2000, Advanced Media Workflow Association, Inc. filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on June 29, 2000 (65 FR 40127).

The last notification was filed with the Department on September 15, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on November 7, 2022 (87 FR 67070).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01357 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Z-Wave Alliance, Inc.

Notice is hereby given that, on November 28, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (the ''Act''), Z-Wave Alliance, Inc. (the ''Joint Venture'') filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances.

Specifically, Springs Window Fashion s, LLC, Middleton, WI; Quext IoT, LLC, Lubbock, TX; Shenzhen Kaadas Intelligent Technology Co., Ltd., Shenzhen, PEOPLE'S REPUBLIC OF CHINA; V–MARK Enterprises Ltd., Vancouver, CANADA; and Venture Industries SP Z O O, Kielpin, POLAND have joined as parties to the venture.

Also, Satco Products Inc., Brentwood, NY; KWSM Group, Bridgeman Downs, AUSTRALIA; BBM Corporation, Tokyo, JAPAN; Nihon Lock Service Co., Ltd., Tokyo, JAPAN; Eneco, Amsterdam, THE NETHERLANDS; PayLease, LLC DBA Zego, San Diego, CA; SHENZHEN SEI ROBOTICS CO., LTD., Shenzhen, PEOPLE'S REPUBLIC OF CHINA; idomotique GmbH, Grenchen, SWITZERLAND; Smart Electronic Industrial (Dongguan) Co., Limited, Dongguan City, PEOPLE'S REPUBLIC OF CHINA; CIMA Group, Miami, FL; devolo AG, Aachen, GERMANY; Paxton Access Ltd., Brighton, UNITED KINGDOM; and CHUBU TELECOMMUNICATIONS CO., INC, Nagoya, JAPAN have withdrawn as parties to the venture.

No other changes have been made in either the membership or the planned activity of the venture. Membership in this venture remains open, and the Joint Venture intends to file additional written notifications disclosing all changes in membership.

On November 19, 2020, the Joint Venture filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on December 1, 2020 (85 FR 77241).

The last notification was filed with the Department on September 2, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on November 7, 2022 (87 FR 67069).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01353 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—MLCommons Association

Notice is hereby given that, on December 23, 2022, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), MLCommons Association (''MLCommons'') filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, Quanta Computer Inc., Taoyuan City, TAIWAN; Nebuly Societa Benefit S.r.l., Torino, ITALY; Margaret Warren (individual member), Pensacola, FL; SiMa, San Jose, CA; PowerML, Inc., Palo Alto, CA; Xinyuan Huang (individual member), San Jose, CA; Alexander Montgomerie-Corcoran (individual member), London, UNITED KINGDOM; and Aanchan Mohan (individual member), Vancouver, CANADA have been added as parties to this venture.

Also, Cisco Systems, Inc., San Jose, CA; Groq Inc., Mountain View, CA; Shanghai Enflame Technology Co., Ltd., Shanghai, PEOPLE'S REPUBLIC OF CHINA; and Tenska Incorporated, Nicasio, CA have withdrawn as parties to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and MLCommons intends to file additional written notifications disclosing all changes in membership.

On September 15, 2020, MLCommons filed its original notification pursuant to Section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to Section 6(b) of the Act on September 29, 2020 (85 FR 61032).

The last notification was filed with the Department on October 14, 2022. A notice was published in the **Federal Register** pursuant to Section 6(b) of the Act on November 8, 2022 (87 FR 67494).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01367 Filed 1–23–23; 8:45 am]

BILLING CODE 4410–11–P

DEPARTMENT OF JUSTICE

Antitrust Division

Notice Pursuant to the National Cooperative Research and Production Act of 1993—Dynamic Spectrum Alliance, Inc.

Notice is hereby given that, on March 22, 2022, pursuant to section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* (''the Act''), Dynamic Spectrum Alliance, Inc. (''DSA'') has filed written notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing changes in its membership. The notifications were filed for the purpose of extending the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Specifically, internet Society, Reston, VA, has been added as a party to this venture.

No other changes have been made in either the membership or planned activity of the group research project. Membership in this group research project remains open, and DSA intends to file additional written notifications disclosing all changes in membership.

On September 1, 2020, DSA filed its original notification pursuant to section 6(a) of the Act. The Department of Justice published a notice in the **Federal Register** pursuant to section 6(b) of the Act on September 18, 2020 (85 FR 58390).

The last notification was filed with the Department on July 22, 2021. A notice was published in the **Federal Register** pursuant to section 6(b) of the Act on August 25, 2021 (86 FR 47521).

Suzanne Morris,

Deputy Director of Civil Enforcement Operations, Antitrust Division.

[FR Doc. 2023–01312 Filed 1–23–23; 8:45 am]

BILLING CODE P

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 23–002]

Aerospace Safety Advisory Panel; Meeting

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Notice of meeting.

SUMMARY: In accordance with the Federal Advisory Committee Act, the National Aeronautics and Space Administration announces a forthcoming meeting of the Aerospace Safety Advisory Panel (ASAP).

DATES: Thursday, February 9, 2023, 3 p.m. to 4:30 p.m., Eastern Time.

ADDRESSES: NASA Kennedy Space Center, Headquarters Building, Room 3201, Kennedy Space Center, FL 32899.

FOR FURTHER INFORMATION CONTACT: Ms. Lisa M. Hackley, ASAP Administrative Officer, NASA Headquarters, Washington, DC 20546, (202) 358–1947 or *lisa.m.hackley@nasa.gov.*

SUPPLEMENTARY INFORMATION: The Aerospace Safety Advisory Panel (ASAP) will hold its First Quarterly Meeting for 2023. This discussion is pursuant to carrying out its statutory duties for which the Panel reviews, identifies, evaluates, and advises on those program activities, systems, procedures, and management activities that can contribute to program risk. Priority is given to those programs that involve the safety of human flight. The agenda will include:

—Updates on the International Space Station Program
—Updates on the Commercial Crew Program
—Updates on Exploration System Development Program
—Updates on Advanced Exploration Systems Program
—Updates on Human Lunar Exploration Program

This meeting is only available telephonically. Any interested person may call the USA toll free conference call number 888–566–6133; passcode 8343253 and then the # sign. At the beginning of the meeting, members of the public may make a verbal presentation to the Panel on the subject

of safety in NASA, not to exceed 5 minutes in length. To do so, members of the public must contact Ms. Lisa M. Hackley at *lisa.m.hackley@nasa.gov* or at (202) 358–1947 at least 48 hours in advance. Any member of the public is permitted to file a written statement with the Panel via electronic submission to Ms. Hackley at the email address previously noted. Verbal presentations and written statements should be limited to the subject of safety in NASA. It is imperative that the meeting be held on this date to accommodate the scheduling priorities of the key participants.

Carol J. Hamilton,

Executive Director, Aerospace Safety Advisory Panel, National Aeronautics and Space Administration.

[FR Doc. 2023–01217 Filed 1–23–23; 8:45 am]

BILLING CODE 7510–13–P

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

[NARA–23–0001; NARA–2023–015]

Records Schedules; Availability and Request for Comments

AGENCY: National Archives and Records Administration (NARA).

ACTION: Notice of availability of proposed records schedules; request for comments.

SUMMARY: The National Archives and Records Administration (NARA) publishes notice of certain Federal agency requests for records disposition authority (records schedules). We publish notice in the **Federal Register** and on *regulations.gov* for records schedules in which agencies propose to dispose of records they no longer need to conduct agency business. We invite public comments on such records schedules.

DATES: We must receive responses on the schedules listed in this notice by March 13, 2023.

ADDRESSES: To view a records schedule in this notice, or submit a comment on one, use the following address: *https://www.regulations.gov/docket/NARA-23-0001/document.* This is a direct link to the schedules posted in the docket for this notice on *regulations.gov.* You may submit comments by the following method:

- *Federal eRulemaking Portal: https://www.regulations.gov.* On the website, enter either of the numbers cited at the top of this notice into the search field. This will bring you to the docket for this notice, in which we have posted the records schedules open for comment. Each schedule has a 'comment' button so you can comment on that specific schedule. For more information on *regulations.gov* and on submitting comments, see their FAQs at *https://www.regulations.gov/faq.*

If you are unable to comment via *regulations.gov*, you may email us at *request.schedule@nara.gov* for instructions on submitting your comment. You must cite the control number of the schedule you wish to comment on. You can find the control number for each schedule in parentheses at the end of each schedule's entry in the list at the end of this notice.

FOR FURTHER INFORMATION CONTACT: Kimberly Richardson, Strategy and Performance Division, by email at *regulation_comments@nara.gov* or at 301–837–2902. For information about records schedules, contact Records Management Operations by email at *request.schedule@nara.gov* or by phone at 301–837–1799.

SUPPLEMENTARY INFORMATION:

Public Comment Procedures

We are publishing notice of records schedules in which agencies propose to dispose of records they no longer need to conduct agency business. We invite public comments on these records schedules, as required by 44 U.S.C. 3303a(a), and list the schedules at the end of this notice by agency and subdivision requesting disposition authority.

In addition, this notice lists the organizational unit(s) accumulating the records or states that the schedule has agency-wide applicability. It also provides the control number assigned to each schedule, which you will need if you submit comments on that schedule.

We have uploaded the records schedules and accompanying appraisal memoranda to the *regulations.gov* docket for this notice as ''other'' documents. Each records schedule contains a full description of the records at the file unit level as well as their proposed disposition. The appraisal memorandum for the schedule includes information about the records.

We will post comments, including any personal information and attachments, to the public docket unchanged. Because comments are public, you are responsible for ensuring that you do not include any confidential or other information that you or a third party may not wish to be publicly posted. If you want to submit a comment with confidential information or cannot otherwise use the *regulations.gov* portal, you may contact *request.schedule@nara.gov* for instructions on submitting your comment.

We will consider all comments submitted by the posted deadline and consult as needed with the Federal agency seeking the disposition authority. After considering comments, we may or may not make changes to the proposed records schedule. The schedule is then sent for final approval by the Archivist of the United States. After the schedule is approved, we will post on *regulations.gov* a ''Consolidated Reply'' summarizing the comments, responding to them, and noting any changes we made to the proposed schedule. You may elect at *regulations.gov* to receive updates on the docket, including an alert when we post the Consolidated Reply, whether or not you submit a comment. If you have a question, you can submit it as a comment, and can also submit any concerns or comments you would have to a possible response to the question. We will address these items in consolidated replies along with any other comments submitted on that schedule.

We will post schedules on our website in the Records Control Schedule (RCS) Repository, at *https://www.archives.gov/records-mgmt/rcs,* after the Archivist approves them. The RCS contains all schedules approved since 1973.

Background

Each year, Federal agencies create billions of records. To control this accumulation, agency records managers prepare schedules proposing retention periods for records and submit these schedules for NARA's approval. Once approved by NARA, records schedules provide mandatory instructions on what happens to records when no longer needed for current Government business. The records schedules authorize agencies to preserve records of continuing value in the National Archives or to destroy, after a specified period, records lacking continuing administrative, legal, research, or other value. Some schedules are comprehensive and cover all the records of an agency or one of its major subdivisions. Most schedules, however, cover records of only one office or program or a few series of records. Many of these update previously approved schedules, and some include records proposed as permanent.

Agencies may not destroy Federal records without the approval of the Archivist of the United States. The Archivist grants this approval only after

thorough consideration of the records' administrative use by the agency of origin, the rights of the Government and of private people directly affected by the Government's activities, and whether or not the records have historical or other value. Public review and comment on these records schedules is part of the Archivist's consideration process.

Schedules Pending

1. Department of Defense, Defense Counterintelligence and Security Agency, Industrial Security Facility Files (DAA–0446–2022–0013).
2. Department of Defense, Defense Logistics Agency, Agency-wide, Records Related to Property Management (DAA–0361–2021–0013).
3. Department of Homeland Security, Bureau of Customs and Border Protection, Law Enforcement Officers Safety Act (LEOSA) Records (DAA–0568–2022–0002).
4. Department of Homeland Security, U.S. Citizenship and Immigration Services, Application for Regional Center Designation (DAA–0566–2022–0025).
5. Department of Homeland Security, U.S. Citizenship and Immigration Services, Asylum and NACARA Benefit Applications (DAA–0566–2022–0026).
6. Department of Justice, Bureau of Alcohol, Tobacco, Firearms, and Explosives, Canine Service Records (DAA–0436–2022–0001).
7. Department of Justice, Department-wide, Employee Ombuds Program Records (DAA–0060–2021–0003).
8. Department of Transportation, Federal Aviation Administration, En Route Inspection Records (DAA–0237–2023–0001).
9. Department of Transportation, Federal Aviation Administration, Unmanned Aircraft Systems Certificates of Waiver and Authorization (DAA–0237–2023–0004).
10. Department of the Treasury, Internal Revenue Service, Exempt Organization and Employee Plan Data Maintained in RICS (DAA–0058–2021–0003).
11. Commodity Futures Trading Commission, Agency-wide, Mission Commodity Data (DAA–0180–2022–0003).
12. Federal Trade Commission, Office of Public Affairs, Press Records (DAA–0122–2022–0005).
13. National Credit Union Administration, Agency-wide, Credit Union Service Organization Registry (DAA–0413–2022–0001).

Laurence Brewer,

Chief Records Officer for the U.S. Government.

[FR Doc. 2023–01323 Filed 1–23–23; 8:45 am]

BILLING CODE 7515–01–P

NATIONAL CREDIT UNION ADMINISTRATION

Sunshine Act Meetings

TIME AND DATE: 10:00 a.m., January 26, 2023

PLACE: Board Room, 7th Floor, Room 7B, 1775 Duke Street (All visitors must use Diagonal Road Entrance) Alexandria, VA 22314–3428

STATUS: This meeting will be open to the public.

MATTERS TO BE CONSIDERED:

1. Federal Credit Union Loan Interest Rate Ceiling.
2. NCUA's 2023 Annual Performance Plan.

CONTACT PERSON FOR MORE INFORMATION: Melane Conyers-Ausbrooks, Secretary of the Board, Telephone: 703–518–6304.

Melane Conyers-Ausbrooks,

Secretary of the Board.

[FR Doc. 2023–01414 Filed 1–20–23; 11:15 am]

BILLING CODE 7535–01–P

NATIONAL SCIENCE FOUNDATION

Committee on Equal Opportunities in Science and Engineering; Notice of Meeting

In accordance with the Federal Advisory Committee Act (Pub. L. 92–463, as amended), the National Science Foundation (NSF) announces the following meeting:

Name and Committee Code: Committee on Equal Opportunities in Science and Engineering (CEOSE) (#1173).

Date and Time: February 16, 2023, 1:00 p.m.–5:30 p.m.; February 17, 2023, 10:00 a.m.–3:45 p.m.

Place: National Science Foundation, 2415 Eisenhower Avenue, Alexandria, VA 22314 (Virtual).

Meeting Registration: Registration for the virtual meeting can be accessed at: *https://nsf.zoomgov.com/meeting/register/vJIsce6trDwpGwgkUfZny_IzTc0VcKuvm0g.*

Type of Meeting: Open.

Contact Person: Dr. Bernice Anderson, Senior Advisor and CEOSE Executive Secretary, Office of Integrative Activities (OIA), National Science Foundation, 2415 Eisenhower Avenue, Alexandria, VA 22314. Contact Information: 703–292–8040/*banderso@nsf.gov.*

Minutes: Meeting minutes and other information may be obtained from the CEOSE Executive Secretary at the above address or the website at *http://www.nsf.gov/od/oia/activities/ceose/index.jsp.*

Purpose of Meeting: To study data, programs, policies, and other information pertinent to the National Science Foundation and to provide advice and recommendations concerning broadening participation in science and engineering.

Agenda

Day 1: February 16, 2023

1:00 p.m.–1:30 p.m. Opening, Welcome, Introductions

1:30 p.m.–3:00 p.m. Discussion: 2021–2022 CEOSE Report and Dissemination

3:00 p.m.–3:15 p.m. Break

3:15 p.m.–4:15 p.m. Presentation: TIP Directorate

4:15 p.m.–5:30 p.m. Presentation: Report of the CEOSE Executive Liaison

Day 2: February 17, 2023

10:00 a.m.–10:15 a.m. Opening Remarks

10:15 a.m.–11:15 a.m. Discussion: Reports of the CEOSE Liaisons

11:15 a.m.–12:00 p.m. NCSES Briefing

12:00 p.m.–1:00 p.m. Working Lunch: Topics/Advice to Share with NSF Senior Leadership

1:00 p.m.–2:00 p.m. Presentation: GRANTED

2:00 p.m.–2:30 p.m. Discussion with NSF Director and Chief Operating Officer

2:30 p.m.–2:45 p.m. Break

2:45 p.m.–3:30 p.m. 10% Agency Priority Goal

3:30 p.m.–3:45 p.m. Announcements, Closing Remarks, Adjournment

Dated: January 19, 2023.

Crystal Robinson,

Committee Management Officer.

[FR Doc. 2023–01280 Filed 1–23–23; 8:45 am]

BILLING CODE 7555–01–P

NUCLEAR REGULATORY COMMISSION

[NRC–2023–0026]

Monthly Notice; Applications and Amendments to Facility Operating Licenses and Combined Licenses Involving No Significant Hazards Considerations

AGENCY: Nuclear Regulatory Commission.

ACTION: Monthly notice.

SUMMARY: Pursuant to the Atomic Energy Act of 1954, as amended (the Act), the U.S. Nuclear Regulatory Commission (NRC) is publishing this regular monthly notice. The Act requires the Commission to publish notice of any amendments issued, or proposed to be issued, and grants the Commission the authority to issue and make immediately effective any amendment to an operating license or combined license, as applicable, upon a determination by the Commission that such amendment involves no significant hazards consideration (NSHC), notwithstanding the pendency before the Commission of a request for a hearing from any person.

DATES: Comments must be filed by February 23, 2023. A request for a hearing or petition for leave to intervene must be filed by March 27, 2023. This monthly notice includes all amendments issued, or proposed to be issued, from December 9, 2022, to January 5, 2023. The last monthly notice was published on December 27, 2022.

ADDRESSES: You may submit comments by any of the following methods; however, the NRC encourages electronic comment submission through the Federal rulemaking website:

- *Federal rulemaking website:* Go to *https://www.regulations.gov* and search for Docket ID NRC–2023–0026. Address questions about Docket IDs in *Regulations.gov* to Stacy Schumann; telephone: 301–415–0624; email: *Stacy.Schumann@nrc.gov.* For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.
- *Mail comments to:* Office of Administration, Mail Stop: TWFN–7–A60M, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001, ATTN: Program Management, Announcements and Editing Staff.

For additional direction on obtaining information and submitting comments, see ''Obtaining Information and Submitting Comments'' in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Kathleen Entz, Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001, telephone: 301–415–2464, email: *Kathleen.Entz@nrc.gov.*

SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC–2023–0026, facility name, unit number(s), docket number(s), application date, and subject when contacting the NRC about the availability of information for this action. You may obtain publicly available information related to this action by any of the following methods:

- *Federal Rulemaking Website:* Go to *https://www.regulations.gov* and search for Docket ID NRC–2023–0026.
- *NRC's Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at *https://www.nrc.gov/reading-rm/adams.html.* To begin the search, select ''Begin Web-based ADAMS Search.'' For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1–800–397–4209, 301–415–4737, or by email to *PDR.Resource@nrc.gov.* The ADAMS accession number for each document referenced (if it is available in ADAMS) is provided the first time that it is mentioned in this document.
- *NRC's PDR:* You may examine and purchase copies of public documents, by appointment, at the NRC's PDR, Room P1 B35, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852. To make an appointment to visit the PDR, please send an email to *PDR.Resource@nrc.gov* or call 1–800–397–4209 or 301–415–4737, between 8:00 a.m. and 4:00 p.m. Eastern Time (ET), Monday through Friday, except Federal holidays.

B. Submitting Comments

The NRC encourages electronic comment submission through the Federal rulemaking website (*https://www.regulations.gov*). Please include Docket ID NRC–2023–0026, facility name, unit number(s), docket number(s), application date, and subject, in your comment submission.

The NRC cautions you not to include identifying or contact information that you do not want to be publicly disclosed in your comment submission. The NRC will post all comment submissions at *https://www.regulations.gov* as well as enter the comment submissions into ADAMS. The NRC does not routinely edit comment submissions to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the NRC, then you should inform those persons not to include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that the NRC does not routinely edit comment submissions to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

II. Notice of Consideration of Issuance of Amendments to Facility Operating Licenses and Combined Licenses and Proposed No Significant Hazards Consideration Determination

For the facility-specific amendment requests shown in this notice, the Commission finds that the licensees' analyses provided, consistent with section 50.91 of title 10 of *the Code of Federal Regulations* (10 CFR) ''Notice for public comment; State consultation,'' are sufficient to support the proposed determinations that these amendment requests involve NSHC. Under the Commission's regulations in 10 CFR 50.92, operation of the facilities in accordance with the proposed amendments would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated; or (2) create the possibility of a new or different kind of accident from any accident previously evaluated; or (3) involve a significant reduction in a margin of safety.

The Commission is seeking public comments on these proposed determinations. Any comments received within 30 days after the date of publication of this notice will be considered in making any final determinations.

Normally, the Commission will not issue the amendments until the expiration of 60 days after the date of publication of this notice. The Commission may issue any of these license amendments before expiration of the 60-day period provided that its final determination is that the amendment involves NSHC. In addition, the Commission may issue any of these amendments prior to the expiration of the 30-day comment period if circumstances change during the 30-day comment period such that failure to act in a timely way would result, for example in derating or shutdown of the facility. If the Commission takes action on any of these amendments prior to the

expiration of either the comment period or the notice period, it will publish in the **Federal Register** a notice of issuance. If the Commission makes a final NSHC determination for any of these amendments, any hearing will take place after issuance. The Commission expects that the need to take action on any amendment before 60 days have elapsed will occur very infrequently.

A. Opportunity To Request a Hearing and Petition for Leave To Intervene

Within 60 days after the date of publication of this notice, any persons (petitioner) whose interest may be affected by any of these actions may file a request for a hearing and petition for leave to intervene (petition) with respect to that action. Petitions shall be filed in accordance with the Commission's ''Agency Rules of Practice and Procedure'' in 10 CFR part 2. Interested persons should consult a current copy of 10 CFR 2.309. The NRC's regulations are accessible electronically from the NRC Library on the NRC's public website at *https://www.nrc.gov/reading-rm/doc-collections/cfr.* If a petition is filed, the Commission or a presiding officer will rule on the petition and, if appropriate, a notice of a hearing will be issued.

As required by 10 CFR 2.309(d) the petition should specifically explain the reasons why intervention should be permitted with particular reference to the following general requirements for standing: (1) the name, address, and telephone number of the petitioner; (2) the nature of the petitioner's right to be made a party to the proceeding; (3) the nature and extent of the petitioner's property, financial, or other interest in the proceeding; and (4) the possible effect of any decision or order which may be entered in the proceeding on the petitioner's interest.

In accordance with 10 CFR 2.309(f), the petition must also set forth the specific contentions that the petitioner seeks to have litigated in the proceeding. Each contention must consist of a specific statement of the issue of law or fact to be raised or controverted. In addition, the petitioner must provide a brief explanation of the bases for the contention and a concise statement of the alleged facts or expert opinion that support the contention and on which the petitioner intends to rely in proving the contention at the hearing. The petitioner must also provide references to the specific sources and documents on which the petitioner intends to rely to support its position on the issue. The petition must include sufficient information to show that a genuine dispute exists with the applicant or licensee on a material issue of law or fact. Contentions must be limited to matters within the scope of the proceeding. The contention must be one that, if proven, would entitle the petitioner to relief. A petitioner who fails to satisfy the requirements at 10 CFR 2.309(f) with respect to at least one contention will not be permitted to participate as a party.

Those permitted to intervene become parties to the proceeding, subject to any limitations in the order granting leave to intervene. Parties have the opportunity to participate fully in the conduct of the hearing with respect to resolution of that party's admitted contentions, including the opportunity to present evidence, consistent with the NRC's regulations, policies, and procedures.

Petitions must be filed no later than 60 days from the date of publication of this notice. Petitions and motions for leave to file new or amended contentions that are filed after the deadline will not be entertained absent a determination by the presiding officer that the filing demonstrates good cause by satisfying the three factors in 10 CFR 2.309(c)(1)(i) through (iii). The petition must be filed in accordance with the filing instructions in the ''Electronic Submissions (E-Filing)'' section of this document.

If a hearing is requested, and the Commission has not made a final determination on the issue of NSHC, the Commission will make a final determination on the issue of NSHC. The final determination will serve to establish when the hearing is held. If the final determination is that the amendment request involves NSHC, the Commission may issue the amendment and make it immediately effective, notwithstanding the request for a hearing. Any hearing would take place after issuance of the amendment. If the final determination is that the amendment request involves a significant hazards consideration, then any hearing held would take place before the issuance of the amendment unless the Commission finds an imminent danger to the health or safety of the public, in which case it will issue an appropriate order or rule under 10 CFR part 2.

A State, local governmental body, Federally recognized Indian Tribe, or agency thereof, may submit a petition to the Commission to participate as a party under 10 CFR 2.309(h)(1). The petition should state the nature and extent of the petitioner's interest in the proceeding. The petition should be submitted to the Commission no later than 60 days from the date of publication of this notice. The petition must be filed in accordance with the filing instructions in the ''Electronic Submissions (E-Filing)'' section of this document, and should meet the requirements for petitions set forth in this section, except that under 10 CFR 2.309(h)(2) a State, local governmental body, or Federally recognized Indian Tribe, or agency thereof does not need to address the standing requirements in 10 CFR 2.309(d) if the facility is located within its boundaries. Alternatively, a State, local governmental body, Federally recognized Indian Tribe, or agency thereof may participate as a non-party under 10 CFR 2.315(c).

If a petition is submitted, any person who is not a party to the proceeding and is not affiliated with or represented by a party may, at the discretion of the presiding officer, be permitted to make a limited appearance pursuant to the provisions of 10 CFR 2.315(a). A person making a limited appearance may make an oral or written statement of his or her position on the issues but may not otherwise participate in the proceeding. A limited appearance may be made at any session of the hearing or at any prehearing conference, subject to the limits and conditions as may be imposed by the presiding officer. Details regarding the opportunity to make a limited appearance will be provided by the presiding officer if such sessions are scheduled.

B. Electronic Submissions (E-Filing)

All documents filed in NRC adjudicatory proceedings including documents filed by an interested State, local governmental body, Federally recognized Indian Tribe, or designated agency thereof that requests to participate under 10 CFR 2.315(c), must be filed in accordance with 10 CFR 2.302. The E-Filing process requires participants to submit and serve all adjudicatory documents over the internet, or in some cases, to mail copies on electronic storage media, unless an exemption permitting an alternative filing method, as further discussed, is granted. Detailed guidance on electronic submissions is located in the ''Guidance for Electronic Submissions to the NRC'' (ADAMS Accession No. ML13031A056) and on the NRC's public website at *https://www.nrc.gov/site-help/e-submittals.html.*

To comply with the procedural requirements of E-Filing, at least 10 days prior to the filing deadline, the participant should contact the Office of the Secretary by email at *Hearing.Docket@nrc.gov,* or by telephone at 301–415–1677, to (1) request a digital identification (ID)

certificate, which allows the participant (or its counsel or representative) to digitally sign submissions and access the E-Filing system for any proceeding in which it is participating; and (2) advise the Secretary that the participant will be submitting a petition or other adjudicatory document (even in instances in which the participant, or its counsel or representative, already holds an NRC-issued digital ID certificate). Based upon this information, the Secretary will establish an electronic docket for the proceeding if the Secretary has not already established an electronic docket.

Information about applying for a digital ID certificate is available on the NRC's public website at *https://www.nrc.gov/site-help/e-submittals/getting-started.html.* After a digital ID certificate is obtained and a docket created, the participant must submit adjudicatory documents in Portable Document Format. Guidance on submissions is available on the NRC's public website at *https://www.nrc.gov/site-help/electronic-sub-ref-mat.html.* A filing is considered complete at the time the document is submitted through the NRC's E-Filing system. To be timely, an electronic filing must be submitted to the E-Filing system no later than 11:59 p.m. ET on the due date. Upon receipt of a transmission, the E-Filing system time-stamps the document and sends the submitter an email confirming receipt of the document. The E-Filing system also distributes an email that provides access to the document to the NRC's Office of the General Counsel and any others who have advised the Office of the Secretary that they wish to participate in the proceeding, so that the filer need not serve the document on those participants separately. Therefore, applicants and other participants (or their counsel or representative) must apply for and receive a digital ID certificate before adjudicatory documents are filed to obtain access to the documents via the E-Filing system.

A person filing electronically using the NRC's adjudicatory E-Filing system may seek assistance by contacting the NRC's Electronic Filing Help Desk through the ''Contact Us'' link located on the NRC's public website at *https://www.nrc.gov/site-help/e-submittals.html,* by email to *MSHD.Resource@nrc.gov,* or by a toll-free call at 1–866–672–7640. The NRC Electronic Filing Help Desk is available between 9:00 a.m. and 6:00 p.m., ET, Monday through Friday, except Federal holidays.

Participants who believe that they have good cause for not submitting documents electronically must file an exemption request, in accordance with 10 CFR 2.302(g), with their initial paper filing stating why there is good cause for not filing electronically and requesting authorization to continue to submit documents in paper format. Such filings must be submitted in accordance with 10 CFR 2.302(b)-(d). Participants filing adjudicatory documents in this manner are responsible for serving their documents on all other participants. Participants granted an exemption under 10 CFR 2.302(g)(2) must still meet the electronic formatting requirement in 10 CFR 2.302(g)(1), unless the participant also seeks and is granted an exemption from 10 CFR 2.302(g)(1).

Documents submitted in adjudicatory proceedings will appear in the NRC's electronic hearing docket, which is publicly available at *https://adams.nrc.gov/ehd,* unless excluded pursuant to an order of the presiding officer. If you do not have an NRC-issued digital ID certificate as previously described, click ''cancel'' when the link requests certificates and you will be automatically directed to the NRC's electronic hearing dockets where you will be able to access any publicly available documents in a particular hearing docket. Participants are requested not to include personal privacy information such as Social Security numbers, home addresses, or personal phone numbers in their filings unless an NRC regulation or other law requires submission of such information. With respect to copyrighted works, except for limited excerpts that serve the purpose of the adjudicatory filings and would constitute a Fair Use application, participants should not include copyrighted materials in their submission.

The following table provides the plant name, docket number, date of application, ADAMS accession number, and location in the application of the licensees' proposed NSHC determinations. For further details with respect to these license amendment applications, see the applications for amendment, which are available for public inspection in ADAMS. For additional direction on accessing information related to this document, see the ''Obtaining Information and Submitting Comments'' section of this document.

Southern Nuclear Operating Company, Inc.; Joseph M. Farley Nuclear Plant, Units 1 and 2; Houston County, AL; Southern Nuclear Operating Company, Inc.; Vogtle Electric Generating Plant, Units 1 and 2; Burke County, GA

Docket No(s)	50–348, 50–364, 50–424, 50–425.
Application date	December 22, 2021.
ADAMS Accession No	ML21356B484.
Location in Application of NSHC	Pages E–8 and E–9 of Enclosure.
Brief Description of Amendment(s)	The proposed amendment would revise the Farley technical specifications (TS) by relocating some detailed information from TS 5.5.16, ''Main Steamline Inspection Program,'' to the Farley Updated Final Safety Analysis Report (UFSAR). The proposed amendment would also revise the Vogtle TS by relocating some detailed information from TS 5.5.16, ''MS [Main Steam] and FW [Feedwater] Piping Inspection Program,'' to the Vogtle UFSAR.
Proposed Determination	NSHC.
Name of Attorney for Licensee, Mailing Address	Millicent Ronnlund, Vice President and General Counsel, Southern Nuclear Operating Co., Inc., P.O. Box 1295, Birmingham, AL 35201–1295.
NRC Project Manager, Telephone Number	John Lamb, 301–415–3100.

Union Electric Company; Callaway Plant, Unit No. 1; Callaway County, MO

Docket No(s)	50–483.
Application date	November 3, 2022.
ADAMS Accession No	ML22307A310.
Location in Application of NSHC	Pages 107–110 of the Enclosure.

Brief Description of Amendment(s)	The proposed amendment would revise Callaway Plant, Unit No. 1, Technical Specification (TS) 5.5.16, ''Containment Leakage Rate Testing Program,'' to allow for the permanent extension of the Type A integrated leak rate testing and Type C leak rate testing frequencies based on the guidance in Nuclear Energy Institute (NEI) 94–01, ''Industry Guideline for Implementing Performance-Based Option of 10 CFR Part 50, Appendix J,'' Revision 3–A. Specifically, the proposed change would revise Callaway TS 5.5.16 by replacing the references to Regulatory Guide 1.163, ''Performance-Based Containment Leak-Test Program,'' with a reference to NEI 94–01, Revision 3–A, dated July 2012 and the limitations and conditions specified in NEI 94–01, Revision 2–A, dated October 2008, as the documents used to implement the performance-based containment leakage testing program in accordance with Option B, ''Performance-Based Requirements,'' of 10 CFR Part 50, Appendix J, ''Primary Reactor Containment Leakage Testing for Water-Cooled Power Reactors.''
Proposed Determination	NSHC.
Name of Attorney for Licensee, Mailing Address	Jay E. Silberg, Pillsbury Winthrop Shaw Pittman LLP, 1200 17th St. NW, Washington, DC 20036.
NRC Project Manager, Telephone Number	Mahesh Chawla, 301–415–8371.

Virginia Electric and Power Company, Dominion Nuclear Company; North Anna Power Station, Units 1 and 2; Louisa County, VA

Docket No(s)	50–338, 50–339.
Application date	November 3, 2022.
ADAMS Accession No	ML22307A317.
Location in Application of NSHC	Pages 21–23, of Attachment 1.
Brief Description of Amendment(s)	The proposed amendment would revise the North Anna Power Station, Units 1 and 2, technical specifications to eliminate the Refueling Water Chemical Addition Tank and allow the use of sodium tetraborate decahydrate to replace sodium hydroxide as a chemical additive (buffer) for Containment sump pH control.
Proposed Determination	NSHC.
Name of Attorney for Licensee, Mailing Address	W.S. Blair, Senior Counsel, Dominion Energy Services, Inc., 120 Tredegar St., RS–2, Richmond, VA 23219.
NRC Project Manager, Telephone Number	G. Ed Miller, 301–415–2481.

Virginia Electric and Power Company; Surry Power Station, Unit Nos. 1 and 2; Surry County, VA

Docket No(s)	50–280, 50–281.
Application date	November 18, 2022.
ADAMS Accession No	ML22322A182.
Location in Application of NSHC	Pages 31–33 of Attachment 1.
Brief Description of Amendment(s)	The proposed amendment would revise the Emergency Plan that would relocate the Technical Support Center to Local Emergency Operations Facility.
Proposed Determination	NSHC.
Name of Attorney for Licensee, Mailing Address	W.S. Blair, Senior Counsel, Dominion Energy Services, Inc., 120 Tredegar St., RS–2, Richmond, VA 23219.
NRC Project Manager, Telephone Number	John Klos, 301–415–5136.

III. Notice of Issuance of Amendments to Facility Operating Licenses and Combined Licenses

During the period since publication of the last monthly notice, the Commission has issued the following amendments. The Commission has determined for each of these amendments that the application complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR chapter I, which are set forth in the license amendment.

A notice of consideration of issuance of amendment to facility operating license or combined license, as applicable, proposed NSHC determination, and opportunity for a hearing in connection with these actions, was published in the **Federal Register** as indicated in the safety evaluation for each amendment.

Unless otherwise indicated, the Commission has determined that these amendments satisfy the criteria for categorical exclusion in accordance with 10 CFR 51.22. Therefore, pursuant to 10 CFR 51.22(b), no environmental impact statement or environmental assessment need be prepared for these amendments. If the Commission has prepared an environmental assessment under the special circumstances provision in 10 CFR 51.22(b) and has made a determination based on that assessment, it is so indicated in the safety evaluation for the amendment.

For further details with respect to each action, see the amendment and associated documents such as the Commission's letter and safety evaluation, which may be obtained using the ADAMS accession numbers indicated in the following table. The safety evaluation will provide the ADAMS accession numbers for the application for amendment and the **Federal Register** citation for any environmental assessment. All of these items can be accessed as described in the ''Obtaining Information and Submitting Comments'' section of this document.

Arizona Public Service Company, et al.; Palo Verde Nuclear Generating Station, Units 1, 2, and 3; Maricopa County, AZ

Docket No(s)	50–528, 50–529, 50–530.
Amendment Date	December 15, 2022.
ADAMS Accession No	ML22334A070.
Amendment No(s)	220 (Unit 1), 220 (Unit 2), and 220 (Unit 3).

Brief Description of Amendment(s)	The amendments revised technical specifications to adopt Technical Specifications Task Force (TSTF) Traveler TSTF–487, Revision 1, ''Relocate DNB [Departure from Nucleate Boiling] Parameters to the COLR [Core Operating Limits Report],'' for Palo Verde Nuclear Generating Station, Units 1, 2, and 3.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Constellation Energy Generation, LLC; Byron Station, Units 1 and 2; Will County, IL

Docket No(s)	50–454, 50–455.
Amendment Date	December 28, 2022.
ADAMS Accession No	ML22305A699.
Amendment No(s)	231 (Unit 1) and 231 (Unit 2).
Brief Description of Amendment(s)	The amendments revised the ''Steam Generator (SG) Program'' and the ''Steam Generator (SG) Tube Inspection Report'' technical specifications based on Technical Specifications Task Force (TSTF) Traveler TSTF 577, Revision 1, ''Revised Frequencies for Steam Generator Tube Inspections'' (TSTF 577), and the associated NRC staff safety evaluation of TSTF 577.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Constellation Energy Generation, LLC; LaSalle County Station, Units 1 and 2; LaSalle County, IL

Docket No(s)	50–373, 50–374.
Amendment Date	December 28, 2022.
ADAMS Accession No	ML22341A222.
Amendment No(s)	257 (Unit 1), 243 (Unit 2).
Brief Description of Amendment(s)	The amendments revised the criticality safety analysis (CSA) methodology for performing the critically safety evaluation for legacy fuel types in addition to the Global Nuclear Fuel—Americas, LLC (GNF) GNF3 reload fuel in the LaSalle County Station, Units 1 and 2, spent fuel pool. The amendments also changed the new fuel vault (NFV) CSA for storing GNF3 fuel in the NFV racks. The amendments also modified the technical specifications to remove reference to Framatome analytical methods that are no longer used for core operating limits determination.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Constellation Energy Generation, LLC; Limerick Generating Station, Units 1 and 2; Montgomery County, PA

Docket No(s)	50–352, 50–353.
Amendment Date	January 3, 2023.
ADAMS Accession No	ML22272A037.
Amendment No(s)	258 (Unit 1), 220 (Unit 2).
Brief Description of Amendment(s)	The amendments revised the technical specifications (TSs) of certain frequency and voltage acceptance criteria for the steady-state emergency diesel generator surveillance requirements under TS 3/4.8.1, ''AC [Alternate Current] Sources—Operating.'' In addition, the amendments revised the flow acceptance criteria for the emergency core cooling system (ECCS) pump under TS 3/4.5.1, ''ECCS-Operating.''
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Constellation Energy Generation, LLC; Quad Cities Nuclear Power Station, Units 1 and 2; Rock Island County, IL

Docket No(s)	50–254, 50–265.
Amendment Date	December 15, 2022.
ADAMS Accession No	ML22298A002.
Amendment No(s)	293 (Unit 1), 289 (Unit 2).
Brief Description of Amendment(s)	The amendments support the transition from Framatome (formerly AREVA) ATRIUM 10XM fuel to Global Nuclear Fuel—Americas, LLC (GNF) GNF3 fuel at Quad Cities. Specifically, the amendments revised Technical Specification 5.6.5, ''Core Operating Limits Report (COLR),'' paragraph b, to add a report that supports the General Electric Standard Application for Reactor Fuel analysis methodology to the list of approved methods to be used in determining the core operating limits in the COLR. The amendments approved the use of Framatome RODEX2A methodology with an additional thermal conductivity degradation penalty in mixed core thermal-mechanical calculations. Additionally, the amendments revised the alternative source term loss-of-coolant accident analysis to use a bounding core inventory.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Duke Energy Carolinas, LLC; Oconee Nuclear Station, Units 1, 2, and 3; Oconee County, SC

Docket No(s)	50–269, 50–270, 50–287.
Amendment Date	December 8, 2022.
ADAMS Accession No	ML22321A049.
Amendment No(s)	426 (Unit 1), 428 (Unit 2), and 427 (Unit 3).

Brief Description of Amendment(s)	The amendments revised the Oconee Nuclear Station technical specifications to address additional mode change limitations applicable to the adoption of Technical Specifications Tasks Force (TSTF) Traveler No. 359, Revision 9, ''Increase Flexibility in Mode Restraints.''
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Duke Energy Progress, LLC; H. B. Robinson Steam Electric Plant, Unit No. 2; Darlington County, SC

Docket No(s)	50–261.
Amendment Date	December 15, 2022.
ADAMS Accession No	ML22294A092.
Amendment No(s)	273.
Brief Description of Amendment(s)	The amendment adopted Technical Specifications (TS) Task Force (TSTF) Traveler TSTF–577, Revision 1, ''Revised Frequencies for Steam Generator Tube Inspections.'' Notably, a steam generator tube inspection period of 72 effective full power months for the Robinson inspection period that began December 8, 2020, will be used. This is a variation from the TS changes described in TSTF–577 because the enhanced probe inspection method has not previously been used for steam generator tube inspections at Robinson. For all future steam generator tube inspections, the enhanced probe inspection method will be utilized.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Energy Northwest; Columbia Generating Station; Benton County, WA

Docket No(s)	50–397.
Amendment Date	December 15, 2022.
ADAMS Accession No	ML22308A096.
Amendment No(s)	269.
Brief Description of Amendment(s)	The amendment revised the Columbia Renewed Facility Operating License No. NPF–21 to add a new license condition to allow for the implementation of 10 CFR 50.69, ''Risk-Informed Categorization and Treatment of Structures, Systems and Components for Nuclear Power Reactors.'' The provisions of 10 CFR 50.69 allow adjustment of the scope of equipment subject to special treatment controls (e.g., quality assurance, testing, inspection, condition monitoring, assessment, and evaluation).
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Entergy Louisiana, LLC, and Entergy Operations, Inc.; River Bend Station, Unit 1; West Feliciana Parish, LA; Entergy Operations, Inc., System Energy Resources, Inc., Cooperative Energy, A Mississippi Electric Cooperative, and Entergy Mississippi, LLC; Grand Gulf Nuclear Station, Unit 1; Claiborne County, MS

Docket No(s)	50–458, 50–416.
Amendment Date	December 28, 2022.
ADAMS Accession No	ML22342B280.
Amendment No(s)	232 (Grand Gulf, Unit 1) and 212 (River Bend, Unit 1).
Brief Description of Amendment(s)	The amendments revised Grand Gulf Nuclear Station, Unit 1 and River Bend Station, Unit 1, Technical Specification (TS) 3.4.9, ''Residual Heat Removal (RHR) Shutdown Cooling System—Hot Shutdown,'' in accordance with Technical Specifications Task Force (TSTF) Traveler TSTF 580, Revision 1, ''Provide Exception from Entering Mode 4 With No Operable RHR Shutdown Cooling.'' Specifically, the proposed changes provided a TS exception to entering Mode 4 if both RHR shutdown cooling subsystems are inoperable.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Entergy Operations, Inc.; Arkansas Nuclear One, Unit 1; Pope County, AR

Docket No(s)	50–313.
Amendment Date	December 9, 2022.
ADAMS Accession No	ML22263A191.
Amendment No(s)	278.
Brief Description of Amendment(s)	The amendment revised the Dose Equivalent Iodine I–131 and the reactor coolant system (RCS) primary activity limits required by Arkansas Nuclear One, Unit 1 (ANO–1) Technical Specification (TS) 3.4.12, ''RCS Specific Activity.'' In addition, the primary-to-secondary leak rate limit provided in ANO–1 TS 3.4.13, ''RCS Operational LEAKAGE,'' was revised.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Northern States Power Company; Monticello Nuclear Generating Plant; Wright County, MN

Docket No(s)	50–263.
Amendment Date	December 27, 2022.
ADAMS Accession No	ML22318A215.
Amendment No(s)	209.

Brief Description of Amendment(s)	The amendment revised Technical Specifications (TS) 3.8.2, ''AC [alternating current] Sources—Shutdown,'' and TS 3.8.3, ''Diesel Fuel Oil, Lube Oil, and Starting Air,'' to allow the common fuel oil storage tank to be out of service for up to 14 days for the purposes of performing a license renewal required 10-year inspection.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Pacific Gas and Electric Company; Diablo Canyon Power Plant, Units 1 and 2; San Luis Obispo County, CA

Docket No(s)	50–275, 50–323.
Amendment Date	December 21, 2022.
ADAMS Accession No	ML21242A216.
Amendment No(s)	243 (Unit 1) and 244 (Unit 2).
Brief Description of Amendment(s)	The amendments revised the facility operating licenses, including appendix A, ''Technical Specifications,'' and appendix D, ''Additional Conditions,'' to reflect the permanent cessation of reactor operation, which has not yet occurred for either unit. Upon the docketing of the certifications for permanent cessation of operations and permanent removal of fuel from the reactor vessels, the licenses will no longer authorize operation of the reactors or emplacement or retention of fuel in the reactor vessels. The amendments will not be effective until the docketing of these certifications for both units and the implementation of the Certified Fuel Handler Training and Retraining Program in accordance with 10 CFR 50.2.
Public Comments Received as to Proposed NSHC (Yes/No).	No.

Dated: January 18, 2023.

For the Nuclear Regulatory Commission.

Jamie Heisserer,

Deputy Director, Division of Operating Reactor Licensing, Office of Nuclear Reactor Regulation.

[FR Doc. 2023–01201 Filed 1–23–23; 8:45 am]

BILLING CODE 7590–01–P

NUCLEAR REGULATORY COMMISSION

[NRC–2022–0090]

Information Collection: ''Criteria and Procedures for Determining Eligibility for Access to or Control Over Special Nuclear Material''

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice of submission to the Office of Management and Budget; request for comment.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) has recently submitted a request for renewal of an existing collection of information to the Office of Management and Budget (OMB) for review. The information collection is entitled, 10 CFR part 11, ''Criteria and Procedures for Determining Eligibility for Access to or Control Over Special Nuclear Material.''

DATES: Submit comments by February 23, 2023. Comments received after this date will be considered if it is practical to do so, but the Commission is able to ensure consideration only for comments received on or before this date.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *https://www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: David Cullison, NRC Clearance Officer, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone: 301415–2084; email: *Infocollects.Resource@nrc.gov.*

SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC–2022–0090 when contacting the NRC about the availability of information for this action. You may obtain publicly available information related to this action by any of the following methods:

- *Federal Rulemaking Website:* Go to *https://www.regulations.gov* and search for Docket ID NRC–2022–0090.
- *NRC's Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at *https://www.nrc.gov/reading-rm/adams.html.* To begin the search, select ''Begin Web-based ADAMS Search.'' For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1–800–397–4209, 301–415–4737, or by email to *PDR.Resource@nrc.gov.* The supporting statement is available in ADAMS under Accession No. ML22335A578.
- *NRC's PDR:* You may examine and purchase copies of public documents, by appointment, at the NRC's PDR, Room P1 B35, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852. To make an appointment to visit the PDR, please send an email to *PDR.Resource@nrc.gov* or call 1–800–397–4209 or 301–415–4737, between 8:00 a.m. and 4:00 p.m. Eastern Time (ET), Monday through Friday, except Federal holidays.
- *NRC's Clearance Officer:* A copy of the collection of information and related instructions may be obtained without charge by contacting the NRC's Clearance Officer, David C. Cullison, Office of the Chief Information Officer, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone: 301–415–2084; email: *Infocollects.Resource@nrc.gov.*

B. Submitting Comments

Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *https://www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under Review—Open for Public Comments'' or by using the search function.

The NRC cautions you not to include identifying or contact information in comment submissions that you do not want to be publicly disclosed in your comment submission. All comment submissions are posted at *https://www.regulations.gov* and entered into ADAMS. Comment submissions are not routinely edited to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the OMB, then you should inform those persons not to

include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that comment submissions are not routinely edited to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

II. Background

Under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), the NRC recently submitted a request for renewal of an existing collection of information to OMB for review entitled, 10 CFR part 11, ''Criteria and Procedures for Determining Eligibility for Access to or Control Over Special Nuclear Material.'' The NRC hereby informs potential respondents that an agency may not conduct or sponsor, and that a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

The NRC published a **Federal Register** notice with a 60-day comment period on this information collection on September 1, 2022, 87 FR 53795.

1. *The title of the information collection:* 10 CFR part 11, ''Criteria and Procedures for Determining Eligibility for Access to or Control Over Special Nuclear Material.''

2. *OMB approval number:* 3150–0062.

3. *Type of submission:* Extension.

4. *The form number, if applicable:* N/A.

5. *How often the collection is required or requested:* On occasion.

6. *Who will be required or asked to respond:* Employees (including applicants for employment), contractors, and consultant for NRC licensees and contractors whose activities involves access to, or control over, special nuclear material at either fixed sites or for transportation activities.

7. *The estimated number of annual responses:* 558.

8. *The estimated number of annual respondents:* 2.

9. *The estimated number of hours needed annually to comply with the information collection requirement or request:* 139.4 (139 reporting and 0.4 recordkeeping).

10. *Abstract:* The NRC's regulations in part 11 of title 10 of the Code of Federal Regulations (10 CFR), establish requirements for access to special nuclear material, and the criteria and procedures for resolving questions concerning the eligibility of individuals to receive special nuclear material access authorization. The specific part 11 requirements covered under this OMB clearance include requests for exemptions to part 11 requirements, amendments to security plans that require incumbents to have material access authorizations, access authorization cancellations. In addition, licensees must keep records of the names and access authorization numbers of certain individuals assigned to shipments of special nuclear material. The information required by 10 CFR part 11 is needed to establish control over and maintain records of who is properly authorized to safeguard and have access to special nuclear material. Not knowing this information could cause harm to the public and national security.

Dated: January 18, 2023.

For the Nuclear Regulatory Commission.

David Cullison,

NRC Clearance Officer, Office of the Chief Information Officer.

[FR Doc. 2023–01221 Filed 1–23–23; 8:45 am]

BILLING CODE 7590–01–P

RAILROAD RETIREMENT BOARD

Proposed Collection; Comment Request

In accordance with the requirement of Section 3506 (c)(2)(A) of the Paperwork Reduction Act of 1995 which provides opportunity for public comment on new or revised data collections, the Railroad Retirement Board (RRB) will publish periodic summaries of proposed data collections.

Comments are invited on: (a) Whether the proposed information collection is necessary for the proper performance of the functions of the agency, including whether the information has practical utility; (b) the accuracy of the RRB's estimate of the burden of the collection of the information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden related to the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

1. Title and purpose of information collection: Application to Act as Representative Payee; OMB 3220–0052.

Under section 12 of the Railroad Retirement Act (45 U.S.C. 231k), the Railroad Retirement Board (RRB) may pay benefits to a representative payee when an employee, spouse or survivor annuitant is incompetent or is a minor. A representative payee may be a court-appointed guardian, a statutory conservator or an individual selected by the RRB. The procedures pertaining to the appointment and responsibilities of a representative payee are prescribed in 20 CFR 266.

The forms furnished by the RRB to apply for representative payee status, and for securing the information needed to support the application follow. RRB Form AA–5, *Application for Substitution of Payee,* obtains information needed to determine the selection of a representative payee who will serve in the best interest of the beneficiary. RRB Form G–478, *Statement Regarding Patient's Capability to Manage Benefits,* obtains information about an annuitant's capability to manage their own benefits. The form is completed by the annuitant's personal physician or by a medical officer, if the annuitant is in an institution. It is not required when a court has appointed an individual or institution to manage the annuitant's funds or, in the absence of such appointment, when the annuitant is a minor. The RRB also provides representative payees with a booklet at the time of their appointment. The booklet, RRB Form RB–5, *Your Duties as Representative Payee-Representative Payee's Record,* advises representative payees of their responsibilities under 20 CFR 266.9 and provides a means for the representative payee to maintain records pertaining to the receipt and use of RRB benefits. The booklet is provided for the representative payee's convenience. The RRB also accepts records that are kept by representative payee's as part of a common business practice. Completion is voluntary. One response is requested of each respondent.

The RRB proposes the following changes to Form AA–5:

Page 1:

- Above Question 1: Inserted the words ''and signed'' in the second sentence.
- Questions 3 and 5: Added the following Note: ''Does not include Power of Attorney.''
- Question 7: Revised No options to include more clarifying information to make appropriate selection.
- Question 8: Revised second sentence to ''If the beneficiary lives alone or independently (no caregiver), show their address and telephone number.''

Page 2:

- Question 11b: At the end of the sentence, changed to ''go to item 18.''

Page 3:

- Question 16c: Added new question ''Will you charge a fee for your services?'' along with Yes and No optional responses.

Page 4:

• Question 17: Removed ''Remarks'' and replaced with new question 17 a-d and optional Yes and No responses.

• Question 18: Renumbered ''Remarks'' from 17 to 18.

• Instructions for Obtaining Form G478 section: Revised last sentence to read ''Return Form AA–5, and when required, Form G–478 to:''

Page 5:

• Certification Section Questions 18 and 19: Renumbered from 18 to 19 and 19 to 20 respectively and in question 19, renumbered reference ''Item 18'' to ''Item 19''.

Page 6:

• This Space Is For RRB Use Only section: Revised to remove all information for internal use only except for the last bullet ''I select the applicant as a representative payee for the beneficiary.''

Page 7:

• Receipt For Your Claim section: Changed Field Office hours of operation, corrected grammar syntax for the Legal Status bullet, added a bullet for reporting changes to bank account information, and replaced Office of Programs—Operations with ATTN: Field Service—9th Floor.

Page 8:

• Important Notices section 4 (1): Removed the dash to connect the word ''offices''

The RRB proposes the following changes to Form G–478:

• Section below Form Title: Defined the address block entries for the Physician/Medical Officer entries.

• Patient Name and Address Header above Question 1: Added ''Please Print'' at the end of the header.

• Question 9: Added ''- Must Be Completed'' at the end of Certification.

The RRB proposes the following changes to Form RB–5:

• Pages 1 and 8: Changed the field office hours

ESTIMATE OF ANNUAL RESPONDENT BURDEN

Form No.	Annual responses	Time (minutes)	Burden (hours)
AA–5	3,000		900.0
Individuals	2,250	18	675.0
Institutions	750		225.0
G–478	2,000	6	200.0
RB–5	15,300	60	15,300
Individuals	11,475		11,475
Institutions	3,825		3,825
Total	20,300		16,350

2. Title and purpose of information collection: Public Service Pension Questionnaires; OMB 3220–0136.

Public Law 95–216 amended the Social Security Act of 1977 by providing, in part, that spouse or survivor benefits may be reduced when the beneficiary is in receipt of a pension based on employment with a Federal, State, or local governmental unit. Initially, the reduction was equal to the full amount of the government pension. Public Law 98–21 changed the reduction to two-thirds of the amount of the government pension.

Public Law 108–203 amended the Social Security Act by changing the requirement for exemption to a public service offset, so that Federal Insurance Contributions Act (FICA) taxes are deducted from the public service wages for the last 60 months of public service employment, rather than just the last day of public service employment.

Sections 4(a)(1) and 4(f)(1) of the Railroad Retirement Act (RRA) (45 U.S.C. 231) provides that a spouse or survivor annuity should be equal in amount to what the annuitant would receive if entitled to a like benefit from the Social Security Administration. Therefore, the public service pension (PSP) provisions apply to RRA annuities. RRB regulations pertaining to the collection of evidence relating to public service pensions or worker's compensation paid to spouse or survivor applicants or annuitants are prescribed in 20 CFR 219.64c.

The RRB utilizes Form G–208, *Public Service Pension Questionnaire,* and Form G–212, *Public Service Monitoring Questionnaire,* to obtain information used to determine whether an annuity reduction is in order. Completion of the forms is voluntary. However, failure to complete the forms could result in the nonpayment of benefits. One response is requested of each respondent.

The RRB proposes no changes to the forms in the collection.

ESTIMATE OF ANNUAL RESPONDENT BURDEN

Form No.	Annual responses	Time (minutes)	Burden (hours)
G–208	70	16	19
G–212	1,100	15	275
Total	1,170		294

3. Title and purpose of information collection: Supplement to Claim of Person Outside the United States; OMB 3220–0155.

Under the Social Security Amendments of 1983 (Pub. L. 98–21), which amends section 202(t) of the Social Security Act, effective January 1, 1985, the Tier I or the overall minimum (O/M) portion of an annuity, and Medicare benefits payable under the Railroad Retirement Act to certain beneficiaries living outside the U.S., may be withheld. The benefit withholding provision of Public Law 98–21 applies to divorced spouses, spouses, minor or disabled children, students, and survivors of railroad employees who (1) initially became eligible for Tier I amounts, O/M shares, and Medicare benefits after December

31, 1984; (2) are not U.S. citizens or U.S. nationals; and (3) have resided outside the U.S. for more than six consecutive months starting with the annuity beginning date. The benefit withholding provision does not apply, however to a beneficiary who is exempt under either a treaty obligation of the U.S., in effect on August 1, 1956, or a totalization agreement between the U.S. and the country in which the beneficiary resides, or to an individual who is exempt under other criteria specified in Public Law 98–21.

RRB Form G–45, *Supplement to Claim of Person Outside the United States,* is currently used by the RRB to determine applicability of the withholding provision of Public Law 98–21. Completion of the form is required to obtain or retain a benefit. One response is requested of each respondent. The RRB proposes minor non-burden impacting changes to Form G–45.

ESTIMATE OF ANNUAL RESPONDENT BURDEN

Form No.	Annual responses	Time (minutes)	Burden (hours)
G–45	50	10	8

4. Title and purpose of information collection: Repayment of Debt; OMB 3220–0169.

Section 2 of the Railroad Retirement Act (RRA) (45 U.S.C. 231a) provides for payment of annuities to railroad employees who are retired due to age or disability and annuities or benefits to their eligible spouses, divorced spouses, and survivors. Section 2 of the Railroad Unemployment Insurance Act (RUIA) (45 U.S.C. 352) provides for the payment of benefits to qualified railroad employees who are unemployed, but willing and able to work, and railroad employees who are unable to work due to sickness or injury. When an overpayment of RRA or RUIA benefits has occurred, prompt action is initiated to notify the annuitant or beneficiary of the overpayment and the method by which the debt may be liquidated. The overpayment recovery methods available are cash refund by check, money order, debit card and withholding of annuities or benefits due. Railroad Retirement Board (RRB) procedures pertaining to RRA annuity and benefit overpayment determinations and recovery are prescribed in 20 CFR part 255. RUIA procedures pertaining to benefit overpayment determinations are prescribed in 20 CFR part 340.

When a debt is owed on an RRA or RUIA-related debt, the RRB mails Form DRL–145, *Debt Notice, to the debtor;* a Form G–421, *Repayment Method Form,* for the debtor to indicate how they will repay the debt; a Form G–66 or G–66B, *Your Rights to Review and/or Waiver,* which explains what they can do if they disagree with the amount of the debt; and a Form G–66A or G–66BA, *Rights Request Form,* to request their right to have us review and/or waiver the debt. Completion of Form G–421F is voluntary. The RRB proposes no changes to Form G–421F.

ESTIMATE OF ANNUAL RESPONDENT BURDEN

Form No.	Annual responses	Time (minutes)	Burden (hours)
Form G–421F (RRA) activity	360	5	30
Form G–421F (RUIA) activity	175	5	15
Total	535	.....	45

Additional Information or Comments: To request more information or to obtain a copy of the information collection justification, forms, and/or supporting material, contact Kennisha Tucker at (312) 469–2591 or *Kennisha.Tucker@rrb.gov.* Comments regarding the information collection should be addressed to Brian Foster, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611–1275 or emailed to *Brian.Foster@rrb.gov.* Written comments should be received within 60 days of this notice.

Brian Foster,

Clearance Officer.

[FR Doc. 2023–01316 Filed 1–23–23; 8:45 am]

BILLING CODE 7905–01–P

RAILROAD RETIREMENT BOARD

Agency Forms Submitted for OMB Review, Request for Comments

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the Railroad Retirement Board (RRB) is forwarding an Information Collection Request (ICR) to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget (OMB). Our ICR describes the information we seek to collect from the public. Review and approval by OIRA ensure that we impose appropriate paperwork burdens.

The RRB invites comments on the proposed collections of information to determine (1) the practical utility of the collections; (2) the accuracy of the estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of collection; and (4) ways to minimize the burden of collections on respondents, including the use of automated collection techniques or other forms of information technology. Comments to the RRB or OIRA must contain the OMB control number of the ICR. For proper consideration of your comments, it is best if the RRB and OIRA receive them within 30 days of the publication date.

1. Title and purpose of information collection: Evidence of Marital Relationship—Living with Requirements; OMB 3220–0021.

Under sections 2(c) or 2(d) (45 U.S.C. 231a) of the Railroad Retirement Act, an applicant must submit proof of a valid marriage to a railroad employee. In some cases, the existence of a marital relationship is not formalized by a civil or religious ceremony. In other cases,

questions may arise about the legal termination of a prior marriage of the employee, spouse, or widow(er). In these instances, the RRB must secure additional information to resolve questionable marital relationships. The circumstances requiring an applicant to submit documentary evidence of marriage are prescribed in 20 CFR 219.30.

The RRB utilizes Forms G–124, Individual Statement of Marital Relationship; G–124a, *Certification of Marriage Information;* G–237, *Statement Regarding Marital Status;* G–238, *Statement of Residence;* and G–238a, *Statement Regarding Divorce or Annulment,* to secure the needed information. Forms G–124, G–237, G–238, and G–238a can be completed either with assistance from RRB personnel during an in-office interview or by mail. One response is requested of each respondent. Completion is required to obtain benefits.

Previous Requests for Comments: The RRB has already published the initial 60-day notice (87 FR 68754 on November 16, 2022) required by 44 U.S.C. 3506(c)(2). That request elicited no comments.

Information Collection Request (ICR)

Title: Evidence of Martial Relationship—Living with Requirements.

OMB Control Number: 3220–0021.

Forms submitted: G–124, G–124a, G–237, G–238 and G–238a.

Type of request: Revision of a currently approved collection.

Affected public: Individuals or households; business or other for profit.

Abstract: Under the RRA, to obtain a benefit as a spouse of an employee annuitant or as the widow(er) of the deceased employee, an applicant must submit information to be used to determine if the marriage requirements for such benefits have been met. The collection obtains information supporting claimed common-law marriage, termination of previous marriages, and residency requirements.

Changes proposed: The RRB proposes minor non-burden impacting changes to Forms G–124, G–124a, and G–237 to remove the words ''husband'' or ''wife'' and replace them with gender-neutral term ''spouse''. The RRB proposes no changes to Forms G–238 and G–238a.

The burden estimate for the ICR is as follows:

Form No.	Annual responses	Time (minutes)	Burden (hours)
G–124 (in person)	125	15	31
G–124 (by mail)	75	20	25
G–124a	300	10	50
G–237 (in person)	75	15	19
G–237 (by mail)	75	20	25
G–238 (in person)	150	3	8
G–238 (by mail)	150	5	13
G–238a	150	10	25
Total	1,100	.....	196

2. *Title and purpose of information collection:* Employer Service and Compensation Reports; OMB 3220–0070.

Section 2(c) of the Railroad Unemployment Insurance Act (RUIA) (45 U.S.C. 352) specifies the maximum normal unemployment and sickness benefits that may be paid in a benefit year. Section 2(c) further provides for extended benefits for certain employees and for beginning a benefit year early for other employees. The conditions for these actions are prescribed in 20 CFR 302.

All information about creditable railroad service and compensation needed by the RRB to administer section 2(c) is not always available from annual reports filed by railroad employers with the RRB (OMB 3220–0008). When this occurs, the RRB must obtain supplemental information about service and compensation.

The RRB utilizes Form UI–41, *Supplemental Report of Service and Compensation,* and Form UI–41a, *Supplemental Report of Compensation,* to obtain the additional information about service and compensation from railroad employers. Completion of the forms is mandatory. One response is required of each respondent.

Previous Requests for Comments: The RRB has already published the initial 60-day notice (87 FR 68754 on November 16, 2022) required by 44 U.S.C. 3506(c) (2). That request elicited no comments.

Information Collection Request (ICR)

Title: Employer Service and Compensation Reports.

OMB Control Number: 3220–0070.

Forms submitted: UI–41 and UI–41a.

Type of request: Extension without change of a currently approved collection.

Affected public: Private sector; businesses or other for profits.

Abstract: The reports obtain the employee's service and compensation for a period subsequent to those already on file and the employee's base year compensation. The information is used to determine the entitlement to and the amount of benefits payable.

Changes proposed: The RRB proposes no changes to Form UI–41 and Form UI–41a.

The burden estimate for the ICR is as follows:

Form No.	Annual responses	Time (minutes)	Burden (hours)
UI–41	100	8	13
UI–41a	50	8	7
Total	150	.....	20

3. Title and purpose of information collection: Customer Satisfaction Monitoring; OMB 3220–0192. In accordance with Executive Order 12862, the Railroad Retirement Board (RRB) conducts a number of customer surveys designed to determine the kinds and quality of services our beneficiaries, claimants, employers and members of the public want and expect, as well as their satisfaction with existing RRB services. The information collected is used by RRB management to monitor customer satisfaction by determining to what extent services are satisfactory and where and to what extent services can be improved. The surveys are limited to data collections that solicit strictly voluntary opinions, and do not collect information which is required or regulated. The information collection, which was first approved by the Office of Management and Budget (OMB) in 1997, provides the RRB with a generic clearance authority. This generic authority allows the RRB to submit a variety of new or revised customer survey instruments (needed to timely implement customer monitoring activities) to the Office of Management and Budget (OMB) for expedited review and approval.

Previous Requests for Comments: The RRB has already published the initial 60-day notice (87 FR 68755 on November 16, 2022) required by 44 U.S.C. 3506(c)(2). That request elicited no comments.

Information Collection Request (ICR)

Title: Customer Satisfaction Monitoring.

OMB Control Number: 3220–0192.

Form(s) submitted: G–201.

Type of request: Extension without change of a currently approved collection.

Affected public: Individuals or households.

Abstract: The Railroad Retirement Board (RRB) utilizes voluntary customer surveys to ascertain customer satisfaction with the RRB in terms of timeliness, appropriateness, access, and other measures of quality service. Surveys involve individuals that are direct or indirect beneficiaries of RRB services as well as railroad employers who must report earnings.

Changes proposed: The RRB proposes no changes to Form G–201.

Form No.	Annual responses	Time (minutes)	Burden (hours)
G–201	50	2	2
Web-Site Survey	300	5	25
Periodic Survey	1,020	12	204
Focus Groups	250	120	500
Total	1,620		731

Additional Information or Comments: Copies of the forms and supporting documents can be obtained from Kennisha Tucker at (312) 469–2591 or *Kennisha.Tucker@rrb.gov.*

Comments regarding the information collection should be addressed to Brian Foster, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois, 60611–1275 or *Brian.Foster@rrb.gov* and to the OMB Desk Officer for the RRB, Fax: 202–395–6974, Email address: *OIRA_Submission@omb.eop.gov.*

Brian Foster,

Clearance Officer.

[FR Doc. 2023–01311 Filed 1–23–23; 8:45 am]

BILLING CODE 7905–01–P

SECURITIES AND EXCHANGE COMMISSION

Sunshine Act Meetings

TIME AND DATE: 2:00 p.m. on Thursday, January 26, 2023.

PLACE: The meeting will be held via remote means and/or at the Commission's headquarters, 100 F Street NE, Washington, DC 20549.

STATUS: This meeting will be closed to the public.

MATTERS TO BE CONSIDERED: Commissioners, Counsel to the Commissioners, the Secretary to the Commission, and recording secretaries will attend the closed meeting. Certain staff members who have an interest in the matters also may be present.

In the event that the time, date, or location of this meeting changes, an announcement of the change, along with the new time, date, and/or place of the meeting will be posted on the Commission's website at *https://www.sec.gov.*

The General Counsel of the Commission, or his designee, has certified that, in his opinion, one or more of the exemptions set forth in 5 U.S.C. 552b(c)(3), (5), (6), (7), (8), 9(B) and (10) and 17 CFR 200.402(a)(3), (a)(5), (a)(6), (a)(7), (a)(8), (a)(9)(ii) and (a)(10), permit consideration of the scheduled matters at the closed meeting.

The subject matter of the closed meeting will consist of the following topics:

Institution and settlement of injunctive actions;

Institution and settlement of administrative proceedings;

Resolution of litigation claims; and

Other matters relating to examinations and enforcement proceedings.

At times, changes in Commission priorities require alterations in the scheduling of meeting agenda items that may consist of adjudicatory, examination, litigation, or regulatory matters.

CONTACT PERSON FOR MORE INFORMATION: For further information; please contact Vanessa A. Countryman from the Office of the Secretary at (202) 551–5400.

Authority: 5 U.S.C. 552b.

Dated: January 19, 2023.

Vanessa A. Countryman,

Secretary.

[FR Doc. 2023–01430 Filed 1–20–23; 11:15 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96694; File No. SR–LCH SA–2023–001]

Self-Regulatory Organizations; LCH SA; Notice of Filing of Proposed Rule Change Relating to the Liquidity Risk Model Framework

January 18, 2023.

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934 (''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, Banque Centrale de Compensation, which conducts business under the name LCH SA (''LCH SA''), filed with the Securities and Exchange Commission (''Commission'') the proposed rule change (''Proposed

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

Rule Change'') described in Items I, II and III below, which Items have been primarily prepared by LCH SA. The Commission is publishing this notice to solicit comments on the Proposed Rule Change from interested persons.

I. Clearing Agency's Statement of the Terms of Substance of the Proposed Rule Change

LCH SA is proposing to amend its Liquidity Risk Model framework (the ''Framework''), which describes the framework by which the LCH SA Collateral and Liquidity Risk Management (''CaLRM'') team assures that LCH SA has enough cash available to meet any financial obligations, both expected and unexpected, that may arise over the liquidation period for each of the clearing services that LCH SA offers.[3] The Framework is part of LCH SA's Risk Management Procedures (the ''Procedures'') and it is consistent with LCH group liquidity risk policy to which LCH SA shall comply.

The text of the Proposed Rule Change is in Exhibit 5 [sic].[4]

The implementation of the Proposed Rule Change will be contingent upon LCH SA's receipt of all necessary regulatory approvals, including the approval by the Commission of the Proposed Rule Change described herein.

II. Clearing Agency's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, LCH SA included statements concerning the purpose of and basis for the Proposed Rule Change and discussed any comments it received on the Proposed Rule Change. The text of these statements may be examined at the places specified in Item IV below. LCH SA has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Clearing Agency's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Framework is one of several well-developed policies and procedures that LCH SA maintains to manage its liquidity risk, *i.e.,* the risk that LCH SA will not have enough cash available, in extreme but plausible circumstances, to settle margin payments or delivery obligations when they become due, in particular upon the default of a clearing member. Such policies and procedures include, among others:

(i) the Group Liquidity Risk Policy which ensures that each CCP of the LCH group has enough liquid resources on hand to meet all the expected and unexpected financial obligations that arise during the course of the day. The policy lays out how a CCP will measure whether there is enough available liquid resources;

(ii) the LCH SA Liquidity Plan that sets out the principles and procedures for liquidity management within LCH SA. Its main objectives are to:

- Ensure the liquidity adequacy of LCH SA at all times in accordance with policies set by the appropriate governance authority monitored and reported by Risk Management;
- Ensure that liquidity management and resources are aligned with LCH SA operational requirements to meet payment obligations as they fall due under Business as Usual and stressed liquidity conditions;
- Ensure effective liquidity risk identification and escalation within Collateral and Liquidity Management (''CaLM'') service and other relevant departments with LCH SA.

(iii) the Group Financial Resource Adequacy Plan which details the standards by which financial resources should be assessed against member exposures. This includes Variation Margins, Initial Margins, Margin Add-Ons for liquidity risk, concentration risk, wrong way risk where appropriate, as well as the sizing and re-sizing of the default funds across the LCH Group CCPs;

(iv) the Group Collateral Risk Policy; which sets out the standards for the management of collateral risk across the LCH Group CCPs and ensures that CCPs must have a robust mechanism in place to process and control the collateral posted by members;

(v) the Group Investment Risk Policy which sets out the standards for the management of investment risk across the LCH Group CCPs;

(vi) the LCH SA Collateral Control Framework which describes the actions undertaken by the CaLRM team to implement the collateral limits laid out in the Group Collateral Risk Policy and to ensure that the prices integrated on a daily basis by margin team are accurate and fairly priced.

In brief, the Framework: (i) identifies LCH SA's sources of liquidity and corresponding liquidity risks; (ii) identifies LCH SA's liquidity requirements with respect to its members and its interoperable central counterparty (''CCP''); [5] (iii) describes the metrics and limits that LCH SA monitors; and (iv) describes the scenarios under which these metrics are computed.

(i) *Default Fund reduction and intraday injection of liquidity in the settlement platform to be considered in operational target.*[6]

As per a recommendation from LCH SA's independent risk model validation department,[7] LCH SA is proposing to amend the Framework in order to address more accurately its liquidity requirements in the event of a Default Fund (''DF'') scheduled reduction [8] or an extraordinary intraday liquidity injection [9] in the settlement platform.

Before any DF change there exists a latency between the final approval of the new DF total amount and the settlement of the new contributions. To properly reflect the decrease of the DF in the calculation of the operational target until the settlement of the contributions the new proposed framework will include the following enhancements.

- The DF recomputed is compared to the DF actually paid and in the account of LCH SA.
- The amount that will reported will be the following.
  - only global drain of liquidity will be considered and added to the operational target because they

[3] LCH SA, a subsidiary of LCH Group, manages its liquidity risk pursuant to, among other policies and procedures, the Group Liquidity Risk Policy and the Group Liquidity Plan applicable to each entity within LCH Group. In addition to its CDSClear service, LCH SA provides clearing services in connection with cash equities and derivatives listed for trading on Euronext (EquityClear), commodity derivatives listed for trading on Euronext (CommodityClear), and tri-party Repo transactions (RepoClear).

[4] Capitalized terms used but not defined herein shall have the meaning specified in the CDS Clearing Rule Book or the Clearing Supplement, as applicable.

[5] LCH SA has an interoperability agreement with Cassa di Compensazione e Garanzia (''CC&G''), an Italian CCP, pursuant to which LCH SA's clearing members and CC&G's clearing members are able to benefit from common clearing services without having to join the other CCP. Each CCP is a clearing member of the other one with a particular status when accessing the clearing system of the other counterparty.

[6] The Operational target represents the amount of liquidity to be held to satisfy the liquidity needs related to the operational management of the CCP in a stressed environment that does not lead to a member's default.

[7] Only proposed changes described in (i) are due to model validation recommendation.

[8] Every first business day of the month the CCP recalibrate its DF amounts according to its internal procedures. If the amounts recalibrated are lower than the amounts in force resources will be returned to members accordingly within the 4th business day of the month. Moreover only global reduction in DF amounts are considered in the calculation of operational target. Increases in DF would augment the available liquidity and reduce the Operational target and therefore are not considered.

[9] When volumes in the settlement platform are particularly high the treasury department may need to inject additional liquidity during the day to ensure the smooth function of the settlement flows.

represent a scheduled liquidity outflow that needs to be covered by adequate liquidity resources by the CCP,

○ Eventual negative amounts will be reported in the operational target for all the days from the beginning of the month till settlement date.

Moreover, according to the current internal fails monitoring operating mode, a threshold of 1 bln Euro is set to request a formal approval by the LCH SA Chief Risk Officer and the Head of LCH SA CaLM or their delegates, before allowing the LCH SA Operations team to inject extraordinary liquidity intraday in the settlement platform.

The current liquidity framework does not take into consideration eventual extraordinary liquidity injection in the settlement system in the calculation of the operational target. The revised liquidity framework, while maintaining consistency with the current procedure, will require a rerun of the operational target anytime a significant amount (bigger or equal than 1 bln Euro) of liquidity is injected intraday. Eventual intraday injection will be subtracted from the liquidity resources available that are compared against the operational target to ensure that LCH SA has adequate liquidity to satisfy the needs related to the operational management of the CCP.

(ii) *Committed credit line.*

LCH SA is proposing clarifications to the Framework to reflect the final closure of one committed credit line that took place the December 15th 2021. The committee credit line with Kas bank has been replaced by a multi-currency overdraft facility of €10 million with an International bank. In addition the CCP put in place a secured committed intraday credit line with Norges Bank to cover the non-Euro VM payments for the Euronext Oslo listed derivatives activity. The amount of the Norges bank credit line is flexible and is determined on a daily basis based on the collateral deposited with Euroclear Bank.

Finally, in accordance with what is defined in the SA liquidity Plan, it has been reported in the Framework the list of options that LCH SA has to address in a default situation any liquidity shortfall in a currency different from EUR. These are:

- The non EUR cash deposited as collateral
- The sale of the non EUR securities of the defaulting member
- Repo transactions
  - ○ Bilateral Repo transactions (Non Euro cash taker and Non Euro collateral giver)
  - ○ Cross-currency Bilateral Repo (Non Euro cash taker and Euro collateral giver)
  - ○ Cross-currency Triparty Repo (Non Euro cash taker and Euro collateral giver)
- The use of the multicurrency overdraft facility with an International Bank
- Use of the FX spot market transactions
- ECB weekly tender in USD (last resort). Given its banking status, LCH SA has access to the ECB Open market operations in USD.
- Replace LCH SA's liabilities in non EUR by EUR as per clearing rulebook

(iii) *Updated figure of maximum limit of liquidity injected in the settlement system to ease settlement.*

In the section of the Framework that describes how the settlement of physical securities is made and how such activity impact the liquidity of the CCP, LCH SA is updating the maximum level of liquidity to be injected daily in the settlement system to ease settlement flow.

In particular, the CCP have defined for each Central Securities Depository (CSD) in which settlement takes place an amount of liquidity that is injected everyday to ease the settlement flow and such liquidity consumption is monitored by Operation team during the settlement cycle that occurs throughout the day.

The updated figures have been defined as a function of the actual settlement activity observed by Operations team to optimize the management of the CCP liquidity.

Moreover, in the same section of the Framework, it is described the mechanism of auto-collateralization which is a feature of T2S that enables to obtain the liquidity necessary to the finalization of transactions by pledging the security underlying the transaction at the Central Bank to get cash. It has been clarified that LCH SA successfully managed to test the transfer to its 3G pool (central bank liquidity) of securities coming from settlement for Italy, Spain and Germany transactions.

2. Statutory Basis

LCH SA has determined that the Proposed Rule Change is consistent with the requirements of section 17A of the Act [10] and regulations thereunder applicable to it. section 17A(b)(3)(F) of the Act requires, *inter alia,* that the rules of a clearing agency ''assure the safeguarding of securities and funds that are in its custody or control or for which it is responsible.'' [11]

[10] 15 U.S.C. 78q–1.

[11] 15 U.S.C. 78q–1(b)(3)(F).

LCH SA believes that the Proposed Rule Change is consistent with the requirements of section 17A of the Act and regulations thereunder applicable to it, including Commission Rule 17Ad–22(e). In particular, section 17A(b)(3)(F) of the Act requires, inter alia, that the rules of a clearing agency be designed to ''promote the prompt and accurate clearance and settlement of derivatives agreements, contracts, and transactions''. The proposed changes in the Operational target described above under Item 3(1)(i) enhance the ability of LCH SA to manage its liquidity during the daily services it provides by properly anticipating potential scheduled needs (Default Fund reductions) as well as ensuring that the liquidity available is always sufficient to continue the clearing and settlement operations also in the event of extraordinary intraday liquidity injection in the settlement systems. The new proposed rule will further strengthen the robustness of the liquidity management of the Clearing Agency thus contributing to the prompt and accurate clearance and settlement of securities transactions. The proposed changes described above also provide the details about the means the Clearing Agency has to deal with liquidity shortfalls in non Euros that may arise during a default situation. By being allowed to leverage on different options the Clearing Agency has the ability to address such liquidity shortfalls without impacting its services and therefore promoting the accurate clearance and settlement of securities transactions. Finally, the proposed changes described under item (1) (iii) represent mainly an update of the figures of the liquidity amounts used for easing settlement in the different CSD that LCH SA uses. This update is the result of a periodic review performed by the LCH SA Operation team to optimize the liquidity management of the clearing house. By ensuring that the liquidity injected is proportional to the settlement activity the clearing house is promoting the prompt and accurate settlement of securities.

As discussed above, LCH SA is proposing to amend the Framework to address specifically LCH SA's liquidity requirements in the event of Default Fund reduction or extraordinary intraday injection of liquidity in the settlement platforms. The proposed amendments will assist LCH SA in defining more accurately its liquidity requirements by assuring that LCH SA will maintain appropriate levels of liquidity. Specifically, the amended Framework will anticipate the effect of

scheduled reductions to the Default Fund amount or recalculate the liquidity indicators whenever significant extraordinary liquidity is injected intraday in the settlement systems.

The policies and procedures set out in the amended Framework, therefore, are designed to enhance LCH SA's ability to measure, monitor, and manage the liquidity risk that may arise in connection with its activities as a covered clearing agency. As such the amendments to the Framework regarding LCH SA's liquidity requirements are consistent with the requirements of Regulation 17dA–22(e)(7)(i) [12] requiring that a covered clearing agency's policies and procedures be reasonably designed to ensure that it maintains sufficient liquid resources in all relevant currencies to effect same-day and, where appropriate, intraday and multiday settlement of payment obligations with a high degree of confidence under a wide range of potential stress scenarios that includes the default of the participant family that would generate the largest aggregate payment obligation for it in extreme but plausible market conditions and also with Regulation 17dA–22(e)(7)(ii) [13] requiring a covered clearing agency to establish, implement, maintain and enforce written policies and procedures reasonably designed to ensure that it holds qualifying liquid resources sufficient to meet the minimum liquidity resource requirement in each relevant currency for which the covered clearing agency has payment obligations owed to clearing members.

B. Clearing Agency's Statement on Burden on Competition

Section 17A(b)(3)(I) of the Act requires that the rules of a clearing agency not impose any burden on competition not necessary or appropriate in furtherance of the purposes of the Act.[14] LCH SA does not believe the Proposed Rule Change would have any impact, or impose any burden, on competition. The Proposed Rule Change does not address any competitive issue or have any impact on the competition among central counterparties. LCH SA operates an open access model, and the Proposed Rule Change will have no effect on this model.

[12] 17 CFR 240.17Ad–22(e)(7)(i).

[13] 17 CFR 240.17Ad–22(e)(7)(ii).

[14] 15 U.S.C. 78q–1(b)(3)(I).

C. Clearing Agency's Statement on Comments on the Proposed Rule Change Received From Members, Participants or Others

Written comments relating to the proposed rule change have not been solicited or received. LCH SA will notify the Commission of any written comments received by LCH SA.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within 45 days of the date of publication of this notice in the **Federal Register** or within such longer period up to 90 days (i) as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

(A) by order approve or disapprove such proposed rule change, or

(B) institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov. Please include File Number SR–LCH SA–2023–001 on the subject line.*

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–LCH SA–2023–001. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of LCH SA and on LCH SA's website at: *https://www.lch.com/resources/rulebooks/proposed-rule-changes.* All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–LCH SA–2023–001 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[15]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01270 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[15] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–340, OMB Control No. 3235–0375]

Submission for OMB Review; Comment Request; Extension: Schedule 13E–4F

Upon Written Request Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that, pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (''Commission'') has submitted to the Office of Management and Budget this request for extension of the previously approved collection of information discussed below.

Schedule 13E–4F (17 CFR 240.13e-102) may be used by an issuer that is incorporated or organized under the laws of Canada to make a cash tender or exchange offer for the issuer's own securities if less than 40 percent of the class of such issuer's securities outstanding that are the subject of the tender offer is held by U.S. holders. The

information collected must be filed with the Commission and is publicly available. We estimate that it takes approximately 2 hours per response to prepare Schedule 13E–4F and that the information is filed by approximately 3 respondents annually for a total annual reporting burden of 6 hours (2 hours per response × 3 responses).

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

The public may view background documentation for this information collection at the following website: *www.reginfo.gov*. Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice by February 23, 2023 to (i) *www.reginfo.gov/public/do/PRAMain* and (ii) David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or by sending an email to: *PRA_Mailbox@sec.gov*.

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01248 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96697; File No. SR–NYSECHX–2023–02]

Self-Regulatory Organizations; NYSE Chicago, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Modify Rule 7.31

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, the NYSE Chicago, Inc. (''NYSE Chicago'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to modify Rule 7.31 regarding MPL–IOC Orders. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rule 7.31 regarding MPL–IOC Orders.

Rule 7.31(d)(3) defines a Mid-Point Liquidity Order (''MPL Order'') as a Limit Order to buy (sell) that is not displayed and does not route, with a working price at the lower (higher) of the midpoint of the PBBO or its limit price. An MPL Order may be entered during any Exchange trading session and is ranked Priority 3—Non-Display Orders. An MPL Order to buy (sell) must be designated with a limit price in the minimum price variation for the security and will be eligible to trade at its working price.[3] If there is no PBB or PBO, or if the PBBO is locked or crossed, an arriving or resting MPL Order will not be eligible to trade until the PBBO is not locked or crossed. If a resting MPL Order to buy (sell) trades with another MPL Order to sell (buy) after the PBBO is unlocked or uncrossed, the MPL Order with the later working time will be the liquidity-removing order.[4]

An Aggressing MPL Order to buy (sell) will trade at the working price of resting orders to sell (buy) when such resting orders have a working price at or below (above) the working price of the MPL Order. Resting MPL Orders to buy (sell) will trade against all Aggressing Orders to sell (buy) priced at or below (above) the working price of the MPL Order.[5]

Currently, Rule 7.31(d)(3)(D) provides that an MPL Order may be designated with an Immediate-or-Cancel (''IOC'') Modifier (an ''MPL–IOC Order''). An MPL Order designated IOC will be traded in whole or in part on the Exchange as soon as such order is received, and any untraded quantity will be cancelled.[6] Rule 7.31(d)(3)(D) further provides that, subject to the IOC Modifier, an MPL–IOC Order follows the same trading and priority rules as an MPL Order (as described above), except that an MPL–IOC Order will be rejected if (i) the order entry size is less than one round lot or (ii) there is no PBBO or the PBBO is locked or crossed.

The Exchange proposes to modify Rule 7.31(d)(3)(D) to permit MPL–IOC Orders to be entered in any size and thus proposes to eliminate rule text currently providing that an MPL–IOC Order would be rejected if entered in a quantity less than one round lot. The Exchange believes that requiring MPL–IOC Orders to be entered in round lots is unnecessary and that providing Participants with the option to enter MPL–IOC Orders in odd lots could increase liquidity and enhance opportunities for order execution on the Exchange. The Exchange notes that permitting odd-lot order quantities is not novel on the Exchange or other cash equity exchanges and believes that this proposed change would align the Exchange's handling of MPL–IOC Orders with the treatment of equivalent order types on other cash equity exchanges.[7]

Because of the technology changes associated with this proposed rule change, the Exchange will announce the implementation date by Trader Update,

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

[3] *See* Rule 7.31(d)(3)(A).

[4] *See* Rule 7.31(d)(3)(B).

[5] *See* Rule 7.31(d)(3)(C).

[6] *See* Rule 7.31(b)(2) (defining IOC Modifier).

[7] *See, e.g.,* Members Exchange Rules 11.8(c)(1) and (2) (providing that a Midpoint Peg Order may be designated IOC and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGX Exchange, Inc. Rules 11.8(d)(1) and (2) (providing that a MidPoint Peg Order may have an IOC instruction and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGA Exchange, Inc. Rules 11.8(d)(1) and (2) (same). The Exchange also notes that the rules of the Nasdaq Stock Market LLC (''Nasdaq''), Cboe BZX Exchange, Inc. (''BZX''), and Cboe BYX Exchange, Inc. (''BYX'') appear to permit orders, including orders analogous to MPL–IOC Orders, to be entered in any size. *See* Nasdaq Rule 4703(b) (providing that an order may be entered in any whole share size, except as otherwise provided); BZX Rule 11.2 (providing that orders are eligible for odd-lot, round-lot, and mixed-lot executions unless otherwise indicated); BYX Rule 11.2 (same).

which, subject to effectiveness of this proposed rule change, will be in the first quarter of 2023.

2. Statutory Basis

The proposed rule change is consistent with Section 6(b) of the Act,[8] in general, and furthers the objectives of Section 6(b)(5),[9] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest.

The Exchange believes that the proposed change would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest because it would provide Participants with the option to enter MPL–IOC Orders in odd-lot sized orders, which could encourage order flow to the Exchange and promote opportunities for order execution on the Exchange, to the benefit of all market participants. The Exchange notes that the proposed change would not otherwise impact the operation of MPL–IOC Orders as provided under current Exchange rules. The Exchange also believes that the proposed change would align Exchange rules with the treatment of orders analogous to MPL–IOC Orders on other cash equity exchanges, thereby removing impediments to, and perfecting the mechanism of, a free and open market and a national market system.[10]

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. As noted above, the Exchange believes the proposed rule change would allow the Exchange to accept MPL–IOC Orders of any size and align the Exchange's handling of such orders with other cash equity exchanges' handling of similar order types,[11] thereby promoting competition among exchanges by offering Participants options available on other cash equity exchanges. The Exchange also believes that, to the extent the proposed change would increase opportunities for order execution, the proposed change would promote competition by making the Exchange a more attractive venue for order flow and enhancing market quality for all market participants.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A)(iii) of the Act[12] and subparagraph (f)(6) of Rule 19b–4 thereunder.[13]

A proposed rule change filed under Rule 19b–4(f)(6)[14] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[15] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay to allow the Exchange to implement the proposal as soon as possible. The Exchange states that the proposed change would align the Exchange's treatment of MPL–IOC Orders with treatment of similar order types on other cash equity exchanges and allow the Exchange to accept MPL–IOC Orders of any size as soon as the technology associated with the proposed change is available, which is anticipated to be less than 30 days from the date of this filing. The Commission believes that waiver of the 30-day operative delay is consistent with the protection of investors and the public interest because the proposal does not raise any new or novel issues. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[16]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings to determine whether the proposed rule should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov*. Please include File Number SR–NYSECHX–2023–02 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSECHX–2023–02. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be

[8] 15 U.S.C. 78f(b).

[9] 15 U.S.C. 78f(b)(5).

[10] *See* note 7, *supra.*

[11] *Id.*

[12] 15 U.S.C. 78s(b)(3)(A)(iii).

[13] 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 240.19b–4(f)(6)(iii).

[16] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange.

All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number SR–NYSECHX–2023–02 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01273 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96691; File No. SR–NYSECHX–2023–03]

Self-Regulatory Organizations; NYSE Chicago, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630

January 18, 2023.

Pursuant to section 19(b)(1)[1] of the Securities Exchange Act of 1934 (''Act'')[2] and Rule 19b-4 thereunder,[3] notice is hereby given that, on January 4, 2023, the NYSE Chicago, Inc. (''NYSE Chicago'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals, in conformity with recent changes by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings, in conformity with recent changes by FINRA.

In 2020, following the outbreak of the Coronavirus Disease (''COVID–19''), FINRA temporarily amended certain of its rules, including related to the method of service and filing in disciplinary proceedings before the Office of Hearing Officers (OHO) and appeals before the National Adjudicatory Council (NAC), among other types of administrative proceedings (the ''temporary amendments'').[4] The temporary amendments allowed, and in some instances required, FINRA (in its capacity as an Adjudicator per FINRA Rule 9120) to serve certain documents on parties by electronic mail (''email'') and required parties to file or serve documents by email, unless the parties agreed to an alternative method of service.[5] Earlier this year, FINRA made permanent the temporary amendments to its rules regarding electronic service and filing permanent, with some modifications.[6]

In support of its filing, FINRA noted that advances in technology and its availability made filing and service permitted by the temporary amendments more efficient than under FINRA's ''original'' (non-amended) rules.[7] Moreover, FINRA determined that electronic service and filing is beneficial for parties, panelists and FINRA staff.[8] FINRA also noted that the Commission likewise amended its rules in November 2020 to require electronic filing and service of documents in its administrative proceedings.[9] For these reasons, FINRA determined that making permanent the temporary amendments would similarly improve and modernize FINRA's operations.[10]

To likewise improve and modernize Exchange rules, the Exchange proposes to modify certain of its disciplinary rules to allow for electronic service and filing of documents in disciplinary and other proceedings in conformity with the approved FINRA Rules.[11]

Background

In 2022, NYSE Chicago adopted disciplinary rules that are, with certain

[17] 17 CFR 200.30–3(a)(12).

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

[4] *See, e.g.,* Securities Exchange Act Release No. 88917 (May 20, 2020), 85 FR 31832 (May 27, 2020) (SR–FINRA–2020–015) (Notice and immediate effectiveness of filing to temporarily amend certain timing, method of service and other procedural requirements in FINRA Rules during the outbreak of COVID–19). FINRA extended the temporary amendments several times before filing to make certain of the aforementioned amendments permanent. The temporary amendments included rule changes to permit the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830), which rule changes are not being included in this proposal. Rather, the Exchange is solely copying a subset of rules covered by the temporary amendments as discussed herein.

[5] *See id.*

[6] *See* Securities Exchange Act Release Nos. 95147 (June 23, 2022), 87 FR 38803 (June 29, 2022) (order approving change to certain FINRA rules to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals) (''Approval Order of FINRA Rules''); 94654 (April 8, 2022), 87 FR 22264 (April 14, 2022) (SR–FINRA–2022–009) (''FINRA Notice''). The Approval Order of FINRA Rules related to FINRA Rules 1012, 1015, 6490, 9132, 9133, 9135, 9146, 9321, 9341, 9349, 9351, 9522, 9524, 9559 and 9630 (collectively, ''the approved FINRA Rules'').

[7] *See* FINRA Notice, 87 FR at 22267.

[8] *See* FINRA Notice, 87 FR at 22267.

[9] *See* Amendments to the Commission's Rules of Practice, Securities Exchange Act Release No. 90442 (November 17, 2020), 85 FR 86464 (File No. S7–18–15) (December 30, 2020) (codified at 17 CFR 201 (2020)).

[10] *See* FINRA Notice, 87 FR at 22266–67.

[11] Consistent with the Approval Order of FINRA Rules, the Exchange is not proposing to permit electronic service of an initial complaint on a respondent due to heightened fair process concerns. As is the case today, the only permissible methods of serving the initial complaint are by hand, mail or courier. *See* Rule 10.9131(b) (requiring that service be pursuant to Rule 10.9134(a)).

exceptions, substantially the same as the disciplinary rules of its affiliate NYSE Arca, Inc., which are in turn substantially similar to the FINRA Rule 8000 Series and Rule 9000 Series, and which set forth rules for conducting investigations and enforcement actions.[12] The Exchange notes that FINRA and OHO administers disciplinary hearings on the Exchange's behalf.

In adopting disciplinary rules modeled on FINRA's rules, the Exchange adopted the filing, service and other procedural requirements as contained the FINRA Rule 9100, 9500, and 9600 Series. As adopted, the text of Exchange Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 are based on, and are substantially the same as, their counterpart FINRA rules.[13]

Proposed Rule Change

Consistent with FINRA's recent proposal, the Exchange proposes to amend certain of its disciplinary rules related to filing, service and other procedural requirements and appeals. The proposed rule change includes provisions to allow, and in some instances require, FINRA (in its capacity as an Adjudicator per Rule 10.9120) to serve certain documents on parties by email and require parties to file or serve documents by email, unless another method of service is ordered by the Adjudicator.[14] In addition, to support the transition to email service and filing, the Exchange proposes to require parties in OHO proceedings to file and serve all parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.

The proposed rule change would permit service of documents other than the initial complaint by email among various other methods of service, such as personal service, mail and courier, and to provide that service by email is deemed complete upon sending. The Exchange intends to elect email service whenever possible. If the Exchange has knowledge that the address used for service is not current or not functional *(i.e.*, the Exchange receives a bounce back or other message indicating that there was a failure to deliver the email), the Exchange will use other permissible methods of service until it can verify the party's email address.[15] The Exchange notes that, in most cases, the Exchange and the relevant party, or their counsel, will have already engaged in communications prior to the service of documents or other information. Accordingly, in most cases, the Exchange will already have information regarding the relevant party, or their counsel's, preferred method of service.

The Rule 10.9000 Series, among other things, sets forth the procedure for disciplinary proceedings concerning a member, associated person or formerly associated person. The Rule 10.9100 Series is of general applicability to all proceedings set forth in the Rule 10.9000 Series, unless a rule specifically provides otherwise. Rules 10.9132(b),[16] 10.9133(b),[17] and 10.9146(l)[18] provide that the documents and other information governed by those rules be served pursuant to Rule 10.9134, which permits service on the parties using the following methods: (1) personal service, (2) mail, or (3) courier. Rule 10.9134 does not permit service by email. The proposed rule change would amend Rule 10.9132(b) to allow service of the relevant documents or information by email, and Rules 10.9133(b) and 10.9146(l) to require parties to serve documents by email, unless an alternative method of service is ordered by the Adjudicator.

In addition, to support the transition to email service and filing, the Exchange proposes to amend Rule 10.9135 to add paragraph (d), which would require parties in OHO proceedings to file and serve the parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.[19] The Exchange believes this proposed rule change will help ensure that documents are successfully sent from and received at a valid email address. It will also ensure that all participants, including the Exchange, applicants, respondents and any other parties, have accurate contact information for all parties.

The Rule 10.9520 Series sets forth the procedures for eligibility proceedings and review of those proceedings by the Exchange Board. Because the applicable rules in this series do not allow for email as a method of service, the Exchange proposes to modify Rule 10.9522(a)(4)[20] and to add new paragraph (d) to Rule 10.9524[21] to permit effective service by email.

The Rule 10.9550 Series sets forth the procedures for expedited proceedings and the ability of the Exchange Board to call for review a proposed decision prepared under the Rule 10.9550 Series. Rule 10.9559(h)[22] sets forth the timing and method of service requirements for the parties' exchange of proposed exhibit and witness lists in advance of an expedited proceeding, but do not allow for email as a method of service. The Exchange proposes to amend Rule 10.9559(h)(2) to require service of exhibit and witness lists by email, unless an alternative method of service is ordered by the Adjudicator and to remove text from Rule 10.9559(h)(1) that requires that documents served by email must also be served by overnight courier or personal service.[23] Finally, the Exchange proposes to add new paragraph (s) to Rule 10.9559 to provide that, for purposes of proposed Rule 10.9559(h), service by email is complete upon sending the documents or decision.[24]

The Rule 10.9600 Series sets forth the procedures for members to seek exemptive relief from a variety of Exchange rules. Rule 10.9630(e)[25]

[12] *See* Securities Exchange Act Release No. 95020 (June 1, 2022), 87 FR 35034, (June 8, 2022) (SR–NYSECHX–2022–10) (Notice of Filing and Immediate Effectiveness of Proposed Rule Change to Adopt Investigation, Disciplinary, Sanction, and Other Procedural Rules Modeled on the Rules of the Exchange's Affiliates).

[13] The Exchange notes that this proposal adopts a subset of the approved FINRA Rules, which subset are applicable to the Exchange rules. As noted herein, this proposal does not extend to the temporary amendments related to the conduct of virtual hearings (*i.e.,* Rules 10.9261 and 10.9830).

[14] To the extent that a party lacks the ability to use or access technology needed to file, serve or accept service by email, FINRA, as adjudicator, may order an alternative method of service upon a showing of good cause. *See* FINRA Notice, 87 FR at 22265.

[15] As indicated in the proposed rule text, the Exchange will consider service by email complete upon sending of the relevant document or other information. This is consistent with service by mail under the current rules.

[16] Rule 10.9132(b) (Service of Orders, Notices, and Decisions by Adjudicator; How Served).

[17] Rule 10.9133(b) (Service of Papers Other Than Complaints, Orders, Notices or Decisions; How Served).

[18] Rule 10.9146(l) (Motions; General).

[19] *See* proposed Rule 10.9135(d) (Filing of Papers with Adjudicator: Procedure; Party Contact Information).

[20] *See* proposed Rule 10.9522(a)(4) (Initiation of Eligibility Proceeding; Member Regulation Consideration; Service).

[21] *See* proposed Rule 10.9524(d) (Exchange Board of Directors Consideration; Service by Electronic Mail; When Service is Complete).

[22] Rule 10.9559(h) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series). Rule 10.9559(h) currently permits email as a method of service.

[23] *See* proposed Rule 10.9559(h)(1), (2) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Transmission of Documents).

[24] *See* proposed Rule 10.9559(s) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Service by Email; When Service is Complete). Rule 10.9559(h) currently permits email as a method of service.

[25] *See* Rule 10.9630 (Procedures for Exemptions; Appeal).

requires the Exchange (via the Chief Regulatory Officer) to serve its decision pursuant to Rules 10.9132 and 10.9134, which do not allow for email as a method of service. The proposed rule change would amend Rule 10.9630 to add new paragraph (d) to allow for email as a method of service.[26]

The Exchange believes that this proposal, like the approved FINRA Rules, will modernize the rules and make service and filing more efficient and effective. Email technology is widely available, and use of electronic methods of service and filing is common practice in the courts and other regulatory agencies, including the Commission.[27]

As noted below, the Exchange has filed the proposed rule change for immediate effectiveness and has requested that the Commission waive the requirement that the proposed rule change not become operative for 30 days after the date of the filing, so the Exchange can implement the proposed rule change immediately.

2. Statutory Basis

The proposed rule change is consistent with section 6(b) of the Act,[28] in general, and furthers the objectives of section 6(b)(5),[29] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest. Additionally, the Exchange believes the proposed rule change is designed to provide a fair procedure for the disciplining of members and persons associated with members, consistent with sections 6(b)(7) and 6(d) of the Act.[30]

The Exchange believes that the proposed rule change protects investors and the public interest by requiring use of broadly available technology to make service and filing processes more efficient and effective. The Exchange's disciplinary and eligibility proceedings and other review processes serve a critical role in providing investor protection and maintaining fair and orderly markets by, for example, sanctioning misconduct and preventing further customer harm by members and associated persons.

The proposed rule change promotes efficiency in these processes by permitting electronic service and filing in most instances. To ensure that documents are effectively sent and received, the Exchange is proposing to require parties to provide and update their contact information, including their email address, during the course of a proceeding. These amendments reduce the reliance on paper documents in favor of more efficient electronic formats. The Exchange believes that the proposed rule change regarding electronic service and filing is especially important as hybrid and remote work become more common.

The Exchange notes that, per the approved FINRA Rules, there are procedures in place for persons who lack the ability to use or access technology necessary to send or receive documents electronically to request relief from FINRA (as the Adjudicator) to file or serve documents by another method. Per FINRA, requests to use non-electronic methods of service were rare during the approximately two year period that it operated under the temporary amendments and, as such, FINRA anticipates that such requests under the approved FINRA Rules will be rare.

In addition, the proposed rule change balances the interests of fairness and efficiency. As discussed, service of the initial complaint will continue to occur by hand, mail or courier, rather than by electronic means, thus ensuring there is satisfactory notice and fair process.

Thus, the proposed rule change represents a significant step toward modernizing the service and filing processes in a manner that will protect investors and the public interest by promoting efficiency while preserving fair process.

The Exchange believes that the proposed rule change supports the objectives of the Act by providing greater harmonization between Exchange rules and FINRA rules of similar purpose, resulting in less burdensome and more efficient regulatory compliance. As such, the proposed rule change will foster cooperation and coordination with persons engaged in facilitating transactions in securities and will remove impediments to and perfect the mechanism of a free and open market and a national market system.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but is designed to modernize the service and filing process in harmonization with the approved FINRA Rules.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to section 19(b)(3)(A)(iii) of the Act[31] and Rule 19b–4(f)(6) thereunder.[32] Because the proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6)[33] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[34] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposal may become operative immediately upon filing. The Exchange states that this filing is non-controversial and eligible to become effective immediately because the proposal promotes uniformity in disciplinary rules across self-regulatory organizations and thereby enables the Exchange to modernize the service and filing process related to the conduct of disciplinary hearings.[35] The Exchange further states that the proposed rule change would not significantly affect the protection of investors or the public interest or

[26] *See* proposed Rule 10.9630(f) (Appeal; Service by Electronic Mail; When Service is Complete).

[27] *See supra* note 9 (regarding Amendments to the Commission's Rules of Practice).

[28] 15 U.S.C. 78f(b).

[29] 15 U.S.C. 78f(b)(5).

[30] 15 U.S.C. 78f(b)(7) & 78f(d).

[31] 15 U.S.C. 78s(b)(3)(A)(iii).

[32] 17 CFR 240.19b–4(f)(6).

[33] 17 CFR 240.19b–4(f)(6).

[34] 17 CFR 240.19b–4(f)(6)(iii).

[35] *See supra* Item II.

impose any significant burden on competition because the proposed rule change is based on the approved FINRA Rules. After reviewing the filing, the Commission believes that waiver of the 30-day operative delay for this proposal is consistent with the protection of investors and the public interest. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[36]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under section 19(b)(2)(B)[37] of the Act to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSECHX–2023–03 on the subject line.

Paper Comments

- Send paper comments in triplicate to: Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSECHX–2023–03. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSECHX–2023–03 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[38]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01268 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[36] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule change's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[37] 15 U.S.C. 78s(b)(2)(B).

[38] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96689; File No. SR–NYSEAMER–2023–04]

Self-Regulatory Organizations; NYSE American LLC; Notice of Filing and Immediate Effectiveness of Proposed Change To Amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630

January 18, 2023.

Pursuant to section 19(b)(1)[1] of the Securities Exchange Act of 1934 (''Act'')[2] and Rule 19b–4 thereunder,[3] notice is hereby given that, on January 4, 2023, NYSE American LLC (''NYSE American'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals, in conformity with recent changes by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings, in conformity with recent changes by FINRA.

In 2020, following the outbreak of the Coronavirus Disease (''COVID–19''), FINRA temporarily amended certain of its rules, including related to the method of service and filing in disciplinary proceedings before the Office of Hearing Officers (OHO) and appeals before the National Adjudicatory Council (NAC), among other types of administrative proceedings (the ''temporary amendments'').[4] The temporary

[4] *See, e.g.,* Securities Exchange Act Release No. 88917 (May 20, 2020), 85 FR 31832 (May 27, 2020) (SR–FINRA–2020–015) (Notice and immediate effectiveness of filing to temporarily amend certain timing, method of service and other procedural

amendments allowed, and in some instances required, FINRA (in its capacity as an Adjudicator per Rule 9120) to serve certain documents on parties by electronic mail (''email'') and required parties to file or serve documents by email, unless the parties agreed to an alternative method of service.[5] Earlier this year, FINRA made permanent the temporary amendments to its rules regarding electronic service and filing permanent, with some modifications.[6]

In support of its filing, FINRA noted that advances in technology and its availability made filing and service permitted by the temporary amendments more efficient than under FINRA's ''original'' (non-amended) rules.[7] Moreover, FINRA determined that electronic service and filing is beneficial for parties, panelists and FINRA staff.[8] FINRA also noted that the Commission likewise amended its rules in November 2020 to require electronic filing and service of documents in its administrative proceedings.[9] For these reasons, FINRA determined that making permanent the temporary amendments would similarly improve and modernize FINRA's operations.[10]

To likewise improve and modernize Exchange rules, the Exchange proposes to modify certain of its disciplinary rules to allow for electronic service and filing of documents in disciplinary and other proceedings in conformity with the approved FINRA Rules.[11]

requirements in FINRA Rules during the outbreak of COVID–19). FINRA extended the temporary amendments several times before filing to make certain of the aforementioned amendments permanent. The temporary amendments included rule changes to permit the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830), which rule changes are not being included in this proposal. Rather, the Exchange is solely copying a subset of rules covered by the temporary amendments as discussed herein.

[5] *See id.*

[6] *See* Securities Exchange Act Release Nos. 95147 (June 23, 2022), 87 FR 38803 (June 29, 2022) (order approving change to certain FINRA rules to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals) (''Approval Order of FINRA Rules''); 94654 (April 8, 2022), 87 FR 22264 (April 14, 2022) (SR–FINRA–2022–009) (''FINRA Notice''). The Approval Order of FINRA Rules related to FINRA Rules 1012, 1015, 6490, 9132, 9133, 9135, 9146, 9321, 9341, 9349, 9351, 9522, 9524, 9559 and 9630 (collectively, ''the approved FINRA Rules'').

[7] *See* FINRA Notice, 87 FR at 22267.

[8] *See* FINRA Notice, 87 FR at 22267.

[9] *See* Amendments to the Commission's Rules of Practice, Securities Exchange Act Release No. 90442 (November 17, 2020), 85 FR 86464 (File No. S7–18–15) (December 30, 2020) (codified at 17 CFR 201 (2020)).

[10] *See* FINRA Notice, 87 FR at 22266–67.

[11] Consistent with the Approval Order of FINRA Rules, the Exchange is not proposing to permit electronic service of an initial complaint on a respondent due to heightened fair process concerns. As is the case today, the only permissible methods of serving the initial complaint are by hand, mail or courier. *See* Rule 9131(b) (requiring that service be pursuant to Rule 9134(a)).

Background

In 2016, NYSE American (then known as NYSE MKT LLC) adopted disciplinary rules that are, with certain exceptions, substantially the same as the Rule 8000 Series and Rule 9000 Series of FINRA and its affiliate the New York Stock Exchange LLC (''NYSE''), and which set forth rules for conducting investigations and enforcement actions.[12] The NYSE American disciplinary rules were implemented on April 15, 2016.[13] The Exchange notes that FINRA and OHO administers disciplinary hearings on the Exchange's behalf.

In adopting disciplinary rules modeled on FINRA's rules, the Exchange adopted the filing, service and other procedural requirements as contained the FINRA Rule 9100, 9500, and 9600 Series. As adopted, the text of Exchange Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 are based on, and are substantially the same as, their counterpart FINRA rules.[14]

Consistent with FINRA's recent proposal, the Exchange proposes to amend certain of its disciplinary rules related to filing, service and other procedural requirements and appeals. The proposed rule change includes provisions to allow, and in some instances require, FINRA (in its capacity as an Adjudicator per Rule 9120) to serve certain documents on parties by email and require parties to file or serve documents by email, unless another method of service is ordered by the Adjudicator.[15] In addition, to support the transition to email service and filing, the Exchange proposes to require parties in OHO proceedings to file and serve all parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.

The proposed rule change would permit service of documents other than the initial complaint by email among various other methods of service, such as personal service, mail and courier, and to provide that service by email is deemed complete upon sending. The Exchange intends to elect email service whenever possible. If the Exchange has knowledge that the address used for service is not current or not functional (*i.e.,* the Exchange receives a bounce back or other message indicating that there was a failure to deliver the email), the Exchange will use other permissible methods of service until it can verify the party's email address.[16] The Exchange notes that, in most cases, the Exchange and the relevant party, or their counsel, will have already engaged in communications prior to the service of documents or other information. Accordingly, in most cases, the Exchange will already have information regarding the relevant party, or their counsel's, preferred method of service.

The Rule 9000 Series, among other things, sets forth the procedure for disciplinary proceedings concerning a member, associated person or formerly associated person. The Rule 9100 Series is of general applicability to all proceedings set forth in the Rule 9000 Series, unless a rule specifically provides otherwise. Rules 9132(b),[17] 9133(b),[18] and 9146(l)[19] provide that the documents and other information governed by those rules be served pursuant to Rule 9134, which permits service on the parties using the following methods: (1) personal service, (2) mail, or (3) courier. Rule 9134 does not permit service by email. The proposed rule change would amend Rule 9132(b) to allow service of the relevant documents or information by email, and Rules 9133(b) and 9146(l) to require parties to serve documents by email, unless an alternative method of service is ordered by the Adjudicator.

In addition, to support the transition to email service and filing, the Exchange proposes to amend Rule 9135 to add paragraph (d), which would require parties in OHO proceedings to file and serve the parties with their current

[12] *See* Securities Exchange Act Release Nos. 77241 (February 26, 2016), 81 FR 11311 (March 3, 2016) (SR–NYSEMKT–2016–30).

[13] *See* NYSE MKT Information Memorandum 16–02 (March 14, 2016).

[14] The Exchange notes that this proposal adopts a subset of the approved FINRA Rules, which subset are applicable to the Exchange rules. As noted herein, this proposal does not extend to the temporary amendments related to the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830).

[15] To the extent that a party lacks the ability to use or access technology needed to file, serve or accept service by email, FINRA, as adjudicator, may order an alternative method of service upon a showing of good cause. *See* FINRA Notice, 87 FR at 22265.

[16] As indicated in the proposed rule text, the Exchange will consider service by email complete upon sending of the relevant document or other information. This is consistent with service by mail under the current rules.

[17] Rule 9132(b) (Service of Orders, Notices, and Decisions by Adjudicator; How Served).

[18] Rule 9133(b) (Service of Papers Other Than Complaints, Orders, Notices or Decisions; How Served).

[19] Rule 9146(l) (Motions; General).

email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.[20] The Exchange believes this proposed rule change will help ensure that documents are successfully sent from and received at a valid email address. It will also ensure that all participants, including the Exchange, applicants, respondents and any other parties, have accurate contact information for all parties.

The Rule 9520 Series sets forth the procedures for eligibility proceedings and review of those proceedings by the Exchange Board. Because the applicable rules in this series do not allow for email as a method of service, the Exchange proposes to modify Rule 9522(a)(4)[21] and to add new paragraph (d) to Rule 9524[22] to permit effective service by email.

The Rule 9550 Series sets forth the procedures for expedited proceedings and the ability of the Exchange Board to call for review a proposed decision prepared under the Rule 9550 Series. Rule 9559(h)[23] sets forth the timing and method of service requirements for the parties' exchange of proposed exhibit and witness lists in advance of an expedited proceeding, but do not allow for email as a method of service. The Exchange proposes to amend Rule 9559(h)(2) to require service of exhibit and witness lists by email, unless an alternative method of service is ordered by the Adjudicator and to remove text from Rule 9559(h)(1) that requires that documents served by email must also be served by overnight courier or personal service.[24] Finally, the Exchange proposes to add new paragraph (s) to Rule 9559 to provide that, for purposes of proposed Rule 9559(h), service by email is complete upon sending the documents or decision.[25]

The Rule 9600 Series sets forth the procedures for members to seek exemptive relief from a variety of Exchange rules. Rule 9630(e)[26] requires the Exchange (via the Chief Regulatory Officer) to serve its decision pursuant to Rules 9132 and 9134, which do not allow for email as a method of service. The proposed rule change would amend Rule 9630 to add new paragraph (d) to allow for email as a method of service.[27]

The Exchange believes that this proposal, like the approved FINRA Rules, will modernize the rules and make service and filing more efficient and effective. Email technology is widely available, and use of electronic methods of service and filing is common practice in the courts and other regulatory agencies, including the Commission.[28]

As noted below, the Exchange has filed the proposed rule change for immediate effectiveness and has requested that the Commission waive the requirement that the proposed rule change not become operative for 30 days after the date of the filing, so the Exchange can implement the proposed rule change immediately.

2. Statutory Basis

The proposed rule change is consistent with section 6(b) of the Act,[29] in general, and furthers the objectives of section 6(b)(5),[30] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest. Additionally, the Exchange believes the proposed rule change is designed to provide a fair procedure for the disciplining of members and persons associated with members, consistent with sections 6(b)(7) and 6(d) of the Act.[31]

The Exchange believes that the proposed rule change protects investors and the public interest by requiring use of broadly available technology to make service and filing processes more efficient and effective. The Exchange's disciplinary and eligibility proceedings and other review processes serve a critical role in providing investor protection and maintaining fair and orderly markets by, for example, sanctioning misconduct and preventing further customer harm by members and associated persons.

The proposed rule change promotes efficiency in these processes by permitting electronic service and filing in most instances. To ensure that documents are effectively sent and received, the Exchange is proposing to require parties to provide and update their contact information, including their email address, during the course of a proceeding. These amendments reduce the reliance on paper documents in favor of more efficient electronic formats. The Exchange believes that the proposed rule change regarding electronic service and filing is especially important as hybrid and remote work become more common.

The Exchange notes that, per the approved FINRA Rules, there are procedures in place for persons who lack the ability to use or access technology necessary to send or receive documents electronically to request relief from FINRA (as the Adjudicator) to file or serve documents by another method. Per FINRA, requests to use non-electronic methods of service were rare during the approximately two year period that it operated under the temporary amendments and, as such, FINRA anticipates that such requests under the approved FINRA Rules will be rare.

In addition, the proposed rule change balances the interests of fairness and efficiency. As discussed, service of the initial complaint will continue to occur by hand, mail or courier, rather than by electronic means, thus ensuring there is satisfactory notice and fair process.

Thus, the proposed rule change represents a significant step toward modernizing the service and filing processes in a manner that will protect investors and the public interest by promoting efficiency while preserving fair process.

The Exchange believes that the proposed rule change supports the objectives of the Act by providing greater harmonization between Exchange rules and FINRA rules of similar purpose, resulting in less burdensome and more efficient regulatory compliance. As such, the proposed rule change will foster cooperation and coordination with persons engaged in facilitating transactions in securities and will remove impediments to and perfect the mechanism of a free and open market and a national market system.

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[20] *See* proposed Rule 9135(d) (Filing of Papers with Adjudicator: Procedure; Party Contact Information).

[21] *See* proposed Rule 9522(a)(4) (Initiation of Eligibility Proceeding; Member Regulation Consideration; Service).

[22] *See* proposed Rule 9524(d) (Exchange Board of Directors Consideration; Service by Electronic Mail; When Service is Complete).

[23] Rule 9559(h) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series). Rule 9559(h) currently permits email as a method of service.

[24] *See* proposed Rule 9559(h)(1), (2) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series; Transmission of Documents).

[25] *See* proposed Rule 9559(s) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series; Service by Email; When Service is Complete). Rule 9559(h) currently permits email as a method of service.

[26] *See* Rule 9630 (Procedures for Exemptions; Appeal).

[27] *See* proposed Rule 9630(f) (Appeal; Service by Electronic Mail; When Service is Complete).

[28] *See supra* note 9 (regarding Amendments to the Commission's Rules of Practice).

[29] 15 U.S.C. 78f(b).

[30] 15 U.S.C. 78f(b)(5).

[31] 15 U.S.C. 78f(b)(7) & 78f(d).

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but is designed to modernize the service and filing process in harmonization with the approved FINRA Rules.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to section 19(b)(3)(A)(iii) of the Act [32] and Rule 19b–4(f)(6) thereunder.[33] Because the proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6) [34] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b4(f)(6)(iii),[35] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposal may become operative immediately upon filing. The Exchange states that this filing is non-controversial and eligible to become effective immediately because the proposal promotes uniformity in disciplinary rules across self-regulatory organizations and thereby enables the Exchange to modernize the service and filing process related to the conduct of disciplinary hearings.[36] The Exchange further states that the proposed rule change would not significantly affect the protection of investors or the public interest or impose any significant burden on competition because the proposed rule change is based on the approved FINRA Rules. After reviewing the filing, the Commission believes that waiver of the 30-day operative delay for this proposal is consistent with the protection of investors and the public interest. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[37]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under section 19(b)(2)(B) [38] of the Act to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSEAMER–2023–04 on the subject line.

Paper Comments

- Send paper comments in triplicate to: Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSEAMER–2023–04. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSEAMER–2023–04 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[39]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01266 Filed 1–23–23; 8:45 am]

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[32] 15 U.S.C. 78s(b)(3)(A)(iii).

[33] 17 CFR 240.19b–4(f)(6).

[34] 17 CFR 240.19b–4(f)(6).

[35] 17 CFR 240.19b–4(f)(6)(iii).

[36] *See supra* Item II.

[37] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule change's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[38] 15 U.S.C. 78s(b)(2)(B).

[39] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96688; File No. SR–NYSE–2023–04]

Self-Regulatory Organizations; New York Stock Exchange LLC; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630

January 18, 2023.

Pursuant to section 19(b)(1) [1] of the Securities Exchange Act of 1934 (''Act'') [2] and Rule 19b–4 thereunder,[3] notice is hereby given that on January 4, 2023, New York Stock Exchange LLC (''NYSE'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals, in conformity with recent changes by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings, in conformity with recent changes by FINRA.

In 2020, following the outbreak of the Coronavirus Disease (''COVID–19''), FINRA temporarily amended certain of its rules, including related to the method of service and filing in disciplinary proceedings before the Office of Hearing Officers (OHO) and appeals before the National Adjudicatory Council (NAC), among other types of administrative proceedings (the ''temporary amendments'').[4] The temporary amendments allowed, and in some instances required, FINRA (in its capacity as an Adjudicator per Rule 9120) to serve certain documents on parties by electronic mail (''email'') and required parties to file or serve documents by email, unless the parties agreed to an alternative method of service.[5] Earlier this year, FINRA made permanent the temporary amendments to its rules regarding electronic service and filing permanent, with some modifications.[6]

In support of its filing, FINRA noted that advances in technology and its availability made filing and service permitted by the temporary amendments more efficient than under FINRA's ''original'' (non-amended) rules.[7] Moreover, FINRA determined that electronic service and filing is beneficial for parties, panelists and FINRA staff.[8] FINRA also noted that the Commission likewise amended its rules in November 2020 to require electronic filing and service of documents in its administrative proceedings.[9] For these reasons, FINRA determined that making permanent the temporary amendments would similarly improve and modernize FINRA's operations.[10]

To likewise improve and modernize Exchange rules, the Exchange proposes to modify certain of its disciplinary rules to allow for electronic service and filing of documents in disciplinary and other proceedings in conformity with the approved FINRA Rules.[11]

Background

In 2013, the NYSE adopted disciplinary rules that are, with certain exceptions, substantially the same as the FINRA Rule 8000 Series and Rule 9000 Series, and which set forth rules for conducting investigations and enforcement actions.[12] The NYSE disciplinary rules were implemented on July 1, 2013.[13] The Exchange notes that FINRA and OHO administers disciplinary hearings on the Exchange's behalf.

In adopting disciplinary rules modeled on FINRA's rules, the NYSE adopted the filing, service and other procedural requirements as contained the FINRA Rule 9100, 9500, and 9600 Series. As adopted, the text of Exchange Rules 9132, 9133, 9135, 9146, 9522, 9524, 9559 and 9630 are based on, and are substantially the same as, their counterpart FINRA rules.[14]

Proposed Rule Change

Consistent with FINRA's recent proposal, the Exchange proposes to amend certain of its disciplinary rules related to filing, service and other procedural requirements and appeals. The proposed rule change includes provisions to allow, and in some instances require, FINRA (in its capacity as an Adjudicator per Rule 9120) to serve certain documents on parties by email and require parties to file or serve documents by email, unless another method of service is ordered by the Adjudicator.[15] In addition, to support the transition to email service and filing, the Exchange proposes to require parties in OHO proceedings to file and serve all

[4] *See, e.g.,* Securities Exchange Act Release No. 88917 (May 20, 2020), 85 FR 31832 (May 27, 2020) (SR–FINRA–2020–015) (Notice and immediate effectiveness of filing to temporarily amend certain timing, method of service and other procedural requirements in FINRA Rules during the outbreak of COVID–19). FINRA extended the temporary amendments several times before filing to make certain of the aforementioned amendments permanent. The temporary amendments included rule changes to permit the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830), which rule changes are not being included in this proposal. Rather, the Exchange is solely copying a subset of rules covered by the temporary amendments as discussed herein.

[5] *See id.*

[6] *See* Securities Exchange Act Release Nos. 95147 (June 23, 2022), 87 FR 38803 (June 29, 2022) (order approving change to certain FINRA rules to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals) (''Approval Order of FINRA Rules''); 94654 (April 8, 2022), 87 FR 22264 (April 14, 2022) (SR–FINRA–2022–009) (''FINRA Notice''). The Approval Order of FINRA Rules related to FINRA Rules 1012, 1015, 6490, 9132, 9133, 9135, 9146, 9321, 9341, 9349, 9351, 9522, 9524, 9559 and 9630 (collectively, ''the approved FINRA Rules'').

[7] *See* FINRA Notice, 87 FR at 22267.

[8] *See* FINRA Notice, 87 FR at 22267.

[9] *See* Amendments to the Commission's Rules of Practice, Securities Exchange Act Release No. 90442 (November 17, 2020), 85 FR 86464 (File No. S7–18–15) (December 30, 2020) (codified at 17 CFR 201 (2020)).

[10] *See* FINRA Notice, 87 FR at 22266–67.

[11] Consistent with the Approval Order of FINRA Rules, the Exchange is not proposing to permit electronic service of an initial complaint on a respondent due to heightened fair process concerns. As is the case today, the only permissible methods of serving the initial complaint are by hand, mail or courier. *See* Rule 9131(b) (requiring that service be pursuant to Rule 9134(a)).

[12] *See* Securities Exchange Act Release No. 68678 (January 16, 2013), 78 FR 5213 (January 24, 2013) (SR–NYSE–2013–02), 69045 (March 5, 2013), 78 FR 15394 (March 11, 2013) (SR–NYSE–2013–02), and 69963 (July 10, 2013), 78 FR 42573 (July 16, 2013) (SR–NYSE–2013–49).

[13] *See* NYSE Information Memorandum 13–8 (May 24, 2013).

[14] The Exchange notes that this proposal adopts a subset of the approved FINRA Rules, which subset are applicable to the Exchange rules. As noted herein, this proposal does not extend to the temporary amendments related to the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830).

[15] To the extent that a party lacks the ability to use or access technology needed to file, serve or accept service by email, FINRA, as adjudicator, may order an alternative method of service upon a showing of good cause. *See* FINRA Notice, 87 FR at 22265.

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The Exchange believes that this proposal, like the approved FINRA Rules, will modernize the rules and make service and filing more efficient and effective. Email technology is widely available, and use of electronic methods of service and filing is common practice in the courts and other regulatory agencies, including the Commission.[28]

As noted below, the Exchange has filed the proposed rule change for immediate effectiveness and has requested that the Commission waive the requirement that the proposed rule change not become operative for 30 days after the date of the filing, so the Exchange can implement the proposed rule change immediately.

2. Statutory Basis

The proposed rule change is consistent with section 6(b) of the Act,[29] in general, and furthers the objectives of section 6(b)(5),[30] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest. Additionally, the Exchange believes the proposed rule change is designed to provide a fair procedure for the disciplining of members and persons associated with members, consistent with sections 6(b)(7) and 6(d) of the Act.[31]

The Exchange believes that the proposed rule change protects investors and the public interest by requiring use of broadly available technology to make service and filing processes more

[16] As indicated in the proposed rule text, the Exchange will consider service by email complete upon sending of the relevant document or other information. This is consistent with service by mail under the current rules.

[17] Rule 9132(b) (Service of Orders, Notices, and Decisions by Adjudicator; How Served).

[18] Rule 9133(b) (Service of Papers Other Than Complaints, Orders, Notices or Decisions; How Served).

[19] Rule 9146(l) (Motions; General).

[20] *See* proposed Rule 9135(d) (Filing of Papers with Adjudicator: Procedure; Party Contact Information).

[21] *See* proposed Rule 9522(a)(4) (Initiation of Eligibility Proceeding; Member Regulation Consideration; Service).

[22] *See* proposed Rule 9524(d) (Exchange Board of Directors Consideration; Service by Electronic Mail; When Service is Complete).

[23] Rule 9559(h) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series). Rule 9559(h) currently permits email as a method of service.

[24] *See* proposed Rule 9559(h)(1), (2) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series; Transmission of Documents).

[25] *See* proposed Rule 9559(s) (Hearing Procedures for Expedited Proceedings Under the Rule 9550 Series; Service by Email; When Service is Complete). Rule 9559(h) currently permits email as a method of service.

[26] *See* Rule 9630 (Procedures for Exemptions; Appeal).

[27] *See* proposed Rule 9630(f) (Appeal; Service by Electronic Mail; When Service is Complete).

[28] *See supra* note 9 (regarding Amendments to the Commission's Rules of Practice).

[29] 15 U.S.C. 78f(b).

[30] 15 U.S.C. 78f(b)(5).

[31] 15 U.S.C. 78f(b)(7) & 78f(d).

efficient and effective. The Exchange's disciplinary and eligibility proceedings and other review processes serve a critical role in providing investor protection and maintaining fair and orderly markets by, for example, sanctioning misconduct and preventing further customer harm by members and associated persons.

The proposed rule change promotes efficiency in these processes by permitting electronic service and filing in most instances. To ensure that documents are effectively sent and received, the Exchange is proposing to require parties to provide and update their contact information, including their email address, during the course of a proceeding. These amendments reduce the reliance on paper documents in favor of more efficient electronic formats. The Exchange believes that the proposed rule change regarding electronic service and filing is especially important as hybrid and remote work become more common.

The Exchange notes that, per the approved FINRA Rules, there are procedures in place for persons who lack the ability to use or access technology necessary to send or receive documents electronically to request relief from FINRA (as the Adjudicator) to file or serve documents by another method. Per FINRA, requests to use non-electronic methods of service were rare during the approximately two year period that it operated under the temporary amendments and, as such, FINRA anticipates that such requests under the approved FINRA Rules will be rare.

In addition, the proposed rule change balances the interests of fairness and efficiency. As discussed, service of the initial complaint will continue to occur by hand, mail or courier, rather than by electronic means, thus ensuring there is satisfactory notice and fair process.

Thus, the proposed rule change represents a significant step toward modernizing the service and filing processes in a manner that will protect investors and the public interest by promoting efficiency while preserving fair process.

The Exchange believes that the proposed rule change supports the objectives of the Act by providing greater harmonization between Exchange rules and FINRA rules of similar purpose, resulting in less burdensome and more efficient regulatory compliance. As such, the proposed rule change will foster cooperation and coordination with persons engaged in facilitating transactions in securities and will remove impediments to and perfect the mechanism of a free and open market and a national market system.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but is designed to modernize the service and filing process in harmonization with the approved FINRA Rules.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to section 19(b)(3)(A)(iii) of the Act [32] and Rule 19b–4(f)(6) thereunder.[33] Because the proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6) [34] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b4(f)(6)(iii),[35] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposal may become operative immediately upon filing. The Exchange states that this filing is non-controversial and eligible to become effective immediately because the proposal promotes uniformity in disciplinary rules across self-regulatory organizations and thereby enables the Exchange to modernize the service and filing process related to the conduct of disciplinary hearings.[36] The Exchange further states that the proposed rule change would not significantly affect the protection of investors or the public interest or impose any significant burden on competition because the proposed rule change is based on the approved FINRA Rules. After reviewing the filing, the Commission believes that waiver of the 30-day operative delay for this proposal is consistent with the protection of investors and the public interest. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[37]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under section 19(b)(2)(B) [38] of the Act to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov*. Please include File Number SR–NYSE–2023–04 on the subject line.

Paper Comments

- Send paper comments in triplicate to: Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSE–2023–04. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will

[32] 15 U.S.C. 78s(b)(3)(A)(iii).

[33] 17 CFR 240.19b–4(f)(6).

[34] 17 CFR 240.19b–4(f)(6).

[35] 17 CFR 240.19b–4(f)(6)(iii).

[36] *See supra* Item II.

[37] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule change's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[38] 15 U.S.C. 78s(b)(2)(B).

post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSE–2023–04 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[39]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01265 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96684; File No. SR–CBOE–2022–051]

Self-Regulatory Organizations; Cboe Exchange, Inc.; Order Instituting Proceedings To Determine Whether To Approve or Disapprove a Proposed Rule Change To Amend Rules Relating to the Processing of Auction Responses

January 18, 2023.

On October 3, 2022, Cboe Exchange, Inc. (''the Exchange'' or ''Cboe Options'') filed with the Securities and Exchange Commission (the ''Commission''), pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] a proposed rule change to amend its rules relating to the processing of auction responses. The proposed rule change was published for comment in the **Federal Register** on October 20, 2022.[3] On November 23, 2022, pursuant to Section 19(b)(2) of the Act,[4] the Commission designated a longer period within which to approve the proposed rule change, disapprove the proposed rule change, or institute proceedings to determine whether to disapprove the proposed rule change.[5] The Commission has received no comments on the proposed rule change. This order institutes proceedings under Section 19(b)(2)(B) of the Act[6] to determine whether to approve or disapprove the proposed rule change.

I. Summary of the Proposed Rule Change[7]

The Exchange proposes to adopt new functionality that would be applicable to all of its auction mechanisms, to increase the likelihood that timely submitted auction responses may participate in the applicable auction, even during periods of high message traffic. The affected auctions are the Complex Order Auction,[8] Step Up Mechanism,[9] Automated Improvement Mechanism,[10] Complex AIM,[11] Solicitation Auction Mechanism,[12] Complex SAM,[13] FLEX Auction Process,[14] FLEX AIM[15] and FLEX SAM.[16] The Exchange also proposes to amend its current rule relating to Priority Queue[17] functionality to provide itself with discretion on whether or not to implement Priority Queue[18] functionality for responses to the auction mechanisms.

The Exchange represents that the above-referenced auction mechanisms provide price improvement opportunities for an eligible order. Within each auction mechanism, the eligible order is electronically exposed for an Exchange-determined period of time (''auction response period'') in accordance with the applicable Exchange Rule.[19] After the Exchange disseminates an auction notification message, Users[20] may submit responses (''auction responses'' or ''auction response messages'') during the auction response period.[21] An auction response may only execute in the applicable auction mechanism, and the auction response is cancelled if it does not execute during an auction.[22]

The Exchange states that auction response messages historically have waited in the same System[23] queue as all other order and quote message traffic.[24] According to the Exchange, if an auction response is submitted when there is a deep queue of other unprocessed message traffic (such as mass cancellation messages or other orders and quotes), it is possible that the auction response may not be ''processed'' by the System prior to the end of the auction response period,[25] The Exchange states that in such an instance, the queued auction response may not be able to participate in the applicable auction mechanism because the System had unprocessed (queued) messages at the time of the auction execution, despite the fact that the User submitted the auction response prior to the end of the auction response period.[26] The Exchange believes that

[39] 17 CFR 200.30–3(a)(12).

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

[3] *See* Securities Exchange Act Release No. 96081 (Oct. 14, 2022), 87 FR 63830 (''Notice'').

[4] 15 U.S.C. 78s(b)(2).

[5] *See* Securities Exchange Act Release No. 96380, 87 FR 73366 (Nov. 29, 2022). The Commission designated January 18, 2023 as the date by which the Commission shall approve or disapprove, or institute proceedings to determine whether to disapprove, the proposed rule change.

[6] 15 U.S.C. 78s(b)(2)(B).

[7] For a full description of all aspects of the proposed rule change, please see the Notice, *supra* note 3.

[8] *See* Cboe Rule 5.33(d).

[9] *See* Cboe Rule 5.35.

[10] *See* Cboe Rule 5.37.

[11] *See* Cboe Rule 5.38.

[12] *See* Cboe Rule 5.39.

[13] *See* Cboe Rule 5.40.

[14] *See* Cboe Rule 5.72(c).

[15] *See* Cboe Rule 5.73.

[16] *See* Cboe Rule 5.74.

[17] *See* Cboe Rule 5.25(c).

[18] *See* Cboe Rule 5.25(c).

[19] *See* Notice, *supra* note 3, at 63831.

[20] The term ''User'' means any Trading Permit Holder or Sponsored User who is authorized to obtain access to the System pursuant to Cboe Rule 5.5. *See* Cboe Rule 1.1.

[21] *See* Notice, *supra* note 3, at 63831.

[22] *See id.*

[23] The term ''System'' means the Exchange's hybrid trading platform that integrates electronic and open outcry trading of option contracts on the Exchange, and includes any connectivity to the foregoing trading platform that is administered by or on behalf of the Exchange, such as a communications hub. *See* Cboe Rule 1.1.

[24] Although the Exchange previously adopted Priority Queue functionality, which provides that auction response messages may be processed through a Priority Queue, and all remaining messages would be processed through a General Queue, the Exchange never implemented use of the functionality. *See* Notice, *supra* note 3 at 63832. The Exchange states that, should it decide to implement use of a Priority Queue in the future, it would provide notice to all TPHs. *Id.*

[25] For example, the Exchange states that it takes the System approximately 10 microseconds to process a single order/quote or auction response message and, on average, approximately 190 microseconds to process a mass cancel message. As such, under the current System, an auction response that is entered after a mass cancel message is more likely to be detrimentally delayed as compared to a mass cancel message that is entered after an auction response (*i.e.,* a 190 microsecond ''wait time'' versus a 10 microsecond ''wait time''). *See id.*

[26] *See id.*

auctioned orders may therefore be missing out on potential price improvement that may have otherwise resulted if queued timely auction response(s) were able to participate in the auction.[27] The Exchange further states that its review of auction responses during July 2022 indicates that approximately 55% of auction responses had no opportunity to execute in their respective auctions, notwithstanding being submitted within the auction response period.[28]

The Exchange thus proposes to adopt new functionality under proposed Cboe Rule 5.25(e), which would apply across all of its auction mechanisms. Under the proposed functionality, at the time an auction response period ends, the System would continue to process its inbound queue for any messages that were received before the end of the auction period (including auction messages) for up to an Exchange-determined period of time, not to exceed 100 milliseconds (which the Exchange may determine on a class-by-class basis).[29] The Exchange states that under the proposed rule change, any auction responses that were in the queue before the conclusion of the auction (as identified by the Network Interface Card (''NIC'') timestamp on the message) [30] would be processed as long as the Exchange-determined time on a class-by-class basis (not to exceed 100 milliseconds) is not exceeded.[31] Only auction messages received prior to the execution of the applicable auction are eligible to be processed for that auction.[32] The applicable auction mechanism would execute once all messages, including auction responses, received before the end time of the auction response period have been processed or the Exchange-determined maximum time limit of up to 100 milliseconds has elapsed, whichever occurs first.[33]

The Exchange believes the proposed functionality will increase the possibility that timely-submitted auction responses are processed by the Exchange and have an opportunity for execution in the applicable auction mechanism, even if there is a deep pending message queue.[34] The Exchange also believes the proposed maximum amount of additional time for processing is both an adequate amount of time to provide pending auction responses with such execution opportunity, but also an amount minimal enough that impact to other message traffic, if any, would be de minimis.[35]

Currently, Cboe Rule 5.25 provides that all Auction response messages will be processed through the Priority Queue, and all remaining messages will be processed through the General Queue. The proposed rule change would amend Cboe Rule 5.25 to provide the Exchange with the discretion to determine whether or not to implement a Priority Queue and a General Queue.[36] The Exchange states that under a Priority Queue, the System processes a certain number of messages, as determined by the Exchange, from each queue on an alternating basis and prioritize processing messages in each respective queue in the order in which the System receives them (*i.e.,* in time priority).[37] While the Exchange proposes to provide itself the discretion to implement or not implement a Priority Queue, the Exchange states that it currently anticipates implementing the proposed additional processing time functionality at this time in lieu of a Priority Queue.[38] The Exchange states that if it determines that utilization of a Priority Queue for auction responses is necessary or appropriate, it would provide notice to all TPHs pursuant to Cboe Rule 1.5.[39]

II. Proceedings To Determine Whether To Approve or Disapprove SR–Cboe–2022–051 and Grounds for Disapproval Under Consideration

The Commission is instituting proceedings pursuant to Section 19(b)(2)(B) of the Act [40] to determine whether the proposed rule change should be approved or disapproved. Institution of proceedings is appropriate at this time in view of the legal and policy issues raised by the proposal. Institution of proceedings does not indicate that the Commission has reached any conclusions with respect to any of the issues involved. Rather, as described below, the Commission seeks and encourages interested persons to provide additional comment on the proposed rule change.

Pursuant to Section 19(b)(2)(B) of the Act,[41] the Commission is providing notice of the grounds for disapproval under consideration. The Commission is instituting proceedings to allow for additional analysis of, and input from commenters with respect to, the consistency of the proposal with Sections 6(b)(5) [42] and 6(b)(8) [43] of the Act. Section 6(b)(5) of the Act requires that the rules of a national securities exchange be designed, among other things, to promote just and equitable principles of trade, to remove impediments to and perfect the mechanism of a free and open market and a national market system and, in general, to protect investors and the public interest, and not be designed to permit unfair discrimination between customers, issuers, brokers, or dealers. Section 6(b)(8) of the Act requires that the rules of a national securities exchange not impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The Commission asks that commenters address the sufficiency of the Exchange's statements in support of the proposal, which are set forth in the Notice,[44] in addition to any other comments they may wish to submit about the proposed rule change. In particular, the Commission seeks comment on the following aspects of the proposal and asks commenters to submit data where appropriate to support their views:

1. The Exchange proposes an extension of the processing time for auction responses received prior to the end of the auction response or exposure period, not to exceed 100 milliseconds. The Exchange believes that modifying its System to allow it to potentially process more, if not all, timely submitted auction responses may provide further opportunities for auctioned orders to receive price improvement, which removes impediments to a free and open market and ultimately protects and benefits investors [45] What are commenters' views on the extent to which an extension of the processing time could result in further opportunities for price improvements for auctioned orders?

2. The Exchange acknowledges that instead of proposing an extension of processing time beyond the end of the

[27] *See id.*

[28] *See id.*

[29] *See id.*

[30] All incoming messages are ''timestamped'' by the Exchange's System. *See* Notice, *supra* note 3, at *id.* n14.

[31] *See* Notice, *supra* note 3, at 63831.

[32] *See id.*

[33] *See id.* For an example of how the proposed new functionality would operate, please *see id.*

[34] *See* Notice, *supra* note 3, at 63832.

[35] *See id.* The Exchange states that based on the Exchange's analysis, in July 2022, auction response messages accounted for a mere 0.04% of all message traffic submitted to the Exchange. *See* Notice, *supra* note 3, at 63833.

[36] *See* Notice, *supra* note 3, at 63832. Cboe Rule 5.25(c) currently states that all messages will be processed through either a ''Priority Queue'' or a ''General Queue.''

[37] *See id.*

[38] *See id.*

[39] *See id.*

[40] 15 U.S.C. 78s(b)(2)(B).

[41] *Id.*

[42] 15 U.S.C. 78f(b)(5).

[43] 15 U.S.C. 78f(b)(8).

[44] *See* Notice, *supra* note 3.

[45] *See id.* at 63832.

auction or exposure period, the Exchange ''may increase the length of auction response periods to accommodate more auction responses.'' [46] However, the Exchange states that it believes the proposed rule change will ''accommodate more auction responses and allow the Exchange to continue to mitigate the market risk that may accompany a longer auction period for auctioned orders by setting the length of an auction response period to a timeframe that allows an adequate amount of time for TPHs to respond to an auction message and providers orders with fast executions.'' [47] Do commenters agree with the Exchange's assessment? Why or why not?

3. The Exchange states that adopting the proposed functionality for auction responses would ''better provide customers with additional opportunities for price improvements with little to no impact to non-auction response message traffic.'' [48] The Exchange states that in July 2022, auction response messages accounted for a ''mere 0.04% of all message traffic submitted to the Exchange. The Exchange believe[s] the processing of such a small account of message traffic, even after the conclusion of an auction response period, would therefore have de minimis, if any, impact on the process of non-auction response messages waiting in the queue.'' [49] What are commenters' views on the impact of the proposed rule change on the processing of non-auction message traffic?

4. The Exchange states that the proposed additional processing time of up to 100 milliseconds ''is both an adequate amount of time'' to provide pending auction responses with ''execution opportunities, but also an amount minimal enough that impact to other message traffic, if any, would be de minimis.'' [50] What are commenters' views regarding the sufficiency of the proposed 100 millisecond time period for additional processing?

5. The Exchange proposes in Cboe Rule 5.25 to give the Exchange discretion in whether or not to utilize priority queue functionality for auction responses and states that the proposed additional processing time for auction responses ''is currently a better alternative to provide timely submitted auction responses with opportunities to participate in an applicable auction as compared to the priority queue functionality.'' [51] What are commenters' views on the ability of the current priority queue functionality to address concerns regarding the System's inability to timely process auction responses during the auction or exposure response period?

III. Procedure: Request for Written Comments

The Commission requests that interested persons provide written submissions of their data, views, and arguments with respect to the issues identified above, as well as any other concerns they may have with the proposal. In particular, the Commission invites the written views of interested persons concerning whether the proposed rule change is consistent with Sections 6(b)(5) and 6(b)(8), or any other provision of the Act, or the rules and regulations thereunder. Although there do not appear to be any issues relevant to approval or disapproval that would be facilitated by an oral presentation of data, views, and arguments, the Commission will consider, pursuant to Rule 19b–4 under the Act,[52] any request for an opportunity to make an oral presentation.[53]

Interested persons are invited to submit written data, views, and arguments regarding whether the proposed rule change should be approved or disapproved by February 14, 2023. Any person who wishes to file a rebuttal to any other person's submission must file that rebuttal by February 28, 2023.

Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File No. SR–Cboe–2022–051 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File No. SR–Cboe–2022–051. The file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File No. SR–Cboe–2022–051 and should be submitted by February 14, 2023. Rebuttal comments should be submitted by February 28, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[54]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01264 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[46] *See id.*

[47] *See id.*

[48] *See id.* at 63833.

[49] *See id.*

[50] *See id.* at 63832.

[51] *See id.* at 63833.

[52] 17 CFR 240.19b–4.

[53] Section 19(b)(2) of the Act, as amended by the Securities Acts Amendments of 1975, Public Law 94–29 (Jun. 4, 1975), grants to the Commission flexibility to determine what type of proceeding—either oral or notice and opportunity for written comments—is appropriate for consideration of a particular proposal by a self-regulatory organization. *See* Securities Acts Amendments of 1975, Senate Comm. on Banking, Housing & Urban Affairs, S. Rep. No. 75, 94th Cong., 1st Sess. 30 (1975).

[54] 17 CFR 200.30–3(a)(57).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96693; File No. SR–NYSENAT–2023–03]

Self-Regulatory Organizations; NYSE National Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630

January 18, 2023.

Pursuant to section 19(b)(1) [1] of the Securities Exchange Act of 1934 (''Act'') [2] and Rule 19b–4 thereunder,[3] notice is hereby given that on January 4, 2023, NYSE National, Inc. (''NYSE National'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals, in conformity with recent changes by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings, in conformity with recent changes by FINRA.

In 2020, following the outbreak of the Coronavirus Disease (''COVID–19''), FINRA temporarily amended certain of its rules, including related to the method of service and filing in disciplinary proceedings before the Office of Hearing Officers (OHO) and appeals before the National Adjudicatory Council (NAC), among other types of administrative proceedings (the ''temporary amendments'').[4] The temporary amendments allowed, and in some instances required, FINRA (in its capacity as an Adjudicator per FINRA Rule 9120) to serve certain documents on parties by electronic mail (''email'') and required parties to file or serve documents by email, unless the parties agreed to an alternative method of service.[5] Earlier this year, FINRA made permanent the temporary amendments to its rules regarding electronic service and filing permanent, with some modifications.[6]

In support of its filing, FINRA noted that advances in technology and its availability made filing and service permitted by the temporary amendments more efficient than under FINRA's ''original'' (non-amended) rules.[7] Moreover, FINRA determined that electronic service and filing is beneficial for parties, panelists and FINRA staff.[8] FINRA also noted that the Commission likewise amended its rules in November 2020 to require electronic filing and service of documents in its administrative proceedings.[9] For these reasons, FINRA determined that making permanent the temporary amendments would similarly improve and modernize FINRA's operations.[10]

To likewise improve and modernize Exchange rules, the Exchange proposes to modify certain of its disciplinary rules to allow for electronic service and filing of documents in disciplinary and other proceedings in conformity with the approved FINRA Rules.[11]

Background

In 2018, NYSE National adopted disciplinary rules that are, with certain exceptions, substantially the same as the disciplinary rules of its affiliate NYSE American LLC, which are in turn substantially similar to the FINRA Rule 8000 Series and Rule 9000 Series, and which set forth rules for conducting investigations and enforcement actions.[12] The Exchange notes that FINRA and OHO administers disciplinary hearings on the Exchange's behalf.

In adopting disciplinary rules modeled on FINRA's rules, the Exchange adopted the filing, service and other procedural requirements as contained the FINRA Rule 9100, 9500, and 9600 Series. As adopted, the text of Exchange Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 are based on, and are substantially the same as, their counterpart FINRA rules.[13]

[4] *See, e.g.,* Securities Exchange Act Release No. 88917 (May 20, 2020), 85 FR 31832 (May 27, 2020) (SR–FINRA–2020–015) (Notice and immediate effectiveness of filing to temporarily amend certain timing, method of service and other procedural requirements in FINRA Rules during the outbreak of COVID–19). FINRA extended the temporary amendments several times before filing to make certain of the aforementioned amendments permanent. The temporary amendments included rule changes to permit the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830), which rule changes are not being included in this proposal. Rather, the Exchange is solely copying a subset of rules covered by the temporary amendments as discussed herein.

[5] *See id.*

[6] *See* Securities Exchange Act Release Nos. 95147 (June 23, 2022), 87 FR 38803 (June 29, 2022) (order approving change to certain FINRA rules to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals) (''Approval Order of FINRA Rules''); 94654 (April 8, 2022), 87 FR 22264 (April 14, 2022) (SR–FINRA–2022–009) (''FINRA Notice''). The Approval Order of FINRA Rules related to FINRA Rules 1012, 1015, 6490, 9132, 9133, 9135, 9146, 9321, 9341, 9349, 9351, 9522, 9524, 9559 and 9630 (collectively, ''the approved FINRA Rules'').

[7] *See* FINRA Notice, 87 FR at 22267.

[8] *See* FINRA Notice, 87 FR at 22267.

[9] *See* Amendments to the Commission's Rules of Practice, Securities Exchange Act Release No. 90442 (November 17, 2020), 85 FR 86464 (File No. S7–18–15) (December 30, 2020) (codified at 17 CFR 201 (2020)).

[10] *See* FINRA Notice, 87 FR at 22266–67.

[11] Consistent with the Approval Order of FINRA Rules, the Exchange is not proposing to permit electronic service of an initial complaint on a respondent due to heightened fair process concerns. As is the case today, the only permissible methods of serving the initial complaint are by hand, mail or courier. *See* Rule 10.9131(b) (requiring that service be pursuant to Rule 10.9134(a)).

[12] *See* Securities Exchange Act Release No. 83289 (May 17, 2018), 83 FR 23968, 23976 (May 23, 2018) (SR–NYSENAT–2018–02).

[13] The Exchange notes that this proposal adopts a subset of the approved FINRA Rules, which subset are applicable to the Exchange rules. As noted herein, this proposal does not extend to the temporary amendments related to the conduct of virtual hearings (*i.e.,* Rules 10.9261 and 10.9830).

Proposed Rule Change

Consistent with FINRA's recent proposal, the Exchange proposes to amend certain of its disciplinary rules related to filing, service and other procedural requirements and appeals. The proposed rule change includes provisions to allow, and in some instances require, FINRA (in its capacity as an Adjudicator per Rule 10.9120) to serve certain documents on parties by email and require parties to file or serve documents by email, unless another method of service is ordered by the Adjudicator.[14] In addition, to support the transition to email service and filing, the Exchange proposes to require parties in OHO proceedings to file and serve all parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.

The proposed rule change would permit service of documents other than the initial complaint by email among various other methods of service, such as personal service, mail and courier, and to provide that service by email is deemed complete upon sending. The Exchange intends to elect email service whenever possible. If the Exchange has knowledge that the address used for service is not current or not functional *(i.e.,* the Exchange receives a bounce back or other message indicating that there was a failure to deliver the email), the Exchange will use other permissible methods of service until it can verify the party's email address.[15] The Exchange notes that, in most cases, the Exchange and the relevant party, or their counsel, will have already engaged in communications prior to the service of documents or other information. Accordingly, in most cases, the Exchange will already have information regarding the relevant party, or their counsel's, preferred method of service.

The Rule 10.9000 Series, among other things, sets forth the procedure for disciplinary proceedings concerning a member, associated person or formerly associated person. The Rule 10.9100 Series is of general applicability to all proceedings set forth in the Rule 10.9000 Series, unless a rule specifically provides otherwise. Rules 10.9132(b),[16] 10.9133(b),[17] and 10.9146(l)[18] provide that the documents and other information governed by those rules be served pursuant to Rule 10.9134, which permits service on the parties using the following methods: (1) personal service, (2) mail, or (3) courier. Rule 10.9134 does not permit service by email. The proposed rule change would amend Rule 10.9132(b) to allow service of the relevant documents or information by email, and Rules 10.9133(b) and 10.9146(l) to require parties to serve documents by email, unless an alternative method of service is ordered by the Adjudicator.

In addition, to support the transition to email service and filing, the Exchange proposes to amend Rule 10.9135 to add paragraph (d), which would require parties in OHO proceedings to file and serve the parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.[19] The Exchange believes this proposed rule change will help ensure that documents are successfully sent from and received at a valid email address. It will also ensure that all participants, including the Exchange, applicants, respondents and any other parties, have accurate contact information for all parties.

The Rule 10.9520 Series sets forth the procedures for eligibility proceedings and review of those proceedings by the Exchange Board. Because the applicable rules in this series do not allow for email as a method of service, the Exchange proposes to modify Rule 10.9522(a)(4)[20] and to add new paragraph (d) to Rule 10.9524[21] to permit effective service by email.

The Rule 10.9550 Series sets forth the procedures for expedited proceedings and the ability of the Exchange Board to call for review a proposed decision prepared under the Rule 10.9550 Series. Rule 10.9559(h)[22] sets forth the timing and method of service requirements for the parties' exchange of proposed exhibit and witness lists in advance of an expedited proceeding, but do not allow for email as a method of service. The Exchange proposes to amend Rule 10.9559(h)(2) to require service of exhibit and witness lists by email, unless an alternative method of service is ordered by the Adjudicator and to remove text from Rule 10.9559(h)(1) that requires that documents served by email must also be served by overnight courier or personal service.[23] Finally, the Exchange proposes to add new paragraph (s) to Rule 10.9559 to provide that, for purposes of proposed Rule 10.9559(h), service by email is complete upon sending the documents or decision.[24]

The Rule 10.9600 Series sets forth the procedures for members to seek exemptive relief from a variety of Exchange rules. Rule 10.9630(e)[25] requires the Exchange (via the Chief Regulatory Officer) to serve its decision pursuant to Rules 10.9132 and 10.9134, which do not allow for email as a method of service. The proposed rule change would amend Rule 10.9630 to add new paragraph (d) to allow for email as a method of service.[26]

The Exchange believes that this proposal, like the approved FINRA Rules, will modernize the rules and make service and filing more efficient and effective. Email technology is widely available, and use of electronic methods of service and filing is common practice in the courts and other regulatory agencies, including the Commission.[27]

As noted below, the Exchange has filed the proposed rule change for immediate effectiveness and has requested that the Commission waive the requirement that the proposed rule change not become operative for 30 days after the date of the filing, so the Exchange can implement the proposed rule change immediately.

2. Statutory Basis

The proposed rule change is consistent with section 6(b) of the Act,[28]

[14] To the extent that a party lacks the ability to use or access technology needed to file, serve or accept service by email, FINRA, as adjudicator, may order an alternative method of service upon a showing of good cause. *See* FINRA Notice, 87 FR at 22265.

[15] As indicated in the proposed rule text, the Exchange will consider service by email complete upon sending of the relevant document or other information. This is consistent with service by mail under the current rules.

[16] Rule 10.9132(b) (Service of Orders, Notices, and Decisions by Adjudicator; How Served).

[17] Rule 10.9133(b) (Service of Papers Other Than Complaints, Orders, Notices or Decisions; How Served).

[18] Rule 10.9146(l) (Motions; General).

[19] *See* proposed Rule 10.9135(d) (Filing of Papers with Adjudicator: Procedure; Party Contact Information).

[20] *See* proposed Rule 10.9522(a)(4) (Initiation of Eligibility Proceeding; Member Regulation Consideration; Service).

[21] *See* proposed Rule 10.9524(d) (Exchange Board of Directors Consideration; Service by Electronic Mail; When Service is Complete).

[22] Rule 10.9559(h) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series). Rule 10.9559(h) currently permits email as a method of service.

[23] *See* proposed Rule 10.9559(h)(1), (2) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Transmission of Documents).

[24] *See* proposed Rule 10.9559(s) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Service by Email; When Service is Complete). Rule 10.9559(h) currently permits email as a method of service.

[25] *See* Rule 10.9630 (Procedures for Exemptions; Appeal).

[26] *See* proposed Rule 10.9630(f) (Appeal; Service by Electronic Mail; When Service is Complete).

[27] *See supra* note 9 (regarding Amendments to the Commission's Rules of Practice).

[28] 15 U.S.C. 78f(b).

in general, and furthers the objectives of section 6(b)(5),[29] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest. Additionally, the Exchange believes the proposed rule change is designed to provide a fair procedure for the disciplining of members and persons associated with members, consistent with sections 6(b)(7) and 6(d) of the Act.[30]

The Exchange believes that the proposed rule change protects investors and the public interest by requiring use of broadly available technology to make service and filing processes more efficient and effective. The Exchange's disciplinary and eligibility proceedings and other review processes serve a critical role in providing investor protection and maintaining fair and orderly markets by, for example, sanctioning misconduct and preventing further customer harm by members and associated persons.

The proposed rule change promotes efficiency in these processes by permitting electronic service and filing in most instances. To ensure that documents are effectively sent and received, the Exchange is proposing to require parties to provide and update their contact information, including their email address, during the course of a proceeding. These amendments reduce the reliance on paper documents in favor of more efficient electronic formats. The Exchange believes that the proposed rule change regarding electronic service and filing is especially important as hybrid and remote work become more common.

The Exchange notes that, per the approved FINRA Rules, there are procedures in place for persons who lack the ability to use or access technology necessary to send or receive documents electronically to request relief from FINRA (as the Adjudicator) to file or serve documents by another method. Per FINRA, requests to use non-electronic methods of service were rare during the approximately two year period that it operated under the temporary amendments and, as such, FINRA anticipates that such requests under the approved FINRA Rules will be rare.

In addition, the proposed rule change balances the interests of fairness and efficiency. As discussed, service of the initial complaint will continue to occur by hand, mail or courier, rather than by electronic means, thus ensuring there is satisfactory notice and fair process.

Thus, the proposed rule change represents a significant step toward modernizing the service and filing processes in a manner that will protect investors and the public interest by promoting efficiency while preserving fair process.

The Exchange believes that the proposed rule change supports the objectives of the Act by providing greater harmonization between Exchange rules and FINRA rules of similar purpose, resulting in less burdensome and more efficient regulatory compliance. As such, the proposed rule change will foster cooperation and coordination with persons engaged in facilitating transactions in securities and will remove impediments to and perfect the mechanism of a free and open market and a national market system.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but is designed to modernize the service and filing process in harmonization with the approved FINRA Rules.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to section 19(b)(3)(A)(iii) of the Act[31] and Rule 19b–4(f)(6) thereunder.[32] Because the proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6)[33] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[34] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposal may become operative immediately upon filing. The Exchange states that this filing is non-controversial and eligible to become effective immediately because the proposal promotes uniformity in disciplinary rules across self-regulatory organizations and thereby enables the Exchange to modernize the service and filing process related to the conduct of disciplinary hearings.[35] The Exchange further states that the proposed rule change would not significantly affect the protection of investors or the public interest or impose any significant burden on competition because the proposed rule change is based on the approved FINRA Rules. After reviewing the filing, the Commission believes that waiver of the 30-day operative delay for this proposal is consistent with the protection of investors and the public interest. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[36]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under section 19(b)(2)(B)[37] of the Act to determine whether the proposed rule change should be approved or disapproved.

[29] 15 U.S.C. 78f(b)(5).

[30] 15 U.S.C. 78f(b)(7) & 78f(d).

[31] 15 U.S.C. 78s(b)(3)(A)(iii).

[32] 17 CFR 240.19b–4(f)(6).

[33] 17 CFR 240.19b–4(f)(6).

[34] 17 CFR 240.19b–4(f)(6)(iii).

[35] *See supra* Item II.

[36] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule change's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[37] 15 U.S.C. 78s(b)(2)(B).

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSENAT–2023–03 on the subject line.

Paper Comments

- Send paper comments in triplicate to: Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSENAT–2023–03. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSENAT–2023–03 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[38]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01269 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Investment Company Act Release No. 34811; File No. 812–15224]

Forum Real Estate Income Fund, et al.

January 18, 2023.

AGENCY: Securities and Exchange Commission (''Commission'' or ''SEC'').

ACTION: Notice.

Notice of an application for an order pursuant to section 6(c) of the Investment Company Act of 1940 (the ''Act'') for an exemption from sections 18(a)(2), 18(c), and 18(i) of the Act, pursuant to sections 6(c) and 23(c) of the Act for certain exemptions from rule 23c–3 under the Act, and pursuant to section 17(d) of the Act and rule 17d–1 thereunder.

SUMMARY OF APPLICATION: Applicants request an order to permit certain registered closed-end management investment companies to issue multiple classes of shares and to impose early withdrawal charges and asset-based distribution and/or service fees.

APPLICANTS: Forum Real Estate Income Fund (formerly Forum CRE Income Fund) and Forum Capital Advisors LLC.

FILING DATES: The application was filed on April 29, 2021, and amended on, October 26, 2021, May 17, 2022, August 24, 2022, November 29, 2022, and January 6, 2023.

HEARING OR NOTIFICATION OF HEARING: An order granting the requested relief will be issued unless the Commission orders a hearing. Interested persons may request a hearing on any application by emailing the SEC's Secretary at *Secretarys-Office@sec.gov* and serving the Applicants with a copy of the request by email, if an email address is listed for the relevant Applicant below, or personally or by mail, if a physical address is listed for the relevant Applicant below. Hearing requests should be received by the Commission by 5:30 p.m. on February 13, 2023, and should be accompanied by proof of service on applicants, in the form of an affidavit or, for lawyers, a certificate of service. Pursuant to rule 0–5 under the Act, hearing requests should state the nature of the writer's interest, any facts bearing upon the desirability of a hearing on the matter, the reason for the request, and the issues contested. Persons who wish to be notified of a hearing may request notification by emailing the Commission's Secretary at *Secretarys-Office@sec.gov.*

ADDRESSES: The Commission: *Secretarys-Office@sec.gov.* Applicants: Kelley Howes, Esq., *khowes@mofo.com.*

FOR FURTHER INFORMATION CONTACT: Asaf Barouk, Senior Counsel, or Robert S. Shapiro, Assistant Chief Counsel, at (202) 551–6825 (Division of Investment Management, Chief Counsel's Office).

SUPPLEMENTARY INFORMATION: For Applicants' representations, legal analysis, and conditions, please refer to Applicants' fifth amended and restated application, dated January 6, 2023, which may be obtained via the Commission's website by searching for the file number at the top of this document, or for an Applicant using the Company name search field, on the SEC's EDGAR system. The SEC's EDGAR system may be searched at, at *http://www.sec.gov/edgar/searchedgar/legacy/companysearch.html.* You may also call the SEC's Public Reference Room at (202) 551–8090.

For the Commission, by the Division of Investment Management, under delegated authority.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01247 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96696; File No. SR–NYSENAT–2023–02]

Self-Regulatory Organizations; NYSE National, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Modify Rule 7.31

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, NYSE National, Inc. (''NYSE National'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit

[38] 17 CFR 200.30–3(a)(12).

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to modify Rule 7.31 regarding MPL–IOC Orders. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rule 7.31 regarding MPL–IOC Orders.

Rule 7.31(d)(3) defines a Mid-Point Liquidity Order (''MPL Order'') as a Limit Order to buy (sell) that is not displayed and does not route, with a working price at the lower (higher) of the midpoint of the PBBO or its limit price. An MPL Order may be entered during any Exchange trading session and is ranked Priority 3—Non-Display Orders. An MPL Order to buy (sell) must be designated with a limit price in the minimum price variation for the security and will be eligible to trade at its working price.[3] If there is no PBB or PBO, or if the PBBO is locked or crossed, an arriving or resting MPL Order will not be eligible to trade until the PBBO is not locked or crossed. If a resting MPL Order to buy (sell) trades with another MPL Order to sell (buy) after the PBBO is unlocked or uncrossed, the MPL Order with the later working time will be the liquidity-removing order.[4]

An Aggressing MPL Order to buy (sell) will trade at the working price of resting orders to sell (buy) when such resting orders have a working price at or below (above) the working price of the MPL Order. Resting MPL Orders to buy (sell) will trade against all Aggressing Orders to sell (buy) priced at or below (above) the working price of the MPL Order.[5]

Currently, Rule 7.31(d)(3)(D) provides that an MPL Order may be designated with an Immediate-or-Cancel (''IOC'') Modifier (an ''MPL–IOC Order''). An MPL Order designated IOC will be traded in whole or in part on the Exchange as soon as such order is received, and any untraded quantity will be cancelled.[6] Rule 7.31(d)(3)(D) further provides that, subject to the IOC Modifier, an MPL–IOC Order follows the same trading and priority rules as an MPL Order (as described above), except that an MPL–IOC Order will be rejected if (i) the order entry size is less than one round lot or (ii) there is no PBBO or the PBBO is locked or crossed.

The Exchange proposes to modify Rule 7.31(d)(3)(D) to permit MPL–IOC Orders to be entered in any size and thus proposes to eliminate rule text currently providing that an MPL–IOC Order would be rejected if entered in a quantity less than one round lot. The Exchange believes that requiring MPL–IOC Orders to be entered in round lots is unnecessary and that providing ETP Holders with the option to enter MPL–IOC Orders in odd lots could increase liquidity and enhance opportunities for order execution on the Exchange. The Exchange notes that permitting odd-lot order quantities is not novel on the Exchange or other cash equity exchanges and believes that this proposed change would align the Exchange's handling of MPL–IOC Orders with the treatment of equivalent order types on other cash equity exchanges.[7]

Because of the technology changes associated with this proposed rule change, the Exchange will announce the implementation date by Trader Update, which, subject to effectiveness of this proposed rule change, will be in the first quarter of 2023.

2. Statutory Basis

The proposed rule change is consistent with Section 6(b) of the Act,[8] in general, and furthers the objectives of Section 6(b)(5),[9] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest.

The Exchange believes that the proposed change would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest because it would provide ETP Holders with the option to enter MPL–IOC Orders in odd-lot sized orders, which could encourage order flow to the Exchange and promote opportunities for order execution on the Exchange, to the benefit of all market participants. The Exchange notes that the proposed change would not otherwise impact the operation of MPL–IOC Orders as provided under current Exchange rules. The Exchange also believes that the proposed change would align Exchange rules with the treatment of orders analogous to MPL–IOC Orders on other cash equity exchanges, thereby removing impediments to, and perfecting the mechanism of, a free and open market and a national market system.[10]

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. As noted above, the Exchange believes the proposed rule change would allow the Exchange to accept MPL–IOC Orders of any size and align the Exchange's handling of such orders with other cash equity exchanges' handling of similar order types,[11] thereby promoting competition among exchanges by offering ETP Holders options available

[3] *See* Rule 7.31(d)(3)(A).

[4] *See* Rule 7.31(d)(3)(B).

[5] *See* Rule 7.31(d)(3)(C).

[6] *See* Rule 7.31(b)(2) (defining IOC Modifier).

[7] *See, e.g.,* Members Exchange Rules 11.8(c)(1) and (2) (providing that a Midpoint Peg Order may be designated IOC and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGX Exchange, Inc. Rules 11.8(d)(1) and (2) (providing that a MidPoint Peg Order may have an IOC instruction and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGA Exchange, Inc. Rules 11.8(d)(1) and (2) (same). The Exchange also notes that the rules of the Nasdaq Stock Market LLC (''Nasdaq''), Cboe BZX Exchange, Inc. (''BZX''), and Cboe BYX Exchange, Inc. (''BYX'') appear to permit orders, including orders analogous to MPL–IOC Orders, to be entered in any size. *See* Nasdaq Rule 4703(b) (providing that an order may be entered in any whole share size, except as otherwise provided); BZX Rule 11.2 (providing that orders are eligible for odd-lot, round-lot, and mixed-lot executions unless otherwise indicated); BYX Rule 11.2 (same).

[8] 15 U.S.C. 78f(b).

[9] 15 U.S.C. 78f(b)(5).

[10] *See* note 7, *supra.*

[11] *Id.*

on other cash equity exchanges. The Exchange also believes that, to the extent the proposed change would increase opportunities for order execution, the proposed change would promote competition by making the Exchange a more attractive venue for order flow and enhancing market quality for all market participants.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A)(iii) of the Act[12] and subparagraph (f)(6) of Rule 19b–4 thereunder.[13]

A proposed rule change filed under Rule 19b–4(f)(6)[14] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[15] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay to allow the Exchange to implement the proposal as soon as possible. The Exchange states that the proposed change would align the Exchange's treatment of MPL–IOC Orders with treatment of similar order types on other cash equity exchanges and allow the Exchange to accept MPL–IOC Orders of any size as soon as the technology associated with the proposed change is available, which is anticipated to be less than 30 days from the date of this filing. The Commission believes that waiver of the 30-day operative delay is consistent with the protection of investors and the public interest because the proposal does not raise any new or novel issues. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[16]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings to determine whether the proposed rule should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSENAT–2023–02 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSENAT–2023–02. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange.

All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSENAT–2023–02 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01272 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[12] 15 U.S.C. 78s(b)(3)(A)(iii).

[13] 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 240.19b–4(f)(6)(iii).

[16] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[17] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–809, OMB Control No. 3235–0766]

Submission for OMB Review; Comment Request: Extension: Rule 17a–14 and Form CRS

Upon Written Request Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (''PRA'') (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (''Commission'') has submitted to the Office of Management and Budget (''OMB'') a request for approval of extension of the previously approved collection of information provided for in Rule 17a–14 [17 CFR 240.17a–14] and Form CRS [17 CFR 249.640], under the Securities Exchange Act of 1934 (15 U.S.C. 78a *et seq.*).

Rule 17a–14 and Form CRS require a broker-dealer that offers services to retail investors to prepare and file with the Commission through WebCRD, post to the broker-dealer's website (if it has one), and deliver to retail investors a relationship summary. The relationship summary can assist retail investors in making an informed choice about whether to hire or retain a broker-dealer,

as well as what types of accounts and services are appropriate for their needs.

The information that must be collected pursuant to Rule 17a–14 and Form CRS is necessary to provide broker-dealer retail customers, prospective retail customers, and the Commission with information about the relationships and services the firm offers to retail investors, fees and costs that the retail investor will pay, specific conflicts of interest and standards of conduct, legal or disciplinary history, and how to obtain additional information about the firm. The Commission uses the information to manage its regulatory and examination programs. Clients can use the information required in the relationship summary to determine whether to hire or retain a broker-dealer, as well as what types of accounts and services are appropriate for their needs. The information will therefore help establish a framework that protects investors and promotes efficiency, competition, and capital formation.

The aggregate annual hour burden for all respondents to comply with the information collection requirements of Rule 17a–14 and Form CRS is estimated to be approximately 6,098,916 hours per year. Under Rule 17a–14 and Form CRS, respondents will also incur cost burdens. The aggregate annual cost burden for all respondents is estimated to be approximately $181,194 per year.

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

The public may view background documentation for this information collection at the following website: >*www.reginfo.gov*<. Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. Written comments and recommendations for the proposed information collection should be sent by February 23, 2023 to (i) >*MBX.OMB.OIRA.SEC_desk_officer@omb.eop.gov*< and (ii) David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or by sending an email to: *PRA_Mailbox@sec.gov.*

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01254 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–817, OMB Control No. 3235–0771]

Submission for OMB Review; Comment Request; Extension: Rule 3a71–3(d)

Upon Written Request, Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (''PRA'') (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (''Commission'') has submitted to the Office of Management and Budget (''OMB'') a request for approval of extension of the previously approved collection of information provided for in Rule 3a71–3(d), (17 CFR 240.3a71–3(d)), under the Securities Exchange Act of 1934 (''Exchange Act'') (15 U.S.C. 78a *et seq.*).

Rule 3a71–3 under the Exchange Act provides in part that, for purposes of determining whether they can avail themselves of the *de minimis* exception to the ''security-based swap dealer'' definition, non-U.S. persons must count certain dealing transactions with non-U.S. counterparties that have been ''arranged, negotiated, or executed'' by personnel in the United States. Rule 3a71–3(d) provides an exception from that ''arranged, negotiated, or executed'' counting requirement.

The Commission estimates that up to 24 entities may seek to rely on the exception to the *de minimis* counting requirement of Rule 3a71–3. In connection with the conditions to the exception, each of those up to 24 entities would make use of an affiliated registered security-based swap dealer or registered broker. In general, the registered entity would be required to comply with the collections of information. Applications for ''listed jurisdiction'' status may be submitted by the up to 24 relying entities, but the staff believes that the greater portion of such applications will be submitted by foreign financial authorities.

The Commission estimates that the total annual time burden for Rule 3a71–3(d), for all respondents, is approximately 235,243 hours per year. In addition, the Commission estimates that the total annual cost burden for Rule 3a71–3(d), for all respondents, is approximately $1,242,595 per year. A detailed break-down of the burdens is provided in the supporting statement.

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

The public may view background documentation for this information collection at the following website: *www.reginfo.gov.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. Written comments and recommendations for the proposed information collection should be sent by February 23, 2023 to (i) *www.reginfo.gov/public/do/PRAMain* and (ii) David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or by sending an email to: *PRA_Mailbox@sec.gov.*

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01250 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96701; File No. SR–NYSE–2023–03]

Self-Regulatory Organizations; New York Stock Exchange LLC; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Modify Rule 7.31

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, New York Stock Exchange LLC (''NYSE'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to modify Rule 7.31 regarding MPL–IOC Orders. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rule 7.31 regarding MPL–IOC Orders.

Rule 7.31(d)(3) defines a Mid-Point Liquidity Order (''MPL Order'') as a Limit Order to buy (sell) that is not displayed and does not route, with a working price at the lower (higher) of the midpoint of the PBBO or its limit price. An MPL Order may be entered during any Exchange trading session, is ranked Priority 3—Non-Display Orders, and does not participate in auctions. An MPL Order to buy (sell) must be designated with a limit price in the minimum price variation for the security and will be eligible to trade at its working price.[3] If there is no PBB or PBO, or if the PBBO is locked or crossed, an arriving or resting MPL Order will not be eligible to trade until the PBBO is not locked or crossed. If a resting MPL Order to buy (sell) trades with another MPL Order to sell (buy) after the PBBO is unlocked or uncrossed, the MPL Order with the later working time will be the liquidity-removing order.[4]

An Aggressing MPL Order to buy (sell) will trade at the working price of resting orders to sell (buy) when such resting orders have a working price at or below (above) the working price of the MPL Order. Resting MPL Orders to buy (sell) will trade against all Aggressing Orders to sell (buy) priced at or below (above) the working price of the MPL Order.[5]

Currently, Rule 7.31(d)(3)(D) provides that an MPL Order may be designated with an Immediate-or-Cancel (''IOC'') Modifier (an ''MPL–IOC Order''). An MPL Order designated IOC will be traded in whole or in part on the Exchange as soon as such order is received, and any untraded quantity will be cancelled.[6] Rule 7.31(d)(3)(D) further provides that, subject to the IOC Modifier, an MPL–IOC Order follows the same trading and priority rules as an MPL Order (as described above), except that an MPL–IOC Order will be rejected if (i) the order entry size is less than one round lot or (ii) there is no PBBO or the PBBO is locked or crossed.

The Exchange proposes to modify Rule 7.31(d)(3)(D) to permit MPL–IOC Orders to be entered in any size and thus proposes to eliminate rule text currently providing that an MPL–IOC Order would be rejected if entered in a quantity less than one round lot. The Exchange believes that requiring MPL–IOC Orders to be entered in round lots is unnecessary and that providing member organizations with the option to enter MPL–IOC Orders in odd lots could increase liquidity and enhance opportunities for order execution on the Exchange. The Exchange notes that permitting odd-lot order quantities is not novel on the Exchange or other cash equity exchanges and believes that this proposed change would align the Exchange's handling of MPL–IOC Orders with the treatment of equivalent order types on other cash equity exchanges.[7]

Because of the technology changes associated with this proposed rule change, the Exchange will announce the implementation date by Trader Update, which, subject to effectiveness of this proposed rule change, will be in the first quarter of 2023.

2. Statutory Basis

The proposed rule change is consistent with Section 6(b) of the Act,[8] in general, and furthers the objectives of Section 6(b)(5),[9] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest.

The Exchange believes that the proposed change would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest because it would provide member organizations with the option to enter MPL–IOC Orders in odd-lot sized orders, which could encourage order flow to the Exchange and promote opportunities for order execution on the Exchange, to the benefit of all market participants. The Exchange notes that the proposed change would not otherwise impact the operation of MPL–IOC Orders as provided under current Exchange rules. The Exchange also believes that the proposed change would align Exchange rules with the treatment of orders analogous to MPL–IOC Orders on other cash equity exchanges, thereby removing impediments to, and perfecting the mechanism of, a free and open market and a national market system.[10]

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. As noted above, the Exchange believes the proposed rule change would allow the Exchange to accept MPL–IOC Orders of any size and align the Exchange's handling of such orders with other cash equity exchanges' handling of similar order types,[11] thereby promoting competition among exchanges by offering member organizations options available on other cash equity exchanges. The Exchange also believes that, to the extent the proposed change would increase opportunities for order execution, the proposed change would promote competition by making the Exchange a more attractive venue for order flow and enhancing market quality for all market participants.

[3] *See* Rule 7.31(d)(3)(A).

[4] *See* Rule 7.31(d)(3)(B).

[5] *See* Rule 7.31(d)(3)(C).

[6] *See* Rule 7.31(b)(2) (defining IOC Modifier).

[7] *See, e.g.,* Members Exchange Rules 11.8(c)(1) and (2) (providing that a Midpoint Peg Order may be designated IOC and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGX Exchange, Inc. Rules 11.8(d)(1) and (2) (providing that a MidPoint Peg Order may have an IOC instruction and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGA Exchange, Inc. Rules 11.8(d)(1) and (2) (same). The Exchange also notes that the rules of the Nasdaq Stock Market LLC (''Nasdaq''), Cboe BZX Exchange, Inc. (''BZX''), and Cboe BYX Exchange, Inc. (''BYX'') appear to permit orders, including orders analogous to MPL–IOC Orders, to be entered in any size. *See* Nasdaq Rule 4703(b) (providing that an order may be entered in any whole share size, except as otherwise provided); BZX Rule 11.2 (providing that orders are eligible for odd-lot, round-lot, and mixed-lot executions unless otherwise indicated); BYX Rule 11.2 (same).

[8] 15 U.S.C. 78f(b).

[9] 15 U.S.C. 78f(b)(5).

[10] *See* note 7, *supra.*

[11] *Id.*

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A)(iii) of the Act [12] and subparagraph (f)(6) of Rule 19b–4 thereunder.[13]

A proposed rule change filed under Rule 19b–4(f)(6) [14] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[15] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay to allow the Exchange to implement the proposal as soon as possible. The Exchange states that the proposed change would align the Exchange's treatment of MPL–IOC Orders with treatment of similar order types on other cash equity exchanges and allow the Exchange to accept MPL–IOC Orders of any size as soon as the technology associated with the proposed change is available, which is anticipated to be less than 30 days from the date of this filing. The Commission believes that waiver of the 30-day operative delay is consistent with the protection of investors and the public interest because the proposal does not raise any new or novel issues. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[16]

[12] 15 U.S.C. 78s(b)(3)(A)(iii).

[13] 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 240.19b–4(f)(6)(iii).

[16] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings to determine whether the proposed rule should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSE–2023–03 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSE–2023–03. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange.

All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSE–2023–03 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01277 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[17] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96695; File No. SR–NYSEARCA–2023–04]

Self-Regulatory Organizations; NYSE Arca, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Modify Rule 7.31–E

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, NYSE Arca, Inc. (''NYSE Arca'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to modify Rule 7.31–E regarding MPL–IOC Orders. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rule 7.31–E regarding MPL–IOC Orders.

Rule 7.31–E(d)(3) defines a Mid-Point Liquidity Order (''MPL Order'') as a Limit Order to buy (sell) that is not displayed and does not route, with a working price at the lower (higher) of the midpoint of the PBBO or its limit price. An MPL Order may be entered during any Exchange trading session, is ranked Priority 3—Non-Display Orders, and does not participate in auctions. An MPL Order to buy (sell) must be designated with a limit price in the minimum price variation for the security and will be eligible to trade at its working price.[3] If there is no PBB or PBO, or if the PBBO is locked or crossed, an arriving or resting MPL Order will not be eligible to trade until the PBBO is not locked or crossed. If a resting MPL Order to buy (sell) trades with another MPL Order to sell (buy) after the PBBO is unlocked or uncrossed, the MPL Order with the later working time will be the liquidity-removing order.[4]

An Aggressing MPL Order to buy (sell) will trade at the working price of resting orders to sell (buy) when such resting orders have a working price at or below (above) the working price of the MPL Order. Resting MPL Orders to buy (sell) will trade against all Aggressing Orders to sell (buy) priced at or below (above) the working price of the MPL Order.[5]

Currently, Rule 7.31–E(d)(3)(D) provides that an MPL Order may be designated with an Immediate-or-Cancel (''IOC'') Modifier (an ''MPL–IOC Order''). An MPL Order designated IOC will be traded in whole or in part on the NYSE Arca Marketplace as soon as such order is received, and any untraded quantity will be cancelled.[6] Rule 7.31–E(d)(3)(D) further provides that, subject to the IOC Modifier, an MPL–IOC Order follows the same trading and priority rules as an MPL Order (as described above), except that an MPL–IOC Order will be rejected if (i) the order entry size is less than one round lot or (ii) there is no PBBO or the PBBO is locked or crossed.

The Exchange proposes to modify Rule 7.31–E(d)(3)(D) to permit MPL–IOC Orders to be entered in any size and thus proposes to eliminate rule text currently providing that an MPL–IOC Order would be rejected if entered in a quantity less than one round lot. The Exchange believes that requiring MPL–IOC Orders to be entered in round lots is unnecessary and that providing ETP Holders with the option to enter MPL–IOC Orders in odd lots could increase liquidity and enhance opportunities for order execution on the Exchange. The Exchange notes that permitting odd-lot order quantities is not novel on the Exchange or other cash equity exchanges and believes that this proposed change would align the Exchange's handling of MPL–IOC Orders with the treatment of equivalent order types on other cash equity exchanges.[7]

Because of the technology changes associated with this proposed rule change, the Exchange will announce the implementation date by Trader Update, which, subject to effectiveness of this proposed rule change, will be in the first quarter of 2023.

2. Statutory Basis

The proposed rule change is consistent with Section 6(b) of the Act,[8] in general, and furthers the objectives of Section 6(b)(5),[9] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest.

The Exchange believes that the proposed change would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest because it would provide ETP Holders with the option to enter MPL–IOC Orders in odd-lot sized orders, which could encourage order flow to the Exchange and promote opportunities for order execution on the Exchange, to the benefit of all market participants. The Exchange notes that the proposed change would not otherwise impact the operation of MPL–IOC Orders as provided under current Exchange rules. The Exchange also believes that the proposed change would align Exchange rules with the treatment of orders analogous to MPL–IOC Orders on other cash equity exchanges, thereby removing impediments to, and perfecting the mechanism of, a free and open market and a national market system.[10]

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. As noted above, the Exchange believes the proposed rule change would allow the Exchange to accept MPL–IOC Orders of any size and align the Exchange's handling of such orders with other cash equity exchanges' handling of similar order types,[11] thereby promoting competition among exchanges by offering ETP Holders options available on other cash equity exchanges. The Exchange also believes that, to the extent the proposed change would increase opportunities for order execution, the proposed change would promote competition by making the Exchange a more attractive venue for order flow and enhancing market quality for all market participants.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

[3] *See* Rule 7.31–E(d)(3)(A).

[4] *See* Rule 7.31–E(d)(3)(B).

[5] *See* Rule 7.31–E(d)(3)(C).

[6] *See* Rule 7.31–E(b)(2) (defining IOC Modifier).

[7] *See, e.g.,* Members Exchange Rules 11.8(c)(1) and (2) (providing that a Midpoint Peg Order may be designated IOC and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGX Exchange, Inc. Rules 11.8(d)(1) and (2) (providing that a MidPoint Peg Order may have an IOC instruction and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGA Exchange, Inc. Rules 11.8(d)(1) and (2) (same). The Exchange also notes that the rules of the Nasdaq Stock Market LLC (''Nasdaq''), Cboe BZX Exchange, Inc. (''BZX''), and Cboe BYX Exchange, Inc. (''BYX'') appear to permit orders, including orders analogous to MPL–IOC Orders, to be entered in any size. *See* Nasdaq Rule 4703(b) (providing that an order may be entered in any whole share size, except as otherwise provided); BZX Rule 11.2 (providing that orders are eligible for odd-lot, round-lot, and mixed-lot executions unless otherwise indicated); BYX Rule 11.2 (same).

[8] 15 U.S.C. 78f(b).

[9] 15 U.S.C. 78f(b)(5).

[10] *See* note 7, *supra.*

[11] *Id.*

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A)(iii) of the Act [12] and subparagraph (f)(6) of Rule 19b–4 thereunder.[13]

A proposed rule change filed under Rule 19b–4(f)(6) [14] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[15] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay to allow the Exchange to implement the proposal as soon as possible. The Exchange states that the proposed change would align the Exchange's treatment of MPL–IOC Orders with treatment of similar order types on other cash equity exchanges and allow the Exchange to accept MPL–IOC Orders of any size as soon as the technology associated with the proposed change is available, which is anticipated to be less than 30 days from the date of this filing. The Commission believes that waiver of the 30-day operative delay is consistent with the protection of investors and the public interest because the proposal does not raise any new or novel issues. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[16]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings to determine whether the proposed rule should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSEARCA–2023–04 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSEARCA–2023–04. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange.

All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number SR–NYSEARCA–2023–04 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01271 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[12] 15 U.S.C. 78s(b)(3)(A)(iii).

[13] 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 240.19b–4(f)(6)(iii).

[16] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[17] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96690; File No. SR–NYSEARCA–2023–05]

Self-Regulatory Organizations; NYSE Arca, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630

January 18, 2023.

Pursuant to section 19(b)(1) [1] of the Securities Exchange Act of 1934 (''Act'') [2] and Rule 19b–4 thereunder,[3] notice is hereby given that, on January 4, 2023, NYSE Arca, Inc. (''NYSE Arca'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals, in conformity with recent changes by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings, in conformity with recent changes by FINRA.

In 2020, following the outbreak of the Coronavirus Disease (''COVID–19''), FINRA temporarily amended certain of its rules, including related to the method of service and filing in disciplinary proceedings before the Office of Hearing Officers (OHO) and appeals before the National Adjudicatory Council (NAC), among other types of administrative proceedings (the ''temporary amendments'').[4] The temporary amendments allowed, and in some instances required, FINRA (in its capacity as an Adjudicator per FINRA Rule 9120) to serve certain documents on parties by electronic mail (''email'') and required parties to file or serve documents by email, unless the parties agreed to an alternative method of service.[5] Earlier this year, FINRA made permanent the temporary amendments to its rules regarding electronic service and filing permanent, with some modifications.[6]

In support of its filing, FINRA noted that advances in technology and its availability made filing and service permitted by the temporary amendments more efficient than under FINRA's ''original'' (non-amended) rules.[7] Moreover, FINRA determined that electronic service and filing is beneficial for parties, panelists and FINRA staff.[8] FINRA also noted that the Commission likewise amended its rules in November 2020 to require electronic filing and service of documents in its administrative proceedings.[9] For these reasons, FINRA determined that making permanent the temporary amendments would similarly improve and modernize FINRA's operations.[10]

To likewise improve and modernize Exchange rules, the Exchange proposes to modify certain of its disciplinary rules to allow for electronic service and filing of documents in disciplinary and other proceedings in conformity with the approved FINRA Rules.[11]

Background

In 2019, NYSE Arca adopted disciplinary rules based on the text of the Rule 8000 and Rule 9000 Series of its affiliate NYSE American LLC, with certain changes. The NYSE American LLC disciplinary rules are, in turn, substantially the same as the Rule 8000 Series and Rule 9000 Series of FINRA and the New York Stock Exchange LLC.[12] The NYSE Arca disciplinary rules were implemented on May 27, 2019.[13] The Exchange notes that FINRA and OHO administers disciplinary hearings on the Exchange's behalf.

In adopting disciplinary rules modeled on FINRA's rules, the Exchange adopted the filing, service and other procedural requirements as contained the FINRA Rule 9100, 9500, and 9600 Series. As adopted, the text of Exchange Rules 10.9132, 10.9133, 10.9135, 10.9146, 10.9522, 10.9524, 10.9559 and 10.9630 are based on, and are substantially the same as, their counterpart FINRA rules.[14]

Proposed Rule Change

Consistent with FINRA's recent proposal, the Exchange proposes to amend certain of its disciplinary rules related to filing, service and other procedural requirements and appeals. The proposed rule change includes provisions to allow, and in some instances require, FINRA (in its capacity as an Adjudicator per Rule 10.9120) to serve certain documents on parties by email and require parties to file or serve documents by email, unless another method of service is ordered by the Adjudicator.[15] In addition, to support the transition to email service and filing, the Exchange proposes to require parties in OHO proceedings to file and serve all parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.

The proposed rule change would permit service of documents other than the initial complaint by email among various other methods of service, such as personal service, mail and courier, and to provide that service by email is deemed complete upon sending. The Exchange intends to elect email service whenever possible. If the Exchange has knowledge that the address used for service is not current or not functional (*i.e.,* the Exchange receives a bounce back or other message indicating that there was a failure to deliver the email), the Exchange will use other permissible methods of service until it can verify the

[4] *See, e.g.,* Securities Exchange Act Release No. 88917 (May 20, 2020), 85 FR 31832 (May 27, 2020) (SR–FINRA–2020–015) (Notice and immediate effectiveness of filing to temporarily amend certain timing, method of service and other procedural requirements in FINRA Rules during the outbreak of COVID–19). FINRA extended the temporary amendments several times before filing to make certain of the aforementioned amendments permanent. The temporary amendments included rule changes to permit the conduct of virtual hearings (*i.e.,* Rules 9261 and 9830), which rule changes are not being included in this proposal. Rather, the Exchange is solely copying a subset of rules covered by the temporary amendments as discussed herein.

[5] *See id.*

[6] *See* Securities Exchange Act Release Nos. 95147 (June 23, 2022), 87 FR 38803 (June 29, 2022) (order approving change to certain FINRA rules to permit, and in some instances require, electronic service and filing of documents in disciplinary and other proceedings and appeals) (''Approval Order of FINRA Rules''); 94654 (April 8, 2022), 87 FR 22264 (April 14, 2022) (SR–FINRA–2022–009) (''FINRA Notice''). The Approval Order of FINRA Rules related to FINRA Rules 1012, 1015, 6490, 9132, 9133, 9135, 9146, 9321, 9341, 9349, 9351, 9522, 9524, 9559 and 9630 (collectively, ''the approved FINRA Rules'').

[7] *See* FINRA Notice, 87 FR at 22267.

[8] *See* FINRA Notice, 87 FR at 22267.

[9] *See* Amendments to the Commission's Rules of Practice, Securities Exchange Act Release No. 90442 (November 17, 2020), 85 FR 86464 (File No. S7–18–15) (December 30, 2020) (codified at 17 CFR 201 (2020)).

[10] *See* FINRA Notice, 87 FR at 22266–67.

[11] Consistent with the Approval Order of FINRA Rules, the Exchange is not proposing to permit electronic service of an initial complaint on a respondent due to heightened fair process concerns. As is the case today, the only permissible methods of serving the initial complaint are by hand, mail or courier. *See* Rule 10.9131(b) (requiring that service be pursuant to Rule 10.9134(a)).

[12] *See* Securities Exchange Act Release No. 85639 (April 12, 2019), 84 FR 16346 (April 18, 2019) (SR–NYSEArca-2019–15).

[13] *See* NYSE Arca Equities RB–19–060 & NYSE Arca Options RB–19–02 (April 26, 2019).

[14] The Exchange notes that this proposal adopts a subset of the approved FINRA Rules, which subset are applicable to the Exchange rules. As noted herein, this proposal does not extend to the temporary amendments related to the conduct of virtual hearings (*i.e.,* Rules 10.9261 and 10.9830).

[15] To the extent that a party lacks the ability to use or access technology needed to file, serve or accept service by email, FINRA, as adjudicator, may order an alternative method of service upon a showing of good cause. *See* FINRA Notice, 87 FR at 22265.

party's email address.[16] The Exchange notes that, in most cases, the Exchange and the relevant party, or their counsel, will have already engaged in communications prior to the service of documents or other information. Accordingly, in most cases, the Exchange will already have information regarding the relevant party, or their counsel's, preferred method of service.

The Rule 10.9000 Series, among other things, sets forth the procedure for disciplinary proceedings concerning a member, associated person or formerly associated person. The Rule 10.9100 Series is of general applicability to all proceedings set forth in the Rule 10.9000 Series, unless a rule specifically provides otherwise. Rules 10.9132(b),[17] 10.9133(b),[18] and 10.9146(l) [19] provide that the documents and other information governed by those rules be served pursuant to Rule 10.9134, which permits service on the parties using the following methods: (1) personal service, (2) mail, or (3) courier. Rule 10.9134 does not permit service by email. The proposed rule change would amend Rule 10.9132(b) to allow service of the relevant documents or information by email, and Rules 10.9133(b) and 10.9146(l) to require parties to serve documents by email, unless an alternative method of service is ordered by the Adjudicator.

In addition, to support the transition to email service and filing, the Exchange proposes to amend Rule 10.9135 to add paragraph (d), which would require parties in OHO proceedings to file and serve the parties with their current email address and contact information at the time of their first appearance, and to file and serve any change in email address or contact information during the course of the proceeding.[20] The Exchange believes this proposed rule change will help ensure that documents are successfully sent from and received at a valid email address. It will also ensure that all participants, including the Exchange, applicants, respondents and any other parties, have accurate contact information for all parties.

The Rule 10.9520 Series sets forth the procedures for eligibility proceedings and review of those proceedings by the Exchange Board. Because the applicable rules in this series do not allow for email as a method of service, the Exchange proposes to modify Rule 10.9522(a)(4) [21] and to add new paragraph (d) to Rule 10.9524 [22] to permit effective service by email.

The Rule 10.9550 Series sets forth the procedures for expedited proceedings and the ability of the Exchange Board to call for review a proposed decision prepared under the Rule 10.9550 Series. Rule 10.9559(h) [23] sets forth the timing and method of service requirements for the parties' exchange of proposed exhibit and witness lists in advance of an expedited proceeding, but do not allow for email as a method of service. The Exchange proposes to amend Rule 10.9559(h)(2) to require service of exhibit and witness lists by email, unless an alternative method of service is ordered by the Adjudicator and to remove text from Rule 10.9559(h)(1) that requires that documents served by email must also be served by overnight courier or personal service.[24] Finally, the Exchange proposes to add new paragraph (s) to Rule 10.9559 to provide that, for purposes of proposed Rule 10.9559(h), service by email is complete upon sending the documents or decision.[25]

The Rule 10.9600 Series sets forth the procedures for members to seek exemptive relief from a variety of Exchange rules. Rule 10.9630(e) [26] requires the Exchange (via the Chief Regulatory Officer) to serve its decision pursuant to Rules 10.9132 and 10.9134, which do not allow for email as a method of service. The proposed rule change would amend Rule 10.9630 to add new paragraph (d) to allow for email as a method of service.[27]

The Exchange believes that this proposal, like the approved FINRA Rules, will modernize the rules and make service and filing more efficient and effective. Email technology is widely available, and use of electronic methods of service and filing is common practice in the courts and other regulatory agencies, including the Commission.[28]

As noted below, the Exchange has filed the proposed rule change for immediate effectiveness and has requested that the Commission waive the requirement that the proposed rule change not become operative for 30 days after the date of the filing, so the Exchange can implement the proposed rule change immediately.

2. Statutory Basis

The proposed rule change is consistent with section 6(b) of the Act,[29] in general, and furthers the objectives of section 6(b)(5),[30] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest. Additionally, the Exchange believes the proposed rule change is designed to provide a fair procedure for the disciplining of members and persons associated with members, consistent with sections 6(b)(7) and 6(d) of the Act.[31]

The Exchange believes that the proposed rule change protects investors and the public interest by requiring use of broadly available technology to make service and filing processes more efficient and effective. The Exchange's disciplinary and eligibility proceedings and other review processes serve a critical role in providing investor protection and maintaining fair and orderly markets by, for example, sanctioning misconduct and preventing further customer harm by members and associated persons.

The proposed rule change promotes efficiency in these processes by permitting electronic service and filing in most instances. To ensure that documents are effectively sent and received, the Exchange is proposing to require parties to provide and update their contact information, including their email address, during the course of a proceeding. These amendments

[16] As indicated in the proposed rule text, the Exchange will consider service by email complete upon sending of the relevant document or other information. This is consistent with service by mail under the current rules.

[17] Rule 10.9132(b) (Service of Orders, Notices, and Decisions by Adjudicator; How Served).

[18] Rule 10.9133(b) (Service of Papers Other Than Complaints, Orders, Notices or Decisions; How Served).

[19] Rule 10.9146(l) (Motions; General).

[20] *See* proposed Rule 10.9135(d) (Filing of Papers with Adjudicator: Procedure; Party Contact Information).

[21] *See* proposed Rule 10.9522(a)(4) (Initiation of Eligibility Proceeding; Member Regulation Consideration; Service).

[22] *See* proposed Rule 10.9524(d) (Exchange Board of Directors Consideration; Service by Electronic Mail; When Service is Complete).

[23] Rule 10.9559(h) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series). Rule 10.9559(h) currently permits email as a method of service.

[24] *See* proposed Rule 10.9559(h)(1), (2) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Transmission of Documents).

[25] *See* proposed Rule 10.9559(s) (Hearing Procedures for Expedited Proceedings Under the Rule 10.9550 Series; Service by Email; When Service is Complete). Rule 10.9559(h) currently permits email as a method of service.

[26] *See* Rule 10.9630 (Procedures for Exemptions; Appeal).

[27] *See* proposed Rule 10.9630(f) (Appeal; Service by Electronic Mail; When Service is Complete).

[28] *See supra* note 9 (regarding Amendments to the Commission's Rules of Practice).

[29] 15 U.S.C. 78f(b).

[30] 15 U.S.C. 78f(b)(5).

[31] 15 U.S.C. 78f(b)(7) & 78f(d).

reduce the reliance on paper documents in favor of more efficient electronic formats. The Exchange believes that the proposed rule change regarding electronic service and filing is especially important as hybrid and remote work become more common.

The Exchange notes that, per the approved FINRA Rules, there are procedures in place for persons who lack the ability to use or access technology necessary to send or receive documents electronically to request relief from FINRA (as the Adjudicator) to file or serve documents by another method. Per FINRA, requests to use non-electronic methods of service were rare during the approximately two year period that it operated under the temporary amendments and, as such, FINRA anticipates that such requests under the approved FINRA Rules will be rare.

In addition, the proposed rule change balances the interests of fairness and efficiency. As discussed, service of the initial complaint will continue to occur by hand, mail or courier, rather than by electronic means, thus ensuring there is satisfactory notice and fair process.

Thus, the proposed rule change represents a significant step toward modernizing the service and filing processes in a manner that will protect investors and the public interest by promoting efficiency while preserving fair process.

The Exchange believes that the proposed rule change supports the objectives of the Act by providing greater harmonization between Exchange rules and FINRA rules of similar purpose, resulting in less burdensome and more efficient regulatory compliance. As such, the proposed rule change will foster cooperation and coordination with persons engaged in facilitating transactions in securities and will remove impediments to and perfect the mechanism of a free and open market and a national market system.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but is designed to modernize the service and filing process in harmonization with the approved FINRA Rules.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to section 19(b)(3)(A)(iii) of the Act[32] and Rule 19b–4(f)(6) thereunder.[33] Because the proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative prior to 30 days from the date on which it was filed, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to section 19(b)(3)(A) of the Act and Rule 19b–4(f)(6)(iii) thereunder.

A proposed rule change filed under Rule 19b–4(f)(6)[34] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[35] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposal may become operative immediately upon filing. The Exchange states that this filing is non-controversial and eligible to become effective immediately because the proposal promotes uniformity in disciplinary rules across self-regulatory organizations and thereby enables the Exchange to modernize the service and filing process related to the conduct of disciplinary hearings.[36] The Exchange further states that the proposed rule change would not significantly affect the protection of investors or the public interest or impose any significant burden on competition because the proposed rule change is based on the approved FINRA Rules. After reviewing the filing, the Commission believes that waiver of the 30-day operative delay for this proposal is consistent with the protection of investors and the public interest. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[37]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under section 19(b)(2)(B)[38] of the Act to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSEARCA–2023–05 on the subject line.

Paper Comments

- Send paper comments in triplicate to: Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSEARCA–2023–05. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be

[32] 15 U.S.C. 78s(b)(3)(A)(iii).

[33] 17 CFR 240.19b–4(f)(6).

[34] 17 CFR 240.19b–4(f)(6).

[35] 17 CFR 240.19b–4(f)(6)(iii).

[36] *See supra* Item II.

[37] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule change's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[38] 15 U.S.C. 78s(b)(2)(B).

available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSEARCA–2023–05 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[39]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01267 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96699; File No. SR–FINRA–2022–031]

Self-Regulatory Organizations; Financial Industry Regulatory Authority, Inc.; Notice of Designation of a Longer Period for Commission Action on a Proposed Rule Change To Adopt FINRA Rules 6151 (Disclosure of Order Routing Information for NMS Securities) and 6470 (Disclosure of Order Routing Information for OTC Equity Securities)

January 18, 2023.

On November 16, 2022, the Financial Industry Regulatory Authority Inc. (''FINRA'') filed with the Securities and Exchange Commission (''Commission''), pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (''Act'')[1] and Rule 19b–4 thereunder,[2] a proposed rule change to adopt rules regarding the disclosure of order routing information for NMS securities and OTC equity securities. The proposed rule change was published for comment in the **Federal Register** on December 6, 2022.[3]

Section 19(b)(2) of the Act[4] provides that within 45 days of the publication of notice of the filing of a proposed rule change, or within such longer period up to 90 days as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding, or as to which the self-regulatory organization consents, the Commission shall either approve the proposed rule change, disapprove the proposed rule change, or institute proceedings to determine whether the proposed rule change should be disapproved. The 45th day after publication of the notice for this proposed rule change is January 20, 2023. The Commission is extending this 45-day time period.

The Commission finds it appropriate to designate a longer period within which to take action on the proposed rule change so that it has sufficient time to consider the proposed rule change and the comment received. Accordingly, the Commission, pursuant to Section 19(b)(2) of the Act,[5] designates March 6, 2023 as the date by which the Commission shall either approve or disapprove, or institute proceedings to determine whether to disapprove, the proposed rule change (File No. SR–FINRA–2022–031).

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[6]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01275 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96698; File No. SR–NYSEARCA–2023–03]

Self-Regulatory Organizations; NYSE Arca, Inc.; Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Amend the NYSE Arca Options Fee Schedule

January 18, 2023.

Pursuant to Section 19(b)(1)[1] of the Securities Exchange Act of 1934 (''Act'')[2] and Rule 19b–4 thereunder,[3] notice is hereby given that, on January 3, 2023, NYSE Arca, Inc. (''NYSE Arca'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to amend its NYSE Arca Options Fees and Charges (the ''Fee Schedule'') with respect to certain regulatory fees related to the Central Registration Depository (''CRD'' or ''CRD system''), which are collected by the Financial Industry Regulatory Authority, Inc. (''FINRA''). The Exchange proposes to implement the fee change on January 3, 2023. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend the Fee Schedule with respect to certain regulatory fees collected by FINRA for use of CRD.[4] The Exchange proposes to implement the fee changes effective January 3, 2023.

FINRA collects and retains certain regulatory fees via CRD for the registration of associated persons of Exchange OTP Holders and OTP Firms that are not FINRA members (''Non-

[39] 17 CFR 200.30–3(a)(12).

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

[3] *See* Securities Exchange Act Release No. 96415 (November 30, 2022), 87 FR 74672 (December 6, 2022). Comments on the proposed rule change are available at: *https://www.sec.gov/comments/sr-finra-2022-031/srfinra2022031.htm.*

[4] 15 U.S.C. 78s(b)(2).

[5] *Id.*

[6] 17 CFR 200.30–3(a)(31).

[1] 15 U.S.C. 78s(b)(1).

[2] 15 U.S.C. 78a.

[3] 17 CFR 240.19b–4.

[4] CRD is the central licensing and registration system for the U.S. securities industry. The CRD system enables individuals and firms seeking registration with multiple states and self-regulatory organizations to do so by submitting a single form, fingerprint card, and a combined payment of fees to FINRA. Through the CRD system, FINRA maintains the qualification, employment, and disciplinary histories of registered associated persons of broker-dealers.

FINRA OTP Holders'').[5] CRD fees are user-based, and there is no distinction in the cost incurred by FINRA if the user is a FINRA member or a Non-FINRA OTP Holder.

FINRA recently amended two of the fees assessed for use of the CRD system.[6] Accordingly, the Exchange proposes to amend the Fee Schedule to mirror the fees assessed by FINRA, which will be implemented concurrently with the amended FINRA fee as of January 2023.[7] Specifically, the Exchange proposes to amend the Fee Schedule to modify the fee charged to Non-FINRA OTP Holders for additional processing of each initial or amended Form U4, Form U5 or Form BD that includes the initial reporting, amendment, or certification of one or more disclosure events or proceedings from $110 to $155 [8] and the fee for processing and posting to the CRD system each set of fingerprints submitted electronically to FINRA, plus any other charge that may be imposed by the U.S. Department of Justice for processing each set of fingerprints, from $15 to $20.[9]

The Exchange notes that the proposed change is not otherwise intended to address any other issues surrounding regulatory fees, and the Exchange is not aware of any problems that OTP Holders would have in complying with the proposed change.

2. Statutory Basis

The Exchange believes that the proposed rule change is consistent with Section 6(b) of the Act,[10] in general, and furthers the objectives of Section 6(b)(4) [11] of the Act, in particular, in that it is designed to provide for the equitable allocation of reasonable dues, fees, and other charges. The Exchange also believes that the proposed rule change is consistent with Section 6(b)(5) of the Act,[12] in that it is designed to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest and is not designed to permit unfair discrimination between customers, issuers, brokers, or dealers.

The Exchange believes that the proposed fee change is reasonable because the fee will be identical to that adopted by FINRA for use of the CRD system to submit an initial or amended Form U4, Form U5 or Form BD that includes the initial reporting, amendment, or certification of one or more disclosure events or proceedings and the posting to CRD each set of fingerprints submitted electronically to FINRA. The costs of operating and improving the CRD system are similarly borne by FINRA when a Non-FINRA OTP Holder uses the CRD system; accordingly, the fees collected for such use should, as proposed by the Exchange, mirror the fees assessed to FINRA members. In addition, as FINRA noted in amending its fees, it believes that its proposed pricing structure is reasonable and correlates fees with the components that drive its regulatory costs to the extent feasible. The Exchange further believes that the change is reasonable because it will provide greater specificity regarding the CRD system fees that are applicable to Non-FINRA OTP Holders. All similarly situated OTP Holders are subject to the same fee structure, and every OTP Holder must use the CRD system for registration and disclosure. Accordingly, the Exchange believes that the fees collected for such use should likewise increase in lockstep with the fees assessed to FINRA members, as is proposed by the Exchange.

The Exchange also believes that the proposed fee change provides for the equitable allocation of reasonable fees and other charges, and does not unfairly discriminate between customers, issuers, brokers, and dealers. The fee applies equally to all individuals and firms required to report information the CRD system, and the proposed change will result in the same regulatory fees being charged to all OTP Holders required to report information to CRD and for services performed by FINRA regardless of whether such OTP Holders are FINRA members. Accordingly, the Exchange believes that the fee collected for such use should increase in lockstep with the fee adopted by FINRA as of January 2023, as is proposed by the Exchange.

B. Self-Regulatory Organization's Statement on Burden on Competition

In accordance with Section 6(b)(8) of the Act,[13] the Exchange believes that the proposed rule change would not impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. Specifically, the Exchange believes that the proposed change will reflect fees that will be assessed by FINRA as of January 2023 and will thus result in the same regulatory fees being charged to all OTP Holders required to report information to the CRD system and for services performed by FINRA, regardless of whether or not such OTP Holders are FINRA members.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The foregoing rule change is effective upon filing pursuant to Section 19(b)(3)(A) [14] of the Act and subparagraph (f)(2) of Rule 19b–4 [15] thereunder, because it establishes a due, fee, or other charge imposed by the Exchange.

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings under Section 19(b)(2)(B) [16] of the Act to determine whether the proposed rule

[5] The Exchange originally adopted fees for use of the CRD system in 2005 and amended those fees in 2013 and 2022. *See* Securities Exchange Act Release No. 51641 (May 2, 2005), 70 FR 24155 (May 6, 2005) (SR–PCX–2005–49); Securities Exchange Act Release No.68590 (January 4, 2013), 78 FR 2470 (January 11, 2013) (SR–NYSEArca–2012–145); Securities Exchange Act Release No. 93899 (January 5, 2022), 87 FR 1455 (January 11, 2022) (SR–NYSEArca–2021–106). While the Exchange lists these fees in its Fee Schedule, it does not collect or retain these fees.

[6] *See* Securities Exchange Act Release No. 90176 (October 14, 2020), 85 FR 66592 (October 20, 2020) (SR–FINRA–2020–032).

[7] The Exchange notes that it has only adopted the CRD system fees charged by FINRA to Non-FINRA OTP Holders when such fees are applicable. In this regard, certain FINRA CRD system fees and requirements are specific to FINRA members, but do not apply to NYSE Arca-only OTP Holders. Non-FINRA OTP Holders have been charged CRD system fees since 2005. *See* note 5, *supra*. OTP Holders that are also FINRA members are charged CRD system fees according to Section 4 of Schedule A to the FINRA By-Laws.

[8] *See* Section (4)(b)(3) of Schedule A to the FINRA By-laws.

[9] *See* Section (4)(b)(4) of Schedule A to the FINRA By-laws.

[10] 15 U.S.C. 78f(b).

[11] 15 U.S.C. 78f(b)(4).

[12] 15 U.S.C. 78f(b)(5).

[13] *See* 15 U.S.C. 78f(b)(8).

[14] 15 U.S.C. 78s(b)(3)(A).

[15] 17 CFR 240.19b–4(f)(2).

[16] 15 U.S.C. 78s(b)(2)(B).

change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov*. Please include File Number SR–NYSEARCA–2023–03 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSEARCA–2023–03. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSEARCA–2023–03, and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01274 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–389, OMB Control No. 3235–0444]

Submission for OMB Review; Comment Request; Extension: Rule 10b–10

Upon Written Request, Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that, pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) (''PRA''), the Securities and Exchange Commission (''Commission'') has submitted to the Office of Management and Budget (''OMB'') a request for approval of extension of the previously approved collection of information provided for in Rule 10b–10 (17 CFR 240.10b–10) under the Securities and Exchange Act of 1934 (15 U.S.C. 78a *et seq.*).

Rule 10b–10 requires broker-dealers to convey specified information to customers regarding their securities transactions. This information includes the date and time of the transaction, the identity and number of shares bought or sold, and whether the broker-dealer acts as agent for the customer or as principal for its own account. Depending on whether the broker-dealer acts as agent or principal, Rule 10b–10 requires the disclosure of commissions, as well as mark-up and mark-down information. For transactions in debt securities, Rule 10b–10 requires the disclosure of redemption and yield information. Rule 10b–10 potentially applies to all of the approximately 3,531 firms registered with the Commission that effect transactions for or with customers.

Based on information provided by registered broker-dealers to the Commission in FOCUS Reports, the Commission staff estimates that on average, registered broker-dealers process approximately 27,151,388,510 order tickets per year for transactions for or with customers. Each order ticket representing a transaction effected for or with a customer generally results in one confirmation. Therefore, the Commission staff estimates that approximately 27,151,388,510 confirmations are sent to customers annually. The confirmations required by Rule 10b–10 are generally processed through automated systems. It takes approximately 30 seconds to generate and send a confirmation. Accordingly, the Commission staff estimates that broker-dealers spend approximately 226,261,571 hours per year complying with Rule 10b–10 ($27{,}151{,}388{,}510 \times .5 \div 60$).

The number of confirmations sent and the cost of sending each confirmation varies from firm to firm. Smaller firms generally send fewer confirmations than larger firms because they effect fewer transactions. The Commission staff estimates the cost of producing and sending a paper confirmation, including postage, to be approximately 67 cents. The Commission staff also estimates that the cost of producing and sending a wholly electronic confirmation is approximately 40 cents. Based on informal discussions with industry participants, as well as representations made in requests for exemptive and no-action letters relating to Rule 10b–10, the staff estimates that broker-dealers used electronic confirmations for approximately 35 percent of transactions. Based on these calculations, Commission staff estimates that 17,648,402,532 paper confirmations are mailed each year at a cost of $11,824,429,696. Commission staff also estimates that 9,502,985,979 wholly electronic confirmations are sent each year at a cost of $3,801,194,392. Accordingly, Commission staff estimates that the total annual cost associated with generating and delivering to investors the information required under Rule 10b–10 is approximately $15,625,624,088.

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

The public may view background documentation for this information collection at the following website: *www.reginfo.gov.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. Written comments and recommendations for the proposed information collection should be sent by February 23, 2023 to (i) *www.reginfo.gov/public/do/PRAMain* and (ii) David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or by sending an email to: *PRA_Mailbox@sec.gov.*

[17] 17 CFR 200.30–3(a)(12).

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01251 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96702; File No. SR–NYSEAMER–2023–03]

Self-Regulatory Organizations; NYSE American LLC; Notice of Filing and Immediate Effectiveness of Proposed Change To Modify Rule 7.31E

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the ''Act''),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 4, 2023, NYSE American LLC (''NYSE American'' or the ''Exchange'') filed with the Securities and Exchange Commission (the ''Commission'') the proposed rule change as described in Items I and II below, which Items have been prepared by the self-regulatory organization. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

The Exchange proposes to modify Rule 7.31E regarding MPL–IOC Orders. The proposed rule change is available on the Exchange's website at *www.nyse.com,* at the principal office of the Exchange, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the self-regulatory organization included statements concerning the purpose of, and basis for, the proposed rule change and discussed any comments it received on the proposed rule change. The text of those statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant parts of such statements.

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

A. Self-Regulatory Organization's Statement of the Purpose of, and the Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to amend Rule 7.31E regarding MPL–IOC Orders.

Rule 7.31E(d)(3) defines a Mid-Point Liquidity Order (''MPL Order'') as a Limit Order to buy (sell) that is not displayed and does not route, with a working price at the lower (higher) of the midpoint of the PBBO or its limit price. An MPL Order may be entered during any Exchange trading session, is ranked Priority 3—Non-Display Orders, and does not participate in auctions. An MPL Order to buy (sell) must be designated with a limit price in the minimum price variation for the security and will be eligible to trade at its working price.[3] If there is no PBB or PBO, or if the PBBO is locked or crossed, an arriving or resting MPL Order will not be eligible to trade until the PBBO is not locked or crossed. If a resting MPL Order to buy (sell) trades with another MPL Order to sell (buy) after the PBBO is unlocked or uncrossed, the MPL Order with the later working time will be the liquidity-removing order.[4]

An Aggressing MPL Order to buy (sell) will trade at the working price of resting orders to sell (buy) when such resting orders have a working price at or below (above) the working price of the MPL Order. Resting MPL Orders to buy (sell) will trade against all Aggressing Orders to sell (buy) priced at or below (above) the working price of the MPL Order.[5]

Currently, Rule 7.31E(d)(3)(D) provides that an MPL Order may be designated with an Immediate-or-Cancel (''IOC'') Modifier (an ''MPL–IOC Order''). An MPL Order designated IOC will be traded in whole or in part on the Exchange as soon as such order is received, and any untraded quantity will be cancelled.[6] Rule 7.31E(d)(3)(D) further provides that, subject to the IOC Modifier, an MPL–IOC Order follows the same trading and priority rules as an MPL Order (as described above), except that an MPL–IOC Order will be rejected if (i) the order entry size is less than one round lot or (ii) there is no PBBO or the PBBO is locked or crossed.

The Exchange proposes to modify Rule 7.31E(d)(3)(D) to permit MPL–IOC Orders to be entered in any size and thus proposes to eliminate rule text currently providing that an MPL–IOC Order would be rejected if entered in a quantity less than one round lot. The Exchange believes that requiring MPL–IOC Orders to be entered in round lots is unnecessary and that providing ETP Holders with the option to enter MPL–IOC Orders in odd lots could increase liquidity and enhance opportunities for order execution on the Exchange. The Exchange notes that permitting odd-lot order quantities is not novel on the Exchange or other cash equity exchanges and believes that this proposed change would align the Exchange's handling of MPL–IOC Orders with the treatment of equivalent order types on other cash equity exchanges.[7]

Because of the technology changes associated with this proposed rule change, the Exchange will announce the implementation date by Trader Update, which, subject to effectiveness of this proposed rule change, will be in the first quarter of 2023.

2. Statutory Basis

The proposed rule change is consistent with Section 6(b) of the Act,[8] in general, and furthers the objectives of Section 6(b)(5),[9] in particular, because it is designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in facilitating transactions in securities, to remove impediments to, and perfect the

[3] *See* Rule 7.31E(d)(3)(A).

[4] *See* Rule 7.31E(d)(3)(B).

[5] *See* Rule 7.31E(d)(3)(C). The Exchange also proposes a non-substantive conforming change to Rule 7.31E(d)(3)(C) to delete ''that is eligible to trade'' from the rule text. The Exchange proposes to eliminate this text as extraneous and notes that the proposed change would harmonize the language of Rule 7.31E(d)(3)(C) with rules of the same number on its affiliated exchanges, New York Stock Exchange, LLC (''NYSE''); NYSE Arca, Inc. (''NYSE Arca''); NYSE Chicago, Inc. (''NYSE Chicago''); and NYSE National, Inc. (''NYSE National'') (collectively, the ''Affiliated Exchanges''). *See* NYSE Rule 7.31(d)(3)(C); NYSE Arca Rule 7.31–E(d)(3)(C); NYSE Chicago Rule 7.31(d)(3)(C); NYSE National Rule 7.31(d)(3)(C).

[6] *See* Rule 7.31E(b)(2) (defining IOC Modifier).

[7] *See, e.g.,* Members Exchange Rules 11.8(c)(1) and (2) (providing that a Midpoint Peg Order may be designated IOC and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGX Exchange, Inc. Rules 11.8(d)(1) and (2) (providing that a MidPoint Peg Order may have an IOC instruction and may be entered as an odd lot, round lot, or mixed lot); Cboe EDGA Exchange, Inc. Rules 11.8(d)(1) and (2) (same). The Exchange also notes that the rules of the Nasdaq Stock Market LLC (''Nasdaq''), Cboe BZX Exchange, Inc. (''BZX''), and Cboe BYX Exchange, Inc. (''BYX'') appear to permit orders, including orders analogous to MPL–IOC Orders, to be entered in any size. *See* Nasdaq Rule 4703(b) (providing that an order may be entered in any whole share size, except as otherwise provided); BZX Rule 11.2 (providing that orders are eligible for odd-lot, round-lot, and mixed-lot executions unless otherwise indicated); BYX Rule 11.2 (same).

[8] 15 U.S.C. 78f(b).

[9] 15 U.S.C. 78f(b)(5).

mechanism of, a free and open market and a national market system and, in general, to protect investors and the public interest.

The Exchange believes that the proposed change would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest because it would provide ETP Holders with the option to enter MPL–IOC Orders in odd-lot sized orders, which could encourage order flow to the Exchange and promote opportunities for order execution on the Exchange, to the benefit of all market participants. The Exchange notes that the proposed change would not otherwise impact the operation of MPL–IOC Orders as provided under current Exchange rules. The Exchange also believes that the proposed change would align Exchange rules with the treatment of orders analogous to MPL–IOC Orders on other cash equity exchanges, thereby removing impediments to, and perfecting the mechanism of, a free and open market and a national market system.[10]

The Exchange also believes that the proposed conforming change to Rule 7.31E(d)(3)(C) would promote just and equitable principles of trade, remove impediments to, and perfect the mechanism of, a free and open market and a national market system, and protect investors and the public interest by improving the clarity of Exchange rules and harmonizing the text of the rule with the Affiliated Exchanges' rules of the same number.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. As noted above, the Exchange believes the proposed rule change would allow the Exchange to accept MPL–IOC Orders of any size and align the Exchange's handling of such orders with other cash equity exchanges' handling of similar order types,[11] thereby promoting competition among exchanges by offering ETP Holders options available on other cash equity exchanges. The Exchange also believes that, to the extent the proposed change would increase opportunities for order execution, the proposed change would promote competition by making the Exchange a more attractive venue for order flow and enhancing market quality for all market participants. The Exchange further believes that the proposed conforming change to Rule 7.31E(d)(3)(C) would not impose any burden on competition, as the change is intended only to simplify the rule text and align it with rules of the same number on the Affiliated Exchanges.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A)(iii) of the Act[12] and subparagraph (f)(6) of Rule 19b–4 thereunder.[13]

A proposed rule change filed under Rule 19b–4(f)(6)[14] normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b–4(f)(6)(iii),[15] the Commission may designate a shorter time if such action is consistent with the protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay to allow the Exchange to implement the proposal as soon as possible. The Exchange states that the proposed change would align the Exchange's treatment of MPL–IOC Orders with treatment of similar order types on other cash equity exchanges and allow the Exchange to accept MPL–IOC Orders of any size as soon as the technology associated with the proposed change is available, which is anticipated to be less than 30 days from the date of this filing. The Exchange also states that the proposed conforming change to Rule 7.31E(d)(3)(C) is non-controversial and does not raise any novel issues, as it would clarify Exchange rules and align the text of the rule with the Affiliated Exchanges' rules of the same number. The Commission believes that waiver of the 30-day operative delay is consistent with the protection of investors and the public interest because the proposal does not raise any new or novel issues. Accordingly, the Commission hereby waives the 30-day operative delay and designates the proposal operative upon filing.[16]

At any time within 60 days of the filing of such proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission shall institute proceedings to determine whether the proposed rule should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–NYSEAMER–2023–03 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSEAMER–2023–03. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements

[10] *See* note 7, *supra.*

[11] *Id.*

[12] 15 U.S.C. 78s(b)(3)(A)(iii).

[13] 17 CFR 240.19b–4(f)(6). In addition, Rule 19b–4(f)(6) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 240.19b–4(f)(6)(iii).

[16] For purposes only of waiving the 30-day operative delay, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange.

All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number SR–NYSEAMER–2023–03 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[17]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01259 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96703; File No. SR–CBOE–2023–005]

Self-Regulatory Organizations; Cboe Exchange, Inc.; Notice of Filing of a Proposed Rule Change to Make Permanent the Operation of Its Program That Allows the Exchange To List P.M.-Settled Third Friday-of-the-Month S&P 500 Stock Index ("S&P 500") Options ("SPX") Series

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 ("Act"),[1] and Rule 19b–4 thereunder,[2] notice is hereby given that on January 6, 2023, Cboe Exchange, Inc. ("Exchange" or "Cboe Options") filed with the Securities and Exchange Commission ("Commission") the proposed rule change as described in Items I, II, and III below, which Items have been prepared by the Exchange. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

Cboe Exchange, Inc. (the "Exchange" or "Cboe Options") proposes to make permanent the operation of its program that allows the Exchange to list P.M.-settled third Friday-of-the-month S&P 500 Stock Index ("S&P 500") options ("SPX") series. The text of the proposed rule change is provided below.

(additions are *italicized;* deletions are [bracketed])

* * * * *

Rules of Cboe Exchange, Inc.

* * * * *

Rule 4.13. Series of Index Options

* * * * *

Interpretations and Policies

.01–.12 No change.

.13 In addition to A.M.-settled S&P 500 Stock Index ("SPX") options approved for trading on the Exchange pursuant to Rule 4.13, the Exchange may also list options on SPX whose exercise settlement value is derived from closing prices on the last trading day prior to expiration (P.M.-settled third Friday-of-the-month SPX options series).

.14 The Exchange may [also] list options on the Mini-SPX Index ("XSP") and Mini-RUT Index ("MRUT") whose exercise settlement value is derived from closing prices on the last trading day prior to expiration ("P.M.-settled"). [P.M.-settled third Friday-of-the-month SPX options series and] P.M.-settled XSP and MRUT options will be listed for trading for a pilot period ending May 8, 2023.

* * * * *

The text of the proposed rule change is also available on the Exchange's website (*http://www.cboe.com/AboutCBOE/CBOELegalRegulatoryHome.aspx*), at the Exchange's Office of the Secretary, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the Exchange included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to make permanent its Pilot Program that permits the Exchange to list SPX options whose exercise settlement value is derived from closing prices on the last trading day prior to expiration ("SPXPM"). The Securities and Exchange Commission (the "Commission") approved a rule change that established the SPXPM Pilot Program on February 8, 2013.[3] The Exchange has since continuously extended the pilot period, which, pursuant to current Rule 4.13.13,[4] is currently set to expire on the earlier of May 8, 2023 or the date on which the SPXPM Pilot Program is approved on a permanent basis.[5] The Exchange hereby requests that the Commission approve the SPXPM Pilot Program on a permanent basis.[6]

[17] 17 CFR 200.30–3(a)(12).

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

[3] *See* Securities Exchange Act Release No. 68888 (February 8, 2013), 78 FR 10668 (February 14, 2013) (SR–CBOE–2012–120) (the "SPXPM Approval Order"). Pursuant to Securities Exchange Act Release No. 80060 (February 17, 2017), 82 FR 11673 (February 24, 2017) (SR–CBOE–2016–091), the Exchange moved third-Friday P.M.-settled options into the S&P 500 Index options class, and as a result, the trading symbol for P.M.-settled S&P 500 Index options that have standard third Friday-of-the-month expirations changed from "SPXPM" to "SPXW." This change went into effect on May 1, 2017, pursuant to Cboe Options Regulatory Circular RG17–054.

[4] In 2019, the Exchange relocated prior Rule 24.9, containing the provision which governs the Pilot Program, to current Rule 4.13. *See* SR–CBOE–2019–092 (October 4, 2019), which did not make any substantive changes to prior Rule 24.9 and merely relocated it to Rule 4.13.

[5] *See* Securities Exchange Act Release Nos. 71424 (January 28, 2014), 79 FR 6249 (February 3, 2014) (SR–CBOE–2014–004); 73338 (October 10, 2014), 79 FR 62502 (October 17, 2014) (SR–CBOE–2014–076); 77573 (April 8, 2016), 81 FR 22148 (April 14, 2016) (SR–CBOE–2016–036); 80386 (April 6, 2017), 82 FR 17704 (April 12, 2017) (SR–CBOE–2017–025); 83166 (May 3, 2018), 83 FR 21324 (May 9, 2018) (SR–CBOE–2018–036); 84535 (November 5, 2018), 83 FR 56129 (November 9, 2018) (SR–CBOE–2018–069); 85688 (April 18, 2019), 84 FR 17214 (April 24, 2019) (SR–CBOE–2019–023); 87464 (November 5, 2019), 84 FR 61099 (November 12, 2019) (SR–CBOE–2019–107); 88674 (April 16, 2020), 85 FR 22479 (April 22, 2020) (SR–CBOE–2020–036); 90263 (October 23, 2020), 85 FR 68611 (October 29, 2020) (SR–CBOE–2020–100); 91698 (April 28, 2021) 86 FR 23761 (May 4, 2021) (SR–CBOE–2021–027); 93455 (October 28, 2021), 86 FR 60660 (November 3, 2021) (SR–CBOE–2021–062); 94799 (April 27, 2022), 87 FR 26244 (May 3, 2022) (SR–CBOE–2022–019); *and* 96222 (November 3, 2022), 87 FR 67736 (November 9, 2022) (SR–CBOE–2022–054).

[6] The Exchange notes that it also proposes to adopt Rule 4.13.14 to continue to govern the Pilot Programs also currently in place in Rule 4.13.13 which permit the Exchange to list P.M.-settled options on the Mini-SPX Index ("XSP") and Mini-RUT Index ("MRUT"). The Exchange plans to

Continued

By way of background, when cash-settled [7] index options were first introduced in the 1980s, settlement was based on the closing value of the underlying index on the option's expiration date. The Commission later became concerned about the impact of P.M.-settled, cash-settled index options on the markets for the underlying stocks at the close on expiration Fridays. Specifically, certain episodes of price reversals around the close on quarterly expiration dates attracted the attention of regulators to the possibility that the simultaneous expiration of index futures, futures options, and options might be inducing abnormal volatility in the index value around the close.[8] Academic research at the time provided at least some evidence suggesting that futures and options expirations contributed to excess volatility and reversals around the close on those days.[9] In light of the concerns with P.M. settlement and to help ameliorate the price effects associated with expirations of P.M.-settled, cash-settled index products, in 1987, the Commodity Futures Trading Commission (''CFTC'') approved a rule change by the Chicago Mercantile Exchange (''CME'') to provide for A.M. settlement [10] for index futures, including futures on the S&P 500.[11] The Commission subsequently approved a rule change by Cboe Options to list and trade A.M.-settled SPX options.[12] In 1992, the Commission approved Cboe Options' proposal to transition all of its European-style cash-settled options on the S&P 500 Index to A.M. settlement; [13] however, in 1993, the Commission approved a rule allowing Cboe Options to list P.M.-settled options on certain broad-based indices, including the S&P 500, expiring at the end of each calendar quarter (''Quarterly Index Expirations'') (since adopted as permanent).[14] Starting in 2006, the Commission approved numerous rule changes, on a pilot basis, permitting the Cboe Options to introduce other index options, including SPX options, with P.M.-settlement. These include P.M.-settled index options expiring weekly (other than the third Friday) and at the end of each month (''EOM''),[15] SPXPM, as well as P.M.-settled Mini-SPX Index (''XSP'') options and Mini-Russell 2000 Index (''MRUT'') options expiring on the third Friday.[16]

As stated above, since its inception in 2013, the Exchange has continuously extended the SPXPM Pilot Program period and, during the course of the SPXPM Pilot Program and in support of the extensions of the SPXPM Pilot Program, the Exchange has submitted reports to the Commission regarding the Pilot Program that detail the Exchange's experience with the Pilot Program, pursuant to the SPXPM Approval Order.[17] Specifically, the Exchange has submitted annual Pilot Program reports to the Commission that contain an analysis of volume, open interest, and trading patterns. The analysis examines trading in SPX options, as well as trading in the securities that comprise the S&P 500 Index. Additionally, for series that exceed certain minimum open interest parameters, the annual reports provide analysis of index price volatility and share trading activity. The Exchange has also submitted periodic interim reports that contain some, but not all, of the information contained in the annual reports (together with the periodic interim reports, the ''pilot reports'').[18]

The pilot reports contained the following volume and open interest data:

(1) monthly volume aggregated for all trades;

(2) monthly volume aggregated by expiration date;

(3) monthly volume for each individual series;

(4) month-end open interest aggregated for all series;

(5) month-end open interest for all series aggregated by expiration date; and

(6) month-end open interest for each individual series.

The annual reports also contained the information noted in Items (1) through (6) above for Expiration Friday, A.M.-settled SPX options traded on Cboe Options, as well as the following analysis of trading patterns in SPX options series in the Pilot Program:

(1) a time series analysis of open interest; and

(2) an analysis of the distribution of trade sizes.

Finally, for series that exceed certain minimum parameters,[19] the annual reports contained the following analysis related to index price changes and underlying share trading volume at the close on Expiration Fridays:

(1) a comparison of index price changes at the close of trading on a given Expiration Friday with comparable price changes from a control sample. The data includes a calculation of percentage price changes for various time intervals and compare that information to the respective control sample. Raw percentage price change data as well as percentage price change data normalized for prevailing market volatility, as measured by the Cboe Volatility Index (VIX), is provided; and

(2) a calculation of share volume for a sample set of the component securities representing an upper limit on share trading that could be attributable to expiring in-the-money series. The data includes a comparison of the calculated share volume for securities in the sample set to the average daily trading

submit a separate proposal to make the operation of these P.M. Pilot Programs permanent following Commission approval of this proposal.

[7] The seller of a ''cash-settled'' index option pays out the cash value of the applicable index on expiration or exercise. A ''physically settled'' option, like equity and ETF options, involves the transfer of the underlying asset rather than cash. *See* Characteristics and Risks of Standardized Options, available at: *https://www.theocc.com/Company-Information/Documents-and-Archives/Options-Disclosure-Document.*

[8] The close of trading on the quarterly expiration Friday (*i.e.,* the third Friday of March, June, September and December), when options, index futures, and options on index futures all expire simultaneously, became known as the ''triple witching hour.''

[9] *See* Securities and Exchange Commission, Division of Economic Risk and Analysis, Memorandum, Cornerstone Analysis of PM Cash-Settled Index Option Pilots (February 2, 2021) (''DERA Staff PM Pilot Memo'') at 5, available at: *https://www.sec.gov/files/Analysis_of_PM_Cash_Settled_Index_Option_Pilots.pdf.*

[10] The exercise settlement value for an A.M.-settled index option is determined by reference to the reported level of the index as derived from the opening prices of the component securities on the business day before expiration.

[11] *See* Securities Exchange Act Release No. 24367 (April 17, 1987), 52 FR 13890 (April 27, 1987) (SR–CBOE–87–11) (noting that CME moved S&P 500 futures contract's settlement value to opening prices on the delivery date).

[12] *See id.*

[13] *See* Securities Exchange Act Release No. 30944 (July 21, 1992), 57 FR 33376 (July 28, 1992) (SR–CBOE–92–09). Thereafter, the Commission approved proposals by the options markets to transfer most of their cash-settled index products to A.M. settlement.

[14] *See* Securities Exchange Act Release No. 31800 (February 1, 1993), 58 FR 7274 (February 5, 1993) (SR–CBOE–92–13); *and see* Rule 4.13(a)(2)(B); *see also* Securities Exchange Act Release Nos. 54123 (July 11, 2006), 71 FR 40558 (July 17, 2006) (SR–CBOE–2006–65); *and* 60164 (June 23, 2009), 74 FR 31333 (June 30, 2009) (SR–CBOE–2009–029).

[15] *See* Securities Exchange Act Release Nos. 62911 (September 14, 2010), 75 FR 57539 (September 21, 2010) (SR–CBOE–2009–075); 76529 (November 30, 2015), 80 FR 75695 (December 3, 2015) (SR–CBOE–2015–106); 78132 (June 22, 2016), 81 FR 42018 (June 28, 2016) (SR–CBOE–2016–046); *and* 78531 (August 10, 2016), 81 FR 54643 (August 16, 2016) (SR–CBOE–2016–046).

[16] *See* Securities Exchange Act Release Nos. 70087 (July 31, 2013), 78 FR 47809 (August 6, 2013) (SR–CBOE–2013–055); *and* 91067 (February 5, 2021) 86 FR 9108 (February 11, 2021) (SR–CBOE–2020–116).

[17] *See supra* note 3.

[18] In providing the pilot reports to the Commission, the Exchange previously requested confidential treatment of the pilot reports under the Freedom of Information Act (''FOIA''). *See* 5 U.S.C. 552.

[19] The Exchange and the Commission determined the minimum open interest parameters, control sample, time intervals, method for randomly selecting the component securities, and sample periods.

volumes of those securities over a sample period.

Also, during the course of the SPXPM Pilot Program, the Exchange provided the Commission with any additional data or analyses the Commission requested if it deemed such data or analyses necessary to determine whether the Pilot Program was consistent with the Exchange Act. The Exchange has made public on its website all data and analyses previously submitted to the Commission under the Pilot Program,[20] and will continue to make public any data and analyses it submits to the Commission while the SPXPM Pilot Program is still in effect.

The Exchange has concluded that the SPXPM Pilot Program does not negatively impact market quality or raise any unique or prohibitive regulatory concerns. The Exchange has not identified any evidence from the pilot data indicating that the trading of P.M.-settled SPX options has any adverse impact on fair and orderly markets on Expiration Fridays for the S&P 500 Index or the underlying securities comprising the S&P 500, nor have there been any observations of abnormal market movements attributable to P.M.-settled SPX options from any market participants that have come to the attention of the Exchange. Based on a study conducted by the Commission's Division of Economic and Risk Analysis (''DERA'') staff on the pilot data from 2006 through 2018,[21] and the Exchange's review of the pilot data from 2019 through 2021, the size of the market for P.M.-settled SPX options (including quarterly, weekly, EOM and third Friday expirations) since 2007 has grown from a trivial portion of the overall market to a substantial share (from around 0.1% of open interest in 2007 to 30% in 2021).[22] Notional value of open interest in P.M.-settled SPX options increased from approximately a median of $1.5 billion in 2007 to $1.9 trillion in 2021, approximately 1260 times its value in 2007. Notional open interest in A.M.-settled SPX options was already hovering around a median of $1.4 trillion in 2007, and it has since increased to approximately $4.4 trillion in 2021. It is also important to note that open interest on expiring P.M.-settled SPX options, as compared to A.M.-settled options, is spread out across a greater number of expiration dates, which results in a smaller percentage of open interest expiring on any one date, thus mitigating concerns that SPXPM option expiration may have a disruptive effect on the market.[23] Daily trading volume in P.M.-settled SPX options has increased from a median of about 700 contracts in 2007 to nearly 1.9 million contracts in 2021,[24] and now exceeds trading volume in A.M.-settled SPX options.

Moreover, the DERA staff study of the P.M.-settled SPX options pilot data (2006 through 2018) did not identify any significant economic impact on S&P 500 futures,[25] the S&P 500, or the underlying component securities of the S&P 500 surrounding the close. For purposes of the study, volatility was by and large measured by using the standard deviation [26] of one-minute returns of S&P 500 futures values and the index value during regular hours on each day reviewed (excluding the first and last 15 minutes of trading) and then compared with the standard deviation of one-minute returns (for S&P 500 futures, the S&P 500, and the underlying component securities of the S&P 500) over the last 15 minutes of a trading day.[27] Using this as a general measure,[28] the DERA staff study then reviewed whether, and to what extent, the settlement quantity of SPXPM options and the levels of open interest in SPXPM options on expiration days (as compared to non-expiration days) may be associated with general price volatility and price reversals for S&P 500 futures, the S&P 500, and the underlying component securities of the S&P 500 near the close. From its review of the study, the Exchange agrees that, although volatility before the market close is generally higher than during the rest of the trading day, there is no evidence of any significant adverse economic impact to the futures, index, or underlying index component securities markets as a result of the quantity of P.M.-settled SPX options that settle at the close or the amount of expiring open interest in P.M.-settled SPX options. For example, the largest settlement event that occurred during the time period of the study (a settlement of $100.4 billion of notional on December 29, 2017) had an estimated impact on the futures price of only approximately 0.02% (a predicted impact of $0.54 relative to a closing futures price of $2,677).

In particular, the DERA staff study found that an additional P.M.-settled SPX options settlement quantity equal to $10 billion in notional value is associated with a marginal impact on futures prices during the last 15 minutes of the trading day of only about $0.06 (where the hypothetical index level is 2,500), additional expiring open interest in P.M.-settled SPX options equal to $10 billion in notional value is associated with a marginal impact on futures prices during the last 15 minutes of the trading day of only about $0.05 (assumed index level is 2,500). Also, an additional increase in settlement quantity or in expiring open interest, each equal to $20 million in notional value, did not result in any meaningful futures price reversals near the close (neither was

[20] Available at *https://www.cboe.com/aboutcboe/legal-regulatory/national-market-system-plans/pm-settlement-spxpm-data*.

[21] *See* DERA Staff PM Pilot Memo, at 13 (''Option settlement quantity data for A.M.- and P.M.-settled options were obtained from the Cboe, including the number of contracts that settled in-the-money for each exchange-traded option series on the S&P 500 index . . . on expiration days from January 20, 2006 through December 31, 2018. Daily open interest and volume data for [SPX] option series were also obtained from Cboe, including open interest data from January 3, 2006 through December 31, 2018 and trading volume data from January 3, 2006 through December 31, 2018.'')

[22] The DERA staff study reviewed and provided statistics for market share, median notional value of open interest and median volume in 2007 and in 2018. The Exchange provides updated statistics for market share, median notional value of open interest and median volume in 2021, replacing the 2018 statistics provided in the Commission staff study.

[23] *See* DERA Staff PM Pilot Memo, at 2.

[24] The Exchange notes that the DERA staff study used two-sided volume data for the median volume in 2007 and in 2018; therefore, the Exchange provides two-sided volume data for the median volume in 2021.

[25] Futures on the S&P 500 experience high volume and liquidity both before and after the close of the underlying market. Therefore, futures are a useful measure of abnormal volatility surrounding the close and the open. *See* DERA Staff PM Pilot Memo, at 14. The Exchange agrees with this approach.

[26] Standard deviation applied to a rate of return (in this case, one-minute) of an instrument can indicate that instrument's historical volatility. The greater the standard deviation, the greater the variance between price and the mean, which indicates a larger price range, *i.e.,* higher volatility.

[27] For example, if on a particular day the standard deviation of one-minute returns between 3:45 p.m. ET and 4:00 p.m. ET is 0.004 and the standard deviation of returns from 9:45 a.m. ET to 3:45 p.m. ET is 0.002, this metric would take on a value of 2 for that day, indicating that volatility during the last 15 minutes of the trading day was twice as high as it was during the rest of the trading day. *See* DERA Staff PM Pilot Memo, at 15; *see also* DERA Staff PM Pilot Memo, at Section V, which discusses in detail the metrics used to measure, for the purposes of the study, the extent to which the market may experience abnormal volatility surrounding SPXPM option settlement.

[28] *See* DERA Staff PM Pilot Memo, at Section V, which discusses in detail the metrics used to measure, for the purposes of the study, the extent to which the market may experience abnormal volatility surrounding SPXPM option settlement.

found to cause a price reversal of over one standard deviation [29]).

Likewise, the study identified that an additional total P.M.-settled SPX options settlement quantity equal to $10 billion in notional value corresponds to price movement in the S&P 500 of only about $0.08 (assuming an index level of 2,500) during the last 15 minutes of the trading day, and that additional expiring open interest equal to $10 billion in notional value corresponds to a price movement in the S&P 500 of only about $0.06 (assuming an index level of 2,500) during the last 15 minutes of the trading day. The study also identified that it would take an increase of $34 billion in notional value of total settlement quantity and of expiring open interest for one additional S&P 500 price reversal of greater than two standard deviations to occur in the last 15 minutes before the market close. Also, regarding potential impact to S&P 500 component securities, it would take an increase in total P.M.-settled SPX options settlement quantity equal to $20 billion to effect a price movement of only approximately $0.03 for a $200 stock, an increase in expiring open interest in P.M.-settled SPX options equal to $10 billion to effect a price movement less than half a standard deviation, and an increase in total P.M.-settled SPX settlement quantity equal to $7 billion to achieve a price reversal greater two standard deviations.

The study employed the same metrics to determine whether there is greater price volatility for S&P 500 futures, the S&P 500, and the component securities of the S&P 500 related to SPXPM option settlements during an environment of high market volatility (*i.e.,* on days in which the VIX Index was in the top 10% of closing index values) and did not identify indicators of any significant economic impact on these markets near the close as a result of the P.M.-settled SPX options settlement.[30] In addition to this, the DERA staff study, applying the same metrics and analysis as for P.M.-settled SPX options to A.M.-settled SPX options, did not identify any evidence of a statistically significant relationship between settlement quantity or expiring open interest of A.M.-settled options and volatility near the open.

Upon review of the results of the DERA staff study, the Exchange agrees that each of the above-described marginal price movements in S&P 500 futures, the S&P 500, and the S&P 500 component securities affected by increases in P.M.-settled SPX options settlement quantity and expiring open interest appear to be de minimis pricing changes from those that occur over regular trading hours (outside of the last 15 minutes of the trading day). Further, the Exchange has not observed any significant economic impact or other adverse effects on the market from similar reviews of its pilot reports and data submitted after 2018.[31] In its review of a sample of the pilot data from 2019 through 2021, the Exchange similarly measured volatility over the final fifteen minutes of each trading day by taking the standard deviation of rolling one-minute returns of the S&P 500 level (excluding the first and last fifteen minutes of trading) and comparing such with the standard deviation of one-minute returns [32] of the S&P 500 level, over the last 15 minutes of a trading day. The Exchange identified an average standard deviation ratio of 1.42 for the S&P 500 on non-expiration days and an average standard deviation ratio of 1.54 for the S&P 500 on expiration days (a ratio between expiration days and non-expiration days of 1.09). The Exchange also notes that, using the same methodology, it observed that, from 2015 through 2019,[33] the average standard deviation ratio for the S&P 500 on non-expiration days was 1.11 and the average standard deviation ratio for the S&P 500 on expiration days was 1.22 (a ratio between expiration days and non-expiration days of 1.10). While the average standard deviation ratio on both expiration and non-expiration days was higher in 2019 through 2021 due to overall market volatility, the ratios between the standard deviation ratios on expiration days and non-expirations days remained nearly identical between the 2015 through 2019 timeframe and the 2019 through 2021. This shows that, in cases where overall market volatility may increase, the normalized impact on expiration days to non-expiration days generally remains consistent.

In addition to this, the Exchange notes that the S&P 500 is rebalanced quarterly. The changes resulting from each rebalancing coincide with the third-Friday of the quarterly rebalancing month (*i.e.,* March, June, September, October and December) [34] and generally drive an increase in trading activity from investors that seek to track the S&P 500. As such, The Exchange measured volatility on quarterly rebalancing dates and found that the average standard deviation ratio was 1.62, which suggests more closing volatility on quarterly rebalance dates compared to non-quarterly expiration dates (for which the average standard deviation ratio was 1.22), thus indicating that the impact rebalancing may have on the S&P 500 is greater than any impact that P.M.-settled SPX options may have on the S&P 500.

The Exchange additionally focused its study of the post-2018 sample pilot data on reviewing for potential correlation between excess market volatility and price reversals and the hedging activity of liquidity providers. As explained in the DERA staff study, potential impact of P.M.-settled SPX options on the correlated equity markets is thought to stem from the hedging activity of liquidity providers in such options.[35] To determine any such potential correlation, the Exchange studied the expected action of liquidity providers that are the primary source of the hedging on settlement days. These liquidity providers generally delta-hedge their S&P 500 index exposure via S&P 500 futures and on settlement day unwind their futures positions that correspond with the delta of their in-the-money (ITM) expiring P.M.-settled SPX options. Assuming such behavior, the Exchange estimated the Market-On-Close (''MOC'') [36] volume for the shares of the S&P 500 component securities (*i.e.,* ''MOC share volume'') that could ultimately result from the unwinding of the liquidity providers' futures positions by equating the notional value of the futures positions that correspond to expiring ITM open interest to the number S&P 500 component security contracts (based on the weight of each S&P 500 component security). That is, the Exchange calculated (an estimate) of the amount of MOC volume in the S&P 500 component markets attributable hedging activity as a result of expiring ITM P.M.-settled SPX options (*i.e.,* ''hedging MOC''). The Exchange then: (1) compared the hedging MOC share volume to all MOC share volume on expiration days and non-expiration trading days; and (2) compared the notional value of the hedging futures positions (*i.e.,* that correspond to expiring ITM P.M.-settled SPX options

[29] *See supra* note 26.

[30] The Exchange also notes that the study did not identify any evidence that less liquid S&P 500 constituent securities experienced any greater impact from the settlement of P.M.-settled SPX options.

[31] Total SPX open interest volumes were examined for expiration dates over a roughly two-year period between October 2019 and November 2021.

[32] Calculated at every tick for the prior minute.

[33] November 2015 through November 2021.

[34] *See* S&P Dow Jones Indices, Equity Indices Policies & Practices, Methodology (August 2021), at 15, available at *https://www.spglobal.com/spdji/en/documents/methodologies/methodology-sp-equity-indices-policies-practices.pdf.*

[35] *See* DERA Staff PM Pilot Memo, at 10–12.

[36] MOC orders allow a market participant to trade at the closing price. Market participants generally utilize MOC orders to ensure they exit positions at the end of the trading day.

open interest) to the notional value of expiring ITM P.M.-settled SPX options open interest, the notional value of all expiring P.M.-settled SPX options open interest and the notional value of all P.M.-settled SPX options open interest.

The Exchange observed that, on average, there were approximately 25% more MOC shares executed on expiration days (332 expiration days) than non-expiration days (209 non-expiration days). While, at first glance, the volume of MOC shares executed on expiration days seems much greater than the volume executed on non-expiration days, the Exchange notes that much of this difference is attributable to just eight expiration days—the quarterly index rebalancing dates captured within the scope of the post-2018 sample pilot data. The average MOC share volume on the eight quarterly rebalancing dates was approximately 4.8 times the average MOC share volume on the non-quarterly rebalancing expiration dates; again, indicating that the impact rebalancing may have on the S&P 500 Index is greater than any impact that P.M.-settled SPX options may have on the S&P 500 Index. That is, the Exchange observed that the majority of closing volume on quarterly rebalance dates is driven by rebalancing of shares in in the S&P 500, and not by P.M.-settled SPX options expiration-related hedging activity. Notwithstanding the MOC share volume on quarterly rebalancing dates, the volume of MOC shares executed on expiration days (324 expiration days) was only approximately 13% more than that on non-expiration days, substantially less than the increase in volume over non-expiration days wherein the eight index rebalancing dates are included in expiration day volume. In addition to this, the Exchange observed that the hedging MOC share volume (*i.e.,* the expected MOC share volume resulting from hedging activity in connection with expiring ITM P.M.-settled SPX options) was, on average, less than the MOC share volume on non-expiration days, and was only approximately 20% of the total MOC share volume on expiration days, indicating that other sources of MOC share volume generally exceed the volume resulting from hedging activity of expiring ITM P.M.-settled SPX options and would more likely be a source of any potential market volatility.

The Exchange also observed that, across all third-Friday expirations, the notional value of the hedging futures positions was approximately 25% of the notional value of expiring ITM P.M.-settled SPX options, approximately 3.8% of the notional value of all expiring P.M.-settled SPX options, and approximately only 0.5% of the notional value of all P.M.-settled SPX options. As such, the estimated hedging activity from liquidity providers on expiration days is a fraction of the expiring open interest in P.M.-settled SPX options, which, the Exchange notes, is only 14% of the total open interest in P.M.-settled SPX options; thus, indicating negligible capacity for hedging activity to increase volatility in the underlying markets.

While unrelated to the initial concerns of P.M.-settlement as described above, at the request of the Commission, the Exchange recently completed an analysis intended to evaluate whether the SPXPM Program impacted the quality of the SPX option market. Specifically, the Exchange compared values of key market quality indicators (specifically, the bid-ask spread [37] and effective spread [38]) in SPXW options both before and after the introduction of Tuesday expirations and Thursday expirations for SPXW options on April 18 and May 11, 2022, respectively.[39] Options on the Standard & Poor's Depositary Receipts S&P 500 ETF (''SPY'') were used as a control group to account for any market factors that might influence key market quality indicators. The Exchange used data from January 3, 2022 through March 4, 2022 (the two-month period prior to the introduction of SPXW options with Tuesday expirations) and data from May 11, 2022 to July 10, 2022 (the two-month period following the introduction of SPXW options with Thursday expirations).[40] Given the time that as passed since the introduction of P.M.-settled SPX options, the Exchange is unable to analyze whether the introduction of PM-settled options SPX options significantly impacted the market quality of A.M.-settled SPX options. The Exchange believes analyzing whether the introduction of new SPXW P.M.-settled expirations (*i.e.,* SPXW options with Tuesday and Thursday expirations) impacted the market quality of then-existing SPXW P.M.-settled expirations (*i.e.,* SPXW options with Monday, Wednesday, and Friday expirations) provides a reasonable substitute to evaluate whether the introduction of P.M.-settled index options impacted the market quality of the SPX market when the pilot began.

As a result of this analysis, the Exchange believes the introduction of SPX options with Tuesday and Thursday options had no significant impact on the market quality of SPXW options with Monday, Wednesday, and Friday expirations. With respect to the majority of series analyzed, the Exchange observed no statistically significant difference in the bid-ask spread or the effective spread of the series in the period prior to introduction of the Tuesday and Thursday expirations and the period following the introduction of the Tuesday and Thursday expirations. While statistically insignificant, the Exchange notes that in many series, particularly as they were closer to expiration, the Exchange observed that the values of these spreads decreased during the period following the introduction of the Tuesday and Thursday expirations.[41]

To further note, given the significant changes in the closing procedures of the primary markets in recent decades, including considerable advances in trading systems and technology, the Exchange believes that the risks of any potential impact of P.M.-, cash-settled SPX options on the underlying cash markets are also de minimis.

The Exchange proposes to make the SPXPM Program permanent as P.M.-settled index products, particularly SPX options, have become an integral part of the Exchange's product offerings, providing investors with greater trading opportunities and flexibility. As indicated by the significant growth in the size of the market for P.M.-settled SPX options, such options have been, and continue to be, well-received and widely used by market participants. Therefore, the Exchange wishes to be able to continue to provide investors with the ability to trade SPXPM options on a permanent basis. The Exchange believes that the permanent continuation of the SPXPM Program will serve to maintain the status quo by

[37] The Exchange calculated for each of SPXW options (with Monday, Wednesday, and Friday expirations) and SPY Weekly options (with Monday, Wednesday, and Friday expirations) the daily time-weighted bid-ask spread on the Exchange during its regular trading hours session, adjusted for the difference in size between SPXW options and SPY options (SPXW options are approximately ten times the value of SPY options).

[38] The Exchange calculated the volume-weighted average daily effective spread for simple trades for each of SPXW options (with Monday, Wednesday, and Friday expirations) and SPY Weekly options (with Monday, Wednesday, and Friday expirations) as twice the amount of the absolute value of the difference between an order execution price and the midpoint of the national best bid and offer at the time of execution, adjusted for the difference in size between SPXW options and SPY options.

[39] For purposes of comparison, the Exchange paired SPXW options and SPY options with the same moneyness and same days to expiration.

[40] The Exchange observed comparable market volatility levels during the pre-intervention and post-intervention time ranges.

[41] In any series in which the Exchange observed an increase in the market quality indicators, the Exchange notes any such increase was also statistically insignificant.

continuing to offer a product to which investors have become accustomed and have incorporated into their business models and day-to-day trading methodologies for nearly ten years. As such, the Exchange also believes that ceasing to offer SPXPM options may result in significant market disruption and investor confusion. The Exchange has not identified any significant impact on market quality nor any unique or prohibitive regulatory concerns as a result of the SPXPM Pilot Program, and, as such, the Exchange believes that the continuation of the SPXPM Program as a pilot, including the use of time and resources to compile and analyze quarterly and annual pilot reports and pilot data, is no longer necessary and that making the SPXPM Program permanent will allow the Exchange to otherwise allocate time and resources to other industry initiatives.

2. Statutory Basis

The Exchange believes the proposed rule change is consistent with the Securities Exchange Act of 1934 (the ''Act'') and the rules and regulations thereunder applicable to the Exchange and, in particular, the requirements of Section 6(b) of the Act.[42] Specifically, the Exchange believes the proposed rule change is consistent with the Section 6(b)(5)[43] requirements that the rules of an exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest.

In particular, the Exchange believes that the making the SPXPM Program permanent will allow the Exchange to be able to continue to offer SPXPM options—a product of which has become an integral part of the Exchange's offerings—on a continuous and permanent basis. Since their reintroduction beginning in 2006,[44] P.M.-settled SPX options have been, and continue to be, well-received and widely used by market participants, providing investors with greater trading opportunities and flexibility. The Exchange believes that the permanent continuation of the SPXPM Program will remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, protect investors and the public interest by continuing to offer a product to which investors have become accustomed and have incorporated into their business models and day-to-day trading strategies for nearly nine years. As indicated by the significant growth in the size of the market for P.M.-settled SPX options, such options have been, and continue to be, well-received and widely used by market participants. Conversely, the Exchange believes ceasing to offer the SPXPM Program may result in significant market disruption and investor confusion, as P.M.-settled index products, particularly SPX options, have become an integral part of the Exchange's product offerings, providing investors with greater trading opportunities and flexibility.

The Exchange further believes that making the SPXPM Program permanent will remove impediments to and perfect the mechanism of a free and open market and a national market system and protect investors, while maintaining a fair and orderly market, as the Exchange believes that previous concerns (arising in the 1980s) regarding options expirations potentially contributing to excess volatility and reversals around the close have been adequately diminished. As described in detail above, the Exchange has observed no significant adverse market impact or identified any meaningful regulatory concerns during the nearly nine-year operation of the SPXPM Program as a pilot nor during the 15 years since P.M.-settled SPX options were reintroduced to the marketplace.[45] Notably, the Exchange did not identify any significant economic impact (including on pricing or volatility or in connection with reversals) on S&P 500 futures, the S&P 500, or the underlying component securities of the S&P 500 surrounding the close as a result of the quantity of P.M.-settled SPX options that settle at the close or the amount of expiring open interest in P.M.-settled SPX options, nor any demonstrated capacity for options hedging activity to impact volatility in the underlying markets. The Exchange also believes the introduction of P.M.-settled SPX options had no significant impact on the market quality of A.M.-settled SPX options or other options. The Exchange believes this as a result of its analysis conducted after the introduction of SPXW options with Tuesday and Thursday expirations, which demonstrated no statistically significant impact on the bid-ask or effective spreads of SPXW options with Monday, Wednesday, and Friday expirations after trading in the SPXW options with Tuesday and Thursday expirations began. While SPXW options are P.M.-settled and SPX options are A.M.-settled, they are otherwise nearly identical products. Therefore, the Exchange believes analyzing the impact of new SPXW options on then-existing SPXW options permit the Exchange to extrapolate from this data that it is unlikely the introduction of P.M.-settled SPXW options significantly impacted the market quality of A.M.-settled SPX options when the pilot began. Additionally, the significant changes in the closing procedures of the primary markets in recent decades, including considerable advances in trading systems and technology, has significantly minimized risks of any potential impact of P.M.-, cash-settled SPX options on the underlying cash markets. As such, the Exchange believes that a permanent SPXPM Program does not raise any unique or prohibitive regulatory concerns and that such trading has not, and will not, adversely impact fair and orderly markets on Expiration Fridays for the S&P 500 and its component securities. Further, as the Exchange has not identified any significant impact on market quality or any unique or prohibitive regulatory concerns as a result of offering SPXPM options, the Exchange believes that the continuation of the SPXPM Program as a pilot, including the gathering, submission and review of the pilot reports and data, is no longer necessary and that making the SPXPM Program permanent will allow the Exchange to otherwise allocate time and resources to other industry initiatives.

B. Self-Regulatory Organization's Statement on Burden on Competition

Cboe Options does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The Exchange does not believe that making the SPXPM Program permanent will impose any unnecessary or inappropriate burden on intramarket competition because SPXPM options will continue to be available to all market participants who wish to participate in the SPXPM options market. The Exchange believes that the significant and sustained growth the P.M.-settled SPX options market has experienced since their reintroduction through pilot programs indicates strong, continued investor interest and demand,

[42] 15 U.S.C. 78f(b).

[43] 15 U.S.C. 78f(b)(5).

[44] *See supra* notes 21–24. As described above, the Exchange's conclusion is consistent with the analysis in the DERA Staff PM Pilot Memo.

[45] *See supra* notes 21–24.

warranting a permanent SPXPM Program. The Exchange believes that, for the period that P.M.-settled SPX options have been in operation as pilot programs, they have provided investors with a desirable product with which to trade and wishes to permanently offer this product to investors. Furthermore, during the pilot period, the Exchange has not observed any significant adverse market effects nor identified any regulatory concerns as a result of the SPXPM Program, and, as such, the continuation of the SPXPM Program as a pilot, including the gathering, submission and review of the pilot reports and data, is no longer necessary—a permanent SPXPM Program will allow the Exchange to otherwise allocate time and resources to other industry initiatives.

The Exchange further does not believe that making the SPXPM Program permanent will impose any burden on intermarket competition that is not necessary or appropriate in furtherance of the purposes of the Act because it applies to a class of options listed only for trading on Cboe Options. The Exchange notes that other exchanges are free to and do offer competing products. To the extent that the permanent offering and continued trading of SPXPM options may make Cboe Options a more attractive marketplace to market participants at other exchanges, such market participants may elect to become Cboe Options market participants.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

The Exchange neither solicited nor received comments on the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within 45 days of the date of publication of this notice in the **Federal Register** or within such longer period up to 90 days (i) as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the Exchange consents, the Commission will:

A. by order approve or disapprove such proposed rule change, or

B. institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–CBOE–2023–005 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–CBOE–2023–005. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–CBOE–2023–005, and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[46]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01260 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[46] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–96700; File No. SR–LCH SA–2023–002]

Self-Regulatory Organizations; LCH SA; Notice of Filing and Immediate Effectiveness of Proposed Rule Change, as Modified by Amendment No. 1, Relating to the CDSClear Fee Grid for 2023

January 18, 2023.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (''Act'')[1] and Rule 19b–4 thereunder[2] notice is hereby given that on January 5, 2023, Banque Centrale de Compensation, which conducts business under the name LCH SA (''LCH SA''), filed with the Securities and Exchange Commission (''Commission'' or ''SEC'') the proposed rule change described in Items I, II and III below, which Items have been prepared primarily by LCH SA. LCH SA filed the proposed rule change pursuant to Section 19(b)(3)(A) of the Act,[3] and Rule 19b–4(f)(2)[4] thereunder, so that the proposal was effective upon filing with the Commission. On January 13, 2023, LCH SA filed Amendment No. 1 to the proposed rule change, which replaced and superseded in its entirety the original filing.[5] The Commission is publishing this notice to solicit comments on the proposed rule change, as modified by Amendment No. 1 (hereafter, the ''proposed rule change''), from interested persons.

I. Clearing Agency's Statement of the Terms of Substance of the Proposed Rule Change

(a) On January 5, 2023, Banque Centrale de Compensation, which conducts business under the name LCH SA (''LCH SA''), filed with the Securities and Exchange Commission (''Commission'') the proposed rule change SR–LCH SA–2023–002 (''Proposed Rule Change'') pursuant to Section 19(b) of the Securities Exchange Act of 1934 (''Act'') and Rule 19b–4 thereunder in order to modify and update the current CDSClear fee grid to be effective early January 2023. This Amendment No. 1 to the Proposed Rule

[1] 15 U.S.C. 78s(b)(1).

[2] 17 CFR 240.19b–4.

[3] 15 U.S.C. 78s(b)(3)(A).

[4] 17 CFR 240.19b–4(f)(2).

[5] Amendment No. 1 amends Exhibit 1A to correct a non-substantive formatting error and adds further explanation and justification to Part II(b), statutory basis. Amendment No. 1 also submits an exhibit to the proposed rule change as an Exhibit 3. In a separate correspondence that accompanies Amendment No. 1, LCH SA requests confidential treatment for this Exhibit 3.

Change,[6] will replace and supersede entirety the original filing.

The text of the Proposed Rule Change is in Exhibit 5 [sic].[7]

The implementation of the Proposed Rule Change will be contingent on LCH SA's receipt of all necessary regulatory approvals.

(b) Not applicable.

(c) Not applicable.

II. Clearing Agency's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, LCH SA included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. LCH SA has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of these statements.

A. Clearing Agency's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

(a) Purpose

The purpose of the proposed fee changes is for LCH SA to reflect the ongoing development and new product scope of the CDSClear service[8] with the objective to meet clearing members and clients' expectations on the clearing offer.

As specified in Exhibit 5 [sic], LCH SA is proposing to amend the CDSClear fee grid for 2023 as follows.

(1) Clearing Fees for Sovereign Index and Single Name CDS Activity

LCH SA CDSClear currently offers an Unlimited Tariff for General Members that covers all self-clearing Corporate and Financials CDS Index and Single Names activity for a Financial Group of a Clearing Member for an annual fixed fee of €1,350,000 (no variable fees).

As the scope of products covered by the Unlimited Tariff for General Members does not include Sovereign Single Names CDS, the proposed change introduces a distinct fixed fee of €180,000 per annum[9] for General Members to cover all self-clearing Sovereign Single Names CDS activity for a Financial Group of a Clearing Member. General Members can opt-in for this tariff or pay variable fees to clear Sovereign Single Name CDS as per the current fee grid.

As per the existing fee grid, CDSClear offers a full discount of Sovereign Single Names variable fees for one calendar year from the launch date of this initiative. This initiative launched on December 14, 2022. As such, LCH SA proposes to amend the fee grid to clarify the full extent of this discount (*i.e.,* from December 14, 2022 up to and including December 14, 2023).

LCH SA proposes to authorize General Members to switch between the annual fixed fee tariff and the variable fees for Sovereign Single Name CDS no more than once per year, such change to be effective from the start of the next month following a 15 business days' notice period.

(2) General Members' Introductory Tariff

General Members under the Introductory Tariff pay an annual Membership and clearing fixed fee to cover all self-clearing Corporate, Financials and Sovereign Index and Single Names activity of:

- €200,000 if the total annual gross notional cleared is under €10bn.
- €400,000 if the total annual gross notional cleared is over €10bn.

Besides, currently:

- Where the total annual gross notional cleared by a General Member under the Introductory Tariff reaches €10bn in any calendar year, then no further fixed fees are payable that year and the General Member will automatically be invoiced at the higher tariff of €400,000 for the following year.
- Where the total annual gross notional cleared by a General Member under the Introductory Tariff on the higher tariff of €400,000 falls below €10bn in any calendar year, the General Member will automatically be invoiced at the lower tariff of €200,000 for the following year.

The General Members' Introductory Tariff is charged monthly at one-twelfth of the total per month.

Under the proposal, rather than having a dividing threshold of €10bn in total annual gross notional cleared, all General Members automatically would be charged the higher tariff, and rebated a certain amount if their gross notional clearing activity does not cross the €10bn threshold at the end of the year. As proposed, General Members under the Introductory Tariff would be charged an annual Membership and clearing fee of €400,000 for any given calendar year (one-twelfth being charged each month) but those having cleared less than €10bn in that year would get a rebate in their last bill for the year such that their annual Membership and clearing fee amount would revert to €200,000.

(3) Select Members' Tariff

Select Members currently pay an annual membership and clearing fixed fee to cover all self-clearing Corporate, Financials and Sovereign Index and Single Names activity of:

- €250,000 if the total annual gross notional cleared is under €20bn.
- €450,000 if the total annual gross notional cleared is over €20bn.

With the proposed change, the threshold would be lowered to €10 billion from €20 billion. Select Members would pay an annual Membership and clearing fixed fee to cover all self-clearing Corporate, Financials and Sovereign Index and Single Names activity of:

- €250,000 if the total annual gross notional cleared is under €10bn.
- €450,000 if the total annual gross notional cleared is over €10bn.

Currently, where the total annual gross notional cleared by a Select Member reaches €20bn in any calendar year, then no further fixed fees are payable that year and the Select Member will automatically be invoiced at the higher tariff of €450,000 for the following year. Also under the present rules, where the total annual gross notional cleared by a Select Member on the higher tariff of €450,000 falls below €20bn in any calendar year, the Select Member will automatically be invoiced at the lower tariff of €250,000 for the following year. As with the General Members' Introductory Tariff, the Select Members' Tariff is charged monthly at one-twelfth of the total per month.

According to the proposal, not only would the total annual gross notional cleared threshold be halved, but also Select Members automatically would be charged the higher tariff, and rebated a certain amount if their gross notional clearing activity does not cross the newly lowered €10bn threshold at the end of the year. Select Members would be charged an annual membership and clearing fee of €450,000 for any given

[6] Available on LCH SA website: *Proposed Rule Changes | LCH Group* (*https://www.lch.com/resources/rulebooks/proposed-rule-changes*).

[7] All capitalized terms not defined herein have the same definition as in the CDS Clearing Rule Book, Supplement or Procedures, as applicable.

[8] Self-Regulatory Organizations; LCH SA; Order Approving Proposed Rule Change Relating to the Clearing of Markit iTraxx® Australia Indices and the Associated Single-Name Constituents and Remediation of WWR Margin Instability, Exchange Act Release No. 34–95503 (August 16, 2022); 87 FR 51471 (August 22, 2022) (SR–LCH SA–2022–004); Self-Regulatory Organizations; LCH SA; Notice of Filing of Amendment No. 2 and Order Granting Accelerated Approval of Proposed Rule Change, as Modified by Amendment No. 2, Relating to Providing Clearing Services for Additional Index and Single Name Credit Default Swaps, Exchange Act Release No. 34–96468 (Dec. 8, 2022); 87 FR 76519 (Dec. 14, 2022) (SR–LCH SA–2022–007).

[9] This annual fixed fee of €180,000 will be divided by twelve and be charged monthly, equaling €15,000 per month.

calendar year (one twelfth being charged each month) but those having cleared less than €10bn in that year would get a rebate in their last bill for the year such that their annual Membership and clearing fee amount to €250,000.

(4) CCP Switch Programme

The proposals to the CDSClear fee grid are intended to reflect the incentive fee programme offered to existing and new clearing members (CCP Switch Programme), a proposed rule change that was recently filed with and given immediate effectiveness by the SEC.[10]

(5) High Turnover Fee Plan

The proposed CDSClear fee grid would introduce a High Turnover Fee Plan (HTFP) for Clients and Select Members.

Currently, CDSClear Clearing Members are charged a variable fee on their client clearing flows per €/$ million of gross notional cleared, as follows:

VARIABLE FEE—CLIENT CLEARING

[Per million gross notional cleared]

EUR indices	EUR single names	Credit index options—EUR indices	U.S. indices	U.S. single names	Credit index option—U.S. Indices
€4	€12	€4	$5	$17	$4

Similarly, Select Members are charged a variable fee on their House flows per EUR/USD million of gross notional cleared defined as follows:

VARIABLE FEE—SELECT MEMBERS SELF-CLEARING

[Per million gross notional cleared]

EUR indices	EUR single names	Credit index options—EUR indices	U.S. indices	U.S. single names	Credit index option—U.S. indices
€4	€10	€10	$5	$13	$10

Under the proposal, the HTFP introduction would establish a variable fee grid based on notional in order to make it more attractive for new Select Members as well as new buy-side clients to select CDSClear as their CCP and/or CDSClear existing Select Members, and clients to clear more by decreasing the marginal variable fee past predefined notional thresholds as detailed below, and in Exhibit 5 [sic]. The HTFP thus provides Select Members and Clients with the same type of incentive to clear more volumes than the Unlimited Tariff offers to General Members, under which they pay an annual fixed fee of €1.35m that covers all self-clearing Corporate and Financial Index and Single Names activity as well as Sovereign Index activity for all entities part of the Financial Group of a given Clearing Member. As a result, the HTFP doesn't need to be offered to the General Members.

The buckets would apply to the actual notional cleared in a given calendar year distinctly for Euro denominated Indices, US Dollar denominated Indices, Euro denominated Single Names and US Dollar denominated Single Names only.

[10] Self-Regulatory Organizations; LCH SA; Notice of Filing and Immediate Effectiveness of Proposed Rule Change, as Modified by Amendment No. 1, Relating to the CDSClear CCP Switch Programme, Exchange Act Release No. Release No. 34–95808 (September 16, 2022); 87 FR 57931 (September 22, 2022) (SR–LCH SA–2022–005).

		Bucket 1	Bucket 2	Bucket 3	Bucket 4	Bucket 5
US Index ($)	Notional Bucket	0	60,000,000,000	120,000,000,000	240,000,000,000	480,000,000,000
	Fee/mm Bucket	5	4	3	2	0
US SN ($)	Notional Bucket	0	5,000,000,000	10,000,000,000	20,000,000,000	40,000,000,000
	Fee/mm Bucket	17	12	7	2	0
EUR Index (€)	Notional Bucket	0	60,000,000,000	120,000,000,000	240,000,000,000	480,000,000,000
	Fee/mm Bucket	4	3	2	1	0
EUR SN (€)	Notional Bucket	0	5,000,000,000	10,000,000,000	20,000,000,000	40,000,000,000
	Fee/mm Bucket	12	9	6	3	0

Finally, the HTFP would exclude from the determination of the total cleared notional:

- the notional cleared for which a CCP Switch credit note was used to zero out the clearing fees; and
- the notional cleared part of a CCP Switch that thus did not attract any clearing fees.

(6) LSOC Account Structure Fees

Today, LCH SA did not have any futures commission merchant (FCM) using its clearing services but in view of a first FCM to join the CDSClear service in the coming months, it is proposed to not charge any account structure fees for Legally Segregated, Operationally Commingled (LSOC) account structures.

(7) Extension of the Fee Holiday Period for Options Cleared by Clients and Maintenance of the EEP Usage Free of Charge in 2023

LCH SA is proposing to renew the fee holiday [11] for Client clearing Options in 2023 as well as to maintain for 2023 the Electronic Exercise Platform (EEP) usage free of charge, both to promote and encourage option clearing take-up.

(b) Statutory Basis

Section 17A(b)(3)(D) of the Act requires that the rules of a clearing agency provide for the equitable allocation of reasonable dues, fees, and other charges among its participants.[12]

LCH SA believes that this proposed rule change concerning its clearing fee changes is consistent with the requirements of Section 17A of the Act [13] and the rules and regulations thereunder applicable to it, and in particular provides for the equitable allocation of reasonable fees, dues, and other charges among clearing members and market participants by ensuring that clearing members and clients pay reasonable fees and dues for the services provided by LCH SA, within the meaning of Section 17A(b)(3)(D) of the Act.[14]

In order to take into account the new product scope of the clearing services offered by CDSClear, including, for example, Markit iTraxx® Australia Indices and the Associated Single-Name Constituents, as well as the iTraxx Asia ex Japan Index, the Markit CDX Emerging Markets Index and the single name credit default swaps (''CDS'') that comprise each index, LCH SA is proposing to introduce a fixed fee tariff covering all self-clearing Sovereign Single Names CDS activity carried out by a Financial Group of a Clearing Member. The fixed fee amount was reasonably determined by LCH SA on the basis of the expected General Members' cleared volumes, examining both the Sovereign Single Name CDS cleared notional by other Credit CCPs as well as the outstanding bilateral notional of Sovereign Single Name CDS available to clear.

This proposed additional tariff for Sovereign Single Name CDS does not impact the existing tariffs applicable to existing clearing services (*i.e.,* the General Members' Unlimited tariff for Corporates and Financials Index and Single Names the General Members' Unlimited tariff for Options as well as the General Members' Introductory tariffs for Indices, Single Names and Options). The proposed additional tariff also provides General Members more optionality to manage their cost of clearing Sovereign Single Name CDS by offering a similar choice of tariffs to the existing ones for Corporates and Financials Index and Single Names or for Options.

For both General Members under the Introductory Tariff and Select Members, LCH SA is proposing to adjust the way it collects the fixed fee amount in a transparent manner that is equally applicable to ensure that those Clearing Members are charged the relevant fixed fee amount depending on their total notional cleared for the calendar year in which they cleared such notional.

Additionally, for Select Members, LCH SA is proposing to lower by half the threshold amount which determines the amount of the annual clearing fixed fee to cover all self-clearing Corporate, Financials and Sovereign Index and Single Names activity, thus impacting the rebate that may be granted.

LCH SA believes that implementing such adjustments made to avoid General Members under the Introductory Tariff paying more than Select Members for the same notional cleared whilst General Members have more obligations than Select Members is consistent with the requirements of Section 17A of the Act [15] and the regulations thereunder applicable to it, and in particular provides for the equitable allocation of reasonable fees, dues, and other charges among clearing members and market participants by ensuring that Members pay reasonable fees and dues for the services provided by LCH SA, within the meaning of Section 17A(b)(3)(D) of the Act.[16]

[11] Self-Regulatory Organizations; LCH SA; Notice of Filing and Immediate Effectiveness of Proposed Rule Change Relating to the Amendments of the CDSClear Fee Grid, Release No. 34–90862 (Jan. 6, 2021), 86 FR 2468 (Jan. 12, 2021), File No. SR–LCH SA–2020–007.

[12] 15 U.S.C. 78q–1(b)(3)(D).

[13] 15 U.S.C. 78q–1.

[14] 15 U.S.C. 78q–1(b)(3)(D).

[15] 15 U.S.C. 78q–1.

[16] 15 U.S.C. 78q–1(b)(3)(D).

LCH SA has determined that the proposed fees associated to the High Turnover Fee Plan are reasonable and appropriate to charge to offer and maintain CDSClear clearing services. In particular, LCH SA believes that the volume-based discounts have been set up at an appropriate level, given the costs and expenses to LCH SA in providing such services. LCH SA also considers that the introduction of the High Turnover Fee Plan is designed to be more appropriate and attractive for Select Members and Clients in order to promote the clearing activity. As a reminder, the current fee grid already includes an Unlimited Tariff for General Members which also implies a decreasing marginal clearing fee rate as cleared notional increases, and thus promotes the clearing activity even further than the HTFP as it applies to all entities part of the Financial Group of a given Clearing Member.

Finally, LCH SA believes that the renewal of the fee holiday for options clearing fees for Clients in 2023 will contribute to growing the options client clearing activity. As a result, LCH SA considers that the introduction of the High Turnover Fee Plan as well as the renewal of the fee holiday for Clients clearing Options are also consistent with the prompt and accurate clearance in accordance with Section 17A(b)(3)(F) of the Exchange Act.[17]

Furthermore, LCH SA has determined that not charging any account structure fees for Legally Segregated, Operationally Commingled (LSOC) account structures is consistent with the absence of charge for account structure fees for a Clearing Member's main Gross Omnibus Segregated Account (GOSA), and as such guarantees equal applicability of fees to any category of market participant wishing to access the CDSClear clearing service.

For all the reasons stated above, LCH SA believes that the Proposed Rule Change is consistent with the requirements of Section 17A(b)(3)(D) of the Act.[18]

B. Clearing Agency's Statement on Burden on Competition.

Section 17A(b)(3)(I) of the Act requires that the rules of a clearing agency not impose any burden on competition not necessary or appropriate in furtherance of the purposes of the Act.[19]

LCH SA does not believe that the Proposed Rule Change would impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act because LCH SA is offering the possibility for CDSClear members and clients to obtain a more appropriate and flexible access to the clearing services. The Proposed Rule Change would not affect the ability of Clearing Members or other market participants generally to engage in cleared transactions or to access clearing services.

Additionally, the clearing fee conditions would remain transparent and equally applicable to any category of market participant wishing to access the CDSClear clearing service for the extensive scope of products offered, including those that are not mandatory for clearing.

Further, as explained above, LCH SA believes that the fee rates would be maintained at an appropriate level, given the costs and expenses to LCH SA in offering the relevant clearing services.

C. Clearing Agency's Statement on Comments on the Proposed Rule Change Received From Members, Participants or Others

Written comments relating to the proposed rule change have not been solicited or received. LCH SA will notify the Commission of any written comments received by LCH SA.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The foregoing proposed rule change has become effective upon filing pursuant to Section 19(b)(3)(A)[20] of the Act and Rule 19b–4(f)(2)[21] thereunder because it establishes a fee or other charge imposed by LCH SA on its Clearing Members. At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such proposed rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–LCH SA–2023–002 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to File Number SR–LCH SA–2023–002. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549 on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of LCH SA and on LCH SA's website at: *https://www.lch.com/resources/rulebooks/proposed-rule-changes.* All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–LCH SA–2023–002 and should be submitted on or before February 14, 2023.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[22]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01276 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[17] 15 U.S.C. 78q–1(b)(3)(F).

[18] 15 U.S.C. 78q–1(b)(3)(D).

[19] 15 U.S.C. 78q–1(b)(3)(I).

[20] 15 U.S.C. 78s(b)(3)(A).

[21] 17 CFR 240.19b–4(f)(2).

[22] 17 CFR 200.30–3(a)(12).

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–115, OMB Control No. 3235–0132]

Submission for OMB Review; Comment Request; Extension: Trust Indenture Act Rules 7a–15 Through 7a–37

Upon Written Request Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that, pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (''Commission'') has submitted to the Office of Management and Budget this request for extension of the previously approved collection of information discussed below.

Rules 7a–15 through 7a–37 (17 CFR 260.7a–15—260.7a–37) under the Trust Indenture Act of 1939 (15 U.S.C. 77aaa *et seq.*) set forth the general requirements as to form and content of applications, statements and reports that must be filed under the Trust Indenture Act. The respondents are persons and entities subject to the requirements of the Trust Indenture Act. Trust Indenture Act Rules 7a–15 through 7a–37 are disclosure guidelines and do not directly result in any collection of information. The rules are assigned only one burden hour for administrative convenience.

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 control number.

The public may view background documentation for this information collection at the following website: *www.reginfo.gov.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function. Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice by February 23, 2023 to (i) *www.reginfo.gov/public/do/PRAMain* and (ii) David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or by sending an email to: *PRA_Mailbox@sec.gov.*

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01246 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[SEC File No. 270–195, OMB Control No. 3235–0198]

Proposed Collection; Comment Request; Extension: Rule 15c2–5

Upon Written Request, Copies Available From: Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (''PRA'') (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (''Commission'') is soliciting comments on the existing collection of information provided for in Rule 15c2–5 (17 CFR 240.15c2–5) under the Securities Exchange Act of 1934 (15 U.S.C. 78a *et seq.*) (''Exchange Act''). The Commission plans to submit this existing collection of information to the Office of Management and Budget (''OMB'') for extension and approval.

Rule 15c2–5 prohibits a broker-dealer from arranging or extending certain loans to persons in connection with the offer or sale of securities unless, before any element of the transaction is entered into, the broker-dealer: (1) delivers to the person a written statement containing the exact nature and extent of the person's obligations under the loan arrangement; the risks and disadvantages of the loan arrangement; and all commissions, discounts, and other remuneration received and to be received in connection with the transaction by the broker-dealer or certain related persons (unless the person receives certain materials from the lender or broker-dealer which contain the required information); and (2) obtains from the person information on the person's financial situation and needs, reasonably determines that the transaction is suitable for the person, and retains on file and makes available to the person on request a written statement setting forth the broker-dealer's basis for determining that the transaction was suitable.

The collection of information required by Rule 15c2–5 is necessary to execute the Commission's mandate under the Exchange Act to prevent fraudulent, manipulative, and deceptive acts and practices by broker-dealers.

The Commission estimates that there are approximately 50 respondents that require an aggregate total of 600 hours to comply with Rule 15c2–5.[1] Each of these approximately 50 registered broker-dealers makes an estimated six annual responses, for an aggregate total of 300 responses per year.[2] Each response takes approximately two hours to complete. Thus, the total hour burden per year is approximately 600 hours.[3] The approximate internal compliance cost per hour is $66.00 for clerical labor,[4] resulting in a total internal compliance cost of approximately $39,600 per year.[5] These reflect internal labor costs; there are no external labor, capital, or start-up costs.

Written comments are invited on: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology. Consideration will be given to comments and suggestions submitted by March 27, 2023.

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

Please direct your written comments to: David Bottom, Director/Chief Information Officer, Securities and Exchange Commission, c/o John Pezzullo, 100 F Street NE, Washington, DC 20549, or send an email to: *PRA_Mailbox@sec.gov.*

Dated: January 18, 2023.

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2023–01249 Filed 1–23–23; 8:45 am]

BILLING CODE 8011–01–P

[1] 50 respondents × 6 responses per year × 2 hours per response = 600 hours per year.

[2] 50 respondents × 6 responses per year = 300 responses per year.

[3] 300 responses per year × 2 hours per response = 600 hours per year.

[4] Cost per hour for a clerk is from SIFMA's Office Salaries in the Securities Industry 2013, modified by Commission staff to account for an 1800-hour work-year, multiplied by 2.93 to account for bonuses, firm size, employee benefits and overhead, and adjusted by a factor of 1.0965 to account for inflation.

[5] 600 hours per year × $66.00 per hour = $39,600 per year.

SMALL BUSINESS ADMINISTRATION

National Small Business Development Center Advisory Board

AGENCY: Small Business Administration.

ACTION: Notice of open Federal Advisory Committee meeting.

SUMMARY: The SBA is issuing this notice to announce the date, time and agenda for a meeting of the National Small Business Development Center Advisory Board. The meeting will be open to the public; however, advance notice of attendance is required.

DATES: Tuesday, February 7, 2023, at 1 p.m. EDT.

ADDRESSES: Meeting will be held in-person and via Microsoft Teams.

FOR FURTHER INFORMATION CONTACT: Rachel Karton, Office of Small Business Development Centers, U.S. Small Business Administration, 409 Third Street SW, Washington, DC 20416; *Rachel.newman-karton@sba.gov;* 202–619–1816. If anyone wishes to be a listening participant or would like to request accommodations, please contact Rachel Karton at the information above.

SUPPLEMENTARY INFORMATION: Pursuant to section l0(a) of the Federal Advisory Committee Act (5 U.S.C. Appendix 2), the SBA announces the meetings of the National SBDC Advisory Board. This Board provides advice and counsel to the SBA Administrator and Associate Administrator for Small Business Development Centers.

Purpose

The purpose of the meeting is to discuss the following pertaining to the SBDC Program:

- Annual Plan/White Paper
- Outreach and Engagement with the SBDC State Directors

Andrienne Johnson,

Committee Management Officer.

[FR Doc. 2023–01231 Filed 1–23–23; 8:45 am]

BILLING CODE P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #17757 and #17758; California Disaster Number CA–00366]

Presidential Declaration Amendment of a Major Disaster for the State of California

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 1.

SUMMARY: This is an amendment of the Presidential declaration of a major disaster for the State of California (FEMA–4683–DR), dated 01/14/2023.

Incident: Severe Winter Storms, Flooding, Landslides, and Mudslides.

Incident Period: 12/27/2022 and continuing.

DATES: Issued on 01/17/2023.

Physical Loan Application Deadline Date: 03/16/2023.

Economic Injury (EIDL) Loan Application Deadline Date: 10/16/2023.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: The notice of the President's major disaster declaration for the State of California, dated 01/14/2023, is hereby amended to include the following areas as adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans): Monterey, San Luis Obispo, Santa Barbara.

Contiguous Counties (Economic Injury Loans Only):

California: Kern, Kings, Ventura.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

Rafaela Monchek,

Acting Associate Administrator, for Disaster Recovery and Resilience.

[FR Doc. 2023–01243 Filed 1–23–23; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #17761 and #17762; Georgia Disaster Number GA–00151]

Presidential Declaration of a Major Disaster for the State of Georgia

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of Georgia (FEMA–4685–DR), dated 01/16/2023.

Incident: Severe Storms, Straight-line Winds, and Tornadoes.

Incident Period: 01/12/2023.

DATES: Issued on 01/16/2023.

Physical Loan Application Deadline Date: 03/17/2023.

Economic Injury (EIDL) Loan Application Deadline Date: 10/16/2023.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on 01/16/2023, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans): Butts, Henry, Jasper, Meriwether, Newton, Spalding, Troup.

Contiguous Counties (Economic Injury Loans Only):

Georgia: Clayton, Coweta, Dekalb, Fayette, Harris, Heard, Jones, Lamar, Monroe, Morgan, Pike, Putnam, Rockdale, Talbot, Upson, Walton.

Alabama: Chambers, Randolph.

The Interest Rates are:

	Percent
For Physical Damage:	
Homeowners with Credit Available Elsewhere	4.625
Homeowners without Credit Available Elsewhere	2.313
Businesses with Credit Available Elsewhere	6.610
Businesses without Credit Available Elsewhere	3.305
Non-Profit Organizations with Credit Available Elsewhere	2.375
Non-Profit Organizations without Credit Available Elsewhere	2.375
For Economic Injury:	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere	3.305
Non-Profit Organizations without Credit Available Elsewhere	2.375

(Catalog of Federal Domestic Assistance Number 59008)

Rafaela Monchek,

Acting Associate Administrator for Disaster Recovery and Resilience.

[FR Doc. 2023–01241 Filed 1–23–23; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #17759 and #17760; Alabama Disaster Number AL–00128]

Presidential Declaration of a Major Disaster for the State of Alabama

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of Alabama (FEMA–4684–DR), dated 01/15/2023.

Incident: Severe Storms, Straight-line Winds, and Tornadoes.

Incident Period: 01/12/2023.

DATES: Issued on 01/15/2023.

Physical Loan Application Deadline Date: 03/16/2023.

Economic Injury (EIDL) Loan Application Deadline Date: 10/16/2023.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on 01/15/2023, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans): Autauga, Dallas.

Contiguous Counties (Economic Injury Loans Only):

Alabama: Chilton, Elmore, Lowndes, Marengo, Montgomery, Perry, Wilcox.

The Interest Rates are:

	Percent
For Physical Damage:	
Homeowners with Credit Available Elsewhere	4.625
Homeowners without Credit Available Elsewhere	2.313
Businesses with Credit Available Elsewhere	6.610
Businesses without Credit Available Elsewhere	3.305
Non-Profit Organizations with Credit Available Elsewhere	2.375
Non-Profit Organizations without Credit Available Elsewhere	2.375
For Economic Injury:	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere	3.305
Non-Profit Organizations without Credit Available Elsewhere	2.375

The number assigned to this disaster for physical damage is 17759 C and for economic injury is 17760 0.

(Catalog of Federal Domestic Assistance Number 59008)

Rafaela Monchek,

Acting Associate Administrator for Disaster Recovery and Resilience.

[FR Doc. 2023–01281 Filed 1–23–23; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #17757 and #17758; California Disaster Number CA–00366]

Presidential Declaration of a Major Disaster for the State of California

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of California (FEMA–4683–DR), dated 01/14/2023.

Incident: Severe Winter Storms, Flooding, Landslides, and Mudslides.

Incident Period: 12/27/2022 and continuing.

DATES: Issued on 01/14/2023.

Physical Loan Application Deadline Date: 03/15/2023.

Economic Injury (EIDL) Loan Application Deadline Date: 10/16/2023.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on 01/14/2023, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans): Merced, Sacramento, Santa Cruz.

Contiguous Counties (Economic Injury Loans Only):

California: Amador, Contra Costa, El Dorado, Fresno, Madera, Mariposa, Monterey, Placer, San Benito, San Joaquin, San Mateo, Santa Clara, Solano, Stanislaus, Sutter, Tuolumne, Yolo.

The Interest Rates are:

	Percent
For Physical Damage:	
Homeowners with Credit Available Elsewhere	4.625
Homeowners without Credit Available Elsewhere	2.313
Businesses with Credit Available Elsewhere	6.610
Businesses without Credit Available Elsewhere	3.305
Non-Profit Organizations with Credit Available Elsewhere	2.375
Non-Profit Organizations without Credit Available Elsewhere	2.375
For Economic Injury:	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere	3.305
Non-Profit Organizations without Credit Available Elsewhere	2.375

The number assigned to this disaster for physical damage is 17757 B and for economic injury is 17758 0.

(Catalog of Federal Domestic Assistance Number 59008)

Rafaela Monchek,

Acting Associate Administrator for Disaster Recovery and Resilience.

[FR Doc. 2023–01234 Filed 1–23–23; 8:45 am]

BILLING CODE 8026–09–P

DEPARTMENT OF STATE

[Public Notice 11972]

30-Day Notice of Proposed Information Collection Medical Clearance Update

ACTION: Notice of request for public comment and submission to OMB of proposed collection of information.

SUMMARY: The Department of State has submitted the information collection described below to the Office of Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995 we are requesting comments on this collection from all interested individuals and organizations. The purpose of this Notice is to allow 30 days for public comment.

DATES: Submit comments up to February 23, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Michelle Yelland, Office of Medical Clearances, Bureau of Medical Services, 2401 E Street NW, SA–1, Room H–242, Washington, DC 20522–0101, and who may be reached at 202–663–1657 or at *Yellandmj@state.gov.*

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Medical Clearance Update.
- *OMB Control Number:* 1405–0131.
- *Type of Request:* Revision of a Currently Approved Collection.
- *Originating Office:* Bureau of Medical Services: MED/CP/CL.
- *Form Number:* DS–3057.
- *Respondents:* Contractors and eligible family members.
- *Estimated Number of Respondents:* 7,205.
- *Estimated Number of Responses:* 7,205.
- *Average Time per Response:* 30 minutes.
- *Total Estimated Burden Time:* 3,603 hours.
- *Frequency:* As needed.
- *Obligation to Respond:* Mandatory.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

Form DS–3057 is designed to collect medical information to provide medical providers with current and adequate information to base decisions on whether contractors and eligible family members will have sufficient medical resources at a diplomatic mission abroad to maintain the health and fitness of the individual and family members.

Methodology

The respondent will obtain the DS–3057 form from their human resources representative or download the form from a department website. The respondent will complete and submit the form offline.

Michelle J. Yelland,

Director of Medical Clearances, Bureau of Medical Clearances, Department of State.

[FR Doc. 2023–01363 Filed 1–23–23; 8:45 am]

BILLING CODE 4710–36–P

DEPARTMENT OF STATE

[Public Notice 11974]

30-Day Notice of Proposed Information Collection: Medical History and Examination

ACTION: Notice of request for public comment and submission to OMB of proposed collection of information.

SUMMARY: The Department of State has submitted the information collection described below to the Office of Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this Notice is to allow 30 days for public comment.

DATES: Submit comments up to February 23, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument, and supporting documents, to Michelle Yelland, Office of Medical Clearances, Bureau of Medical Services, 2401 E Street NW, SA–1, Room H–242, Washington, DC 20522–0101, and who may be reached at 202–663–1657 or at *Yellandmj@state.gov.*

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Medical History and Examination.
- *OMB Control Number:* 1405–0068.
- *Type of Request:* Revision of a Currently Approved Collection.
- *Originating Office:* Bureau of Medical Services: MED/CP/CL.
- *Form Number:* DS–1843 and DS–1622.
- *Respondents:* Contractors and eligible family members.
- *Estimated Number of Respondents:* 2,039.
- *Estimated Number of Responses:* 2,039.
- *Average Time per Response:* 1 hour.
- *Total Estimated Burden Time:* 2,039 hours.
- *Frequency:* Upon application for an overseas position and then intermittent, as needed.
- *Obligation to Respond:* Required to Obtain or Retain a Benefit. We are soliciting public comments to permit the Department to:
- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

Forms DS–1843 and DS–1622 collect medical history, screenings and physical examinations for all individuals applying for overseas positions, including their eligible family members. Forms DS–1843 and DS–1622 are designed to collect sufficient and current medical information on the individual for a medical provider to make a medical clearance determination for initial appointment to an overseas

assignment. They are also used to determine whether the individual or eligible family member will have appropriate medical and/or educational resources at a diplomatic mission/host country abroad to maintain the health and safety of the individual or family member. The forms were updated to include questions regarding employment agency information for non-foreign service agencies.

Methodology

The respondent will obtain the DS–1843 and DS1622 forms from their human resources representative or download the forms from a department website. The respondent will complete and submit the forms offline.

Additional Information

Michelle J. Yelland,

Director of Medical Clearances, Bureau of Medical Clearances, Department of State.

[FR Doc. 2023–01365 Filed 1–23–23; 8:45 am]

BILLING CODE 4710–36–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–0100]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment With the Federal Aviation Administration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves an automated application process for employment with the Federal Aviation Administration by way of the Office of Personnel Management's (OPM) USAJOBS website: *www.usajobs.gov*. The Applicants begin the application process by building an account on USAJOBS website and thereafter, they are passed into the FAA Automated Vacancy Information Access Tool for Online Referral (AVIATOR) to answer specific questions related to FAA job vacancy of interest. This pass through is a direct USAJOBS interface with AVIATOR and hence, there is no standalone link to be used by the applicants. The information collected is necessary to determine basic eligibility for employment and potential eligibility for Veteran's Preference, Veteran's Readjustment Act, and People with Disability appointments. In addition, there are specific occupation questions that assist the FAA Office of Human Resource Management (AHR) in determining candidates' qualifications in order that the best-qualified candidates are hired for the many FAA occupations.

DATES: Written comments should be submitted by March 27, 2023.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (Enter docket number into search field).

By Mail: Toni Main-Valentin, FAA Mike Monroney Aeronautical Center, Office of Human Resource Management, P.O. Box 25082, Headquarters Bldg. 1, Oklahoma City, OK 73125.

By Fax: 405–954–5766.

FOR FURTHER INFORMATION CONTACT: Toni Main-Valentin by email at: *toni.main-valentin@faa.gov*; phone: (405) 954–0870.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0597.

Title: Application for Employment with the Federal Aviation Administration.

Form Numbers: Not applicable.

Type of Review: Renewal of an information collection.

Background: Under the provisions of Public Law 104–50, the Federal Aviation Administration (FAA) was given the authority and the responsibility for developing and implementing its own personnel system without regard to most of the provisions of Title 5, United States Code, exceptions being those concerning veteran's preference and various benefits.

The OPM developed a suite of forms for use in automated employment processes: all under a single OMB approval. The FAA AHR has the same OMB approval for its automated application for employment. By automating processes for employment application and the evaluation of candidates, AHR has markedly improved the service it provides to the public as well as its ability to locate and hire the best-qualified applicants. Lastly, via this process, applicants are provided on-line results immediately upon submitting their application questionnaires.

The Agency is requesting certain information necessary to determine basic eligibility for employment and potential eligibility for Veteran's Preference, Veteran's Readjustment Act, and People with Disability appointments. In addition, occupation specific questions assist AHR in determining candidates' qualifications in order that the best-qualified candidates are hired for the many FAA occupations. The system currently in use for this collection is the Automated Vacancy Information Access Tool for Online Referral (AVIATOR). This system cannot be directly accessed. Applicants are transferred to the AVIATOR system from OPM's USAJOBS website during the application process.

Respondents: 187,557 U.S. citizens identified as applicants for employment with the Federal Aviation Administration.

Frequency: On occasion/as interested.

Estimated Average Burden per Response: 1 Hour.

- 1 Hour—Average time for an applicant to complete the entire application process.
- 10 Minutes—Approximate time for an AHR human resource specialist to review and validate applicant's application.
- 40 Minutes—Approximate time for the IT staff to generate ad-hoc data and reports for a vacancy announcement that an applicant has applied to.

Estimated Total Annual Burden: 187,577 Hours (Applicant), 31,259.5 Hours (FAA AHR Staff), and 714.20 Hours (FAA IT Staff).

Issued in Washington, DC, on January 18, 2023.

Alpha O. Woodson-Smith,

IT Project Manager, FAA Information Management and Technology Services (AIT), Enterprise Systems Management (AEM–320).

[FR Doc. 2023–01224 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2022–0913]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 7, 2022. The collection involves information related to rules governing Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations. The information to be collected supports the Department of Transportation's strategic goal of safety. Specifically, the goal is to promote the public health and safety by working toward the elimination of transportation-related deaths and injuries.

DATES: Written comments should be submitted by February 23, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Thomas Luipersbeck by email at: *Thomas.A.Luipersbeck@faa.gov;* phone: 615–202–9683.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

OMB Control Number: 2120–0756.

Title: Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations.

Form Numbers: 2120–0756, Helicopter Air Ambulance Mandatory Flight Information Report.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 7, 2022 (87 FR 40579). The requirements in part 135 are addressed specifically to helicopter air ambulances, often referred to as emergency medical services (EMS), and to on-demand operations including overwater operations. The National Transportation Safety Board recommended several changes following accident investigations. The FAA aims to improve the safety record of helicopter air ambulances through better oversight of their operations. The FAA will use the information it collects and reviews to ensure compliance and adherence with regulations and, if necessary, to take enforcement action on violators of the regulations.

Under the authority of title 49 CFR, section 44701, title 14 CFR prescribes the terms, conditions, and limitations as are necessary to ensure safety in air transportation. Title 14 CFR parts 91 and 135 prescribes the requirements governing helicopter air ambulance, commercial helicopter, and part 91 helicopter operations. The information collected is used to determine air operators' compliance with the minimum safety standards and the applicants' eligibility for air operations certification. Each operator which seeks to obtain, or is in possession of an operating certificate, must comply with the requirements of part 91 or 135, as applicable, which include maintaining data which is used to determine if the air carrier is operating in accordance with minimum safety standards.

Respondents: Part 135 Helicopter Air Ambulance Operators, Part 135 Helicopter Commercial Operators, or Part 91 Helicopter Operators.

Frequency: On occasion.

Estimated Average Burden per Response: Varies by response type.

Estimated Total Annual Burden: 115,979 hours.

Issued in Washington, DC, on January 19, 2023.

Sandra L. Ray,

Aviation Safety Inspector, AFS–260.

[FR Doc. 2023–01313 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0039]

Qualification of Drivers; Exemption Applications; Hearing

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 10 individuals for an exemption from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. If granted, the exemptions would enable these hard of hearing and deaf individuals to operate CMVs in interstate commerce.

DATES: Comments must be received on or before February 23, 2023.

ADDRESSES: You may submit comments identified by the Federal Docket Management System Docket No. FMCSA–2022–0039 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov/,* insert the docket number (FMCSA–2022–0039) in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click on the ''Comment'' button. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal Holidays.
- *Fax:* (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the ''Public Participation'' portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, *fmcsamedical@dot.gov.* Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket,

contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA–2022–0039), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *www.regulations.gov/docket?D=FMCSA-2022-0039.* Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, click the ''Comment'' button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

B. Viewing Comments

To view comments go to *www.regulations.gov.* Insert the docket number (FMCSA–2022–0039) in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click ''Browse Comments.'' If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption requests. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov.* As described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices,* the comments are searchable by the name of the submitter.

II. Background

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The statutes also allow the Agency to renew exemptions at the end of the 5-year period. FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver's medical certification.

The 10 individuals listed in this notice have requested an exemption from the hearing requirement in 49 CFR 391.41(b)(11). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

The physical qualification standard for drivers regarding hearing found in § 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5—1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid, (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971), respectively).

On February 1, 2013, FMCSA announced in a Notice of Final Disposition titled, ''Qualification of Drivers; Application for Exemptions; National Association of the Deaf,'' (78 FR 7479), its decision to grant requests from 40 individuals for exemptions from the Agency's physical qualification standard concerning hearing for interstate CMV drivers. Since that time the Agency has published additional notices granting requests from hard of hearing and deaf individuals for exemptions from the Agency's physical qualification standard concerning hearing for interstate CMV drivers.

III. Qualifications of Applicants

Elder Berroa

Elder Berroa, 27, holds a class AM commercial driver's license (CDL) in Pennsylvania.

Joshua Drane

Joshua Drane, 35, holds a class C driver's license in California.

Jeremy Graslie

Jeremy Graslie, 46, holds a class D driver's license in Arizona.

Geoffrey Head

Geoffrey Head, 37, holds a class D driver's license in Ohio.

Gary Hendrickson

Gary Hendrickson, 76, holds a class B CDL in Indiana.

Timothy Lewey

Timothy Lewey, 41, holds a class B CDL in Texas.

Gary MacDonnell

Gary MacDonnell, 70, holds a class A CDL in Colorado.

Ronald Mazzola

Ronald Mazzola, 72, holds a class A CDL in Massachusetts.

Kenneth Olivo

Kenneth Olivo, 50, holds a class C driver's license in Pennsylvania.

Tony Walls

Tony Walls, 30, holds a class D driver's license in Washington, DC.

IV. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–01255 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA–2012–0332; FMCSA–2013–0122; FMCSA–2013–0123; FMCSA–2013–0124; FMCSA–2015–0326; FMCSA–2015–0328; FMCSA–2015–0329; FMCSA–2016–0004; FMCSA–2017–0058; FMCSA–2017–0059; FMCSA–2017–0060; FMCSA–2017–0061; FMCSA–2018–0135; FMCSA–2018–0138]

Qualification of Drivers; Exemption Applications; Hearing

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions for 24 individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these hard of hearing and deaf individuals to continue to operate CMVs in interstate commerce.

DATES: The exemptions were applicable on August 22, 2022. The exemptions expire on August 22, 2024.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, *fmcsamedical@dot.gov.* Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Viewing Comments

To view comments go to *www.regulations.gov.* Insert the docket number (FMCSA–2012–0332, FMCSA–2013–0122, FMCSA–2013–0123, FMCSA–2013–0124, FMCSA–2015–0326, FMCSA–2015–0328, FMCSA–2015–0329, FMCSA–2016–0004, FMCSA–2017–0058, FMCSA–2017–0059, FMCSA–2017–0060, FMCSA–2017–0061, FMCSA–2018–0135, or FMCSA–2018–0138) in the keyword box, and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the notice posted August 17, 2022, and click ''Browse Comments.'' If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

B. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption requests. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov.* As described in the system of records notice DOT/ALL 14—Federal Docket Management System (FDMS), which can be reviewed at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices,* the comments are searchable by the name of the submitter.

II. Background

On August 17, 2022, FMCSA published a notice announcing its decision to renew exemptions for 24 individuals from the hearing standard in 49 CFR 391.41(b)(11) to operate a CMV in interstate commerce and requested comments from the public (87 FR 50688). The public comment period ended on September 16, 2022, and four unique comments were received.

FMCSA has evaluated the eligibility of these applicants, evaluated the comments received, and determined that renewing these exemptions would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by complying with § 391.41(b)(11).

The physical qualification standard for drivers regarding hearing found in § 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5—1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971), respectively).

III. Discussion of Comments

Summary of Comments

FMCSA received four unique comments in these consolidated proceedings. One is from United Parcel Service, Inc. (UPS) in opposition to FMCSA's decision to renew a hearing exemption for Mr. Quinton Murphy, an employee.[1] Because Mr. Murphy was not able to meet FMCSA's hearing standard, he was unable to obtain a Medical Examiner's Certificate, making him not physically qualified for any driving of a CMV with UPS. In 2014, Mr. Murphy applied for a Federal hearing exemption and was issued one in 2015. Mr. Murphy has since renewed his hearing exemption multiple times. Mr. Murphy applied for driving positions at UPS and UPS allowed him to take the preliminary road test that applicants must pass before starting driver training. According to UPS, Mr. Murphy failed that test on five different occasions between 2014 and 2018. UPS then adopted a policy in 2019 providing it would not accept the Medical Examiner's Certificates that must be accompanied by hearing exemptions. UPS states that ''anything less than the hearing requirement set forth in the Safety Regulations would amount to an unacceptable experiment with safety and would conflict with the company's own high safety and training standards.'' At that time, Mr. Murphy had another pending application for a driving position. UPS denied that application because Mr. Murphy could not obtain a Medical Examiner's Certificate without a hearing exemption. UPS contends that ''FMCSA has not made the statutorily required safety findings to support the granting of a renewed exemption to Mr. Murphy.''

UPS' position is that: ''The grant of another categorical hearing exemption to Mr. Murphy poses a serious safety risk and, given the lack of evidence to support a finding that an exemption will maintain or improve safety, would be inconsistent with federal law.'' UPS supplemented its comment with 15 exhibits to support its opposition to renewing Mr. Murphy's hearing exemption and to oppose the overall basis for the exemptions.

According to UPS, ''FMCSA opaquely asserts'' that each applicant included in the August 17, 2022 notice has satisfied the renewal conditions for obtaining an exemption, but does not specify the renewal conditions. UPS questions the use of driving records relating to

[1] The UPS comment is available at *https://www.regulations.gov/comment/FMCSA-2013-0124-0031.*

personal vehicles for applicants for a hearing exemption. It asserts that FMCSA's consideration of such driving records when issuing exemptions is not a reliable proxy for assessing an individual's ability to operate a CMV safely.

UPS states that Mr. Murphy is completely deaf and has limited ability to read or communicate in English. UPS continues that Mr. Murphy is unable to participate in critical on-road training that involves real-time communication while driving.

UPS provides that ''FMCSA's decision to issue an exemption on such a scant evidentiary record with so little reasoning is arbitrary and capricious. And by issuing a renewed exemption *before* providing an opportunity for public comment, FMCSA has only compounded these problems. The agency has made a significant safety determination that is not provided for by statute before considering outside evidence [. . .] regarding the safety risks posed by Mr. Murphy. Such absence of evidence is insufficient for an affirmative safety finding'' (original italics). It also provides a lengthy discussion regarding an evidence report titled ''Hearing, Vestibular Function, and Commercial Motor Driving Safety'' that was presented to FMCSA in August 2008 and other literature. UPS states that the 2008 report did not find any affirmative evidence supporting the grant of exemptions to non-hearing individuals and that FMCSA failed to identify other current medical literature used to support its decision to grant these exemptions.

UPS indicates that FMCSA has not addressed a 2016 study that UPS states reports ''that drivers with hearing loss are up to 3.1 times more likely to be involved in an accident and 10 times more likely to be injured.'' [2] It also states that ''FMCSA has never acknowledged or addressed a recent analysis of its hearing-exemption program undertaken at the agency's own behest that confirms the absence of empirical support for the agency's position.'' UPS contends that the 2020 study found no statistically significant evidence that CMV operators with profound hearing loss are equally as safe as those who meet FMCSA's standard. It states that ''despite the research demonstrating the vital link between hearing and safety, and despite the absence of any current data calling that link into doubt, FMCSA has chosen to press forward granting exemptions without further empirical inquiry. It has elected not to commission a further study to assess whether exempting non-hearing drivers from the Safety Regulations' standards is likely to achieve the same or a greater level of safety.'' UPS asserts that ''FMCSA's track record of reflexively granting one-size-fits-all hearing exemptions to all who seek them is particularly concerning and demonstrates a lack of rigor in conducting the review the statute mandates and applying the safety-first standard Congress prescribed.'' UPS suggests the need for further research and states that ''FMCSA's decision to issue exemptions to individuals like Mr. Murphy is both unreasonable and inconsistent with FMCSA's statutory mandates.'' UPS concludes that Mr. Murphy's exemption is improper and must be rescinded.

An anonymous comment was submitted that does not support granting a hearing exemption to Mr. James Queen.[3] The commenter states that Mr. Queen ''has extra health issues that could not show on his medical card.'' The commenter requests that FMCSA review Mr. Queen's medical care and reports before granting him an exemption.

The Commercial Vehicle Training Association (CVTA) also submitted comments in these proceedings.[4] CVTA does not address the merits of any individual renewal application. Instead, CVTA states that ''without a comprehensive understanding of the Agency's reasoning behind providing certain exemptions and additional research on the subject, our members are not able to provide a consistent standard without sacrificing safety or opening themselves up to liability.''

CVTA also states ''that not enough research has been made available to the public on this matter and the Agency has not been transparent with their standards of how exemptions are granted or extended.'' It requests additional research, public data, and guidance on this matter. CVTA says that the Agency vaguely asserted that recent decisions to renew some exemptions ''were based 'on their merits.' '' CVTA continues that in ''order for an agency's assessment to not run afoul of the 'arbitrary and capricious' standard for judicial review set forth by the Administrative Procedure Act (APA), the Agency must engage in reasoned decision making by examining the relevant data and articulating a satisfactory explanation for its action. Further, there must be a rational connection between the facts found and the choice made. CVTA does not believe that FMCSA has satisfied this standard.''

CVTA also states that ''FMCSA provided little to no relevant data other than noting that they 'searched for crash and violation data' and 'driving records from the State Driver's Licensing Agency' when making the decision.'' CVTA continues that it understood this database has never been a factor in determining whether a hearing-impaired commercial driver's license (CDL) driver meets the medical fitness examination required by the FMSCRs to operate a CMV. CVTA states that the ''Agency did not articulate a satisfactory explanation of why this data was relevant when determining if this exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.''

In addition, CVTA states that it ''does not feel the statutory requirements have been met by the extension of these exemptions, there has been a lack of transparency in the decision making, and the regulation has not been articulated in a way that can produce a reliable and consistent standard our members can rely on when making accommodations.'' Finally, CVTA states it ''cannot support this rule without additional research, data, and an articulated explanation on the subject that can be consistently employed throughout the industry.''

An anonymous comment was submitted opposing CVTA's comments.[5] The commenter states that FMCSA's search for crash and violation data and driving records proves that there were few or no crashes reported. According to the commenter, that also proves that passing FMCSA's hearing test is not required to operate a CMV and that the drivers who applied for an exemption are safe drivers.

FMCSA Response to Comments

The Agency's decision regarding exemption applications is based on relevant medical information and literature indicating whether a licensed driver with the medical condition could operate safely, which includes the specific bases discussed in a December

[2] See UPS comment at 14, citing Gordon M. and Pearson J., *Preliminary Analysis of Roadway Accidents Rates for Deaf and Hard-of-Hearing Drivers—Forensic Engineering Application,* 33 J. Nat'l Academy of Forensic Eng'rs 47 (2016).

[3] This comment was submitted in multiple dockets in this proceeding, see, *e.g., https://www.regulations.gov/comment/FMCSA-2017-0059-0020.*

[4] CVTA's comment was submitted in multiple dockets in this proceeding, see *e.g., https://www.regulations.gov/comment/FMCSA-2013-0122-0022.*

[5] This comment was submitted in multiple dockets in this proceeding, see, *e.g., https://www.regulations.gov/comment/FMCSA-2017-0059-0018.*

29, 2017 **Federal Register** notice (82 FR 61809). FMCSA also considers its experience with hearing exemption holders.

FMCSA supports a decision to grant a hearing exemption by reviewing each applicant's driving record found in the Commercial Driver's License Information System, for CDL holders, as well as inspections recorded in the Motor Carrier Management Information System. For non-CDL holders, the Agency reviews the driving records from the State Driver's Licensing Agency. The records for each applicant who has been granted a hearing exemption demonstrate that the driver has a safe driving history.

FMCSA has found that review of driving records relating to personal vehicles is suitable to predict future driving performance in CMVs for the purpose of evaluating hearing exemption applications. In some instances that is the only driving experience available to the Agency. Applicants applying for hearing exemptions are very diverse in that some have been deaf or hard of hearing since birth, some suddenly became deaf or hard of hearing due to trauma or a medical condition, and others gradually became deaf or hard of hearing. Some applicants have experience operating CMVs prior to failing to meet FMCSA's hearing standard. However, if FMCSA does not consider experience driving personal vehicles, some applicants would be categorically excluded from exemption eligibility and the opportunity to drive a CMV. FMCSA has found from experience that certain drivers who are deaf or hard of hearing and do not have prior CMV driving experience are capable of operating CMVs safely.

The information obtained from each applicant's driving record provides the Agency with details regarding any moving violations or reported crash data, which demonstrates whether the driver has a safe driving history and is used as an indicator of future driving performance. This information assists the Agency in determining whether these drivers pose a risk to public safety and if granting these exemptions would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The driving record is reviewed again when a renewal application is received. The driving record of an applicant for exemption is useful evidence for consideration in the overall process of determining whether to grant an exemption.

FMCSA is not aware of any persuasive data to support the contention that drivers who are deaf or hard of hearing are at an increased crash risk. UPS cited a 2016 study by Gordon and Pearson and stated that hard-of-hearing drivers are up to 3.1 times more likely to be involved in an accident. However, the study's own authors ''recognized that the data sets did not completely address [deaf and hard-of-hearing] drivers in a robust manner, and further data mining may lead to differing results.'' [6] FMCSA notes that the study has further limitations because the data only reflect crash involvement and not crash fault. In addition, the crashes occurred while driving on a college campus, which may not reflect driving on the whole or may include more younger drivers, who typically have higher crash rates. With respect to the 2020 study by Hickman et al.,[7] UPS mischaracterized the study as an ''analysis of [FMCSA's] hearing-exemption program.'' [8] The study was not such an analysis. The report provides, ''[o]nly 72 drivers (0.5 percent) failed the hearing exam. Waiver information for driver exemptions for the hearing standard are not reflected in these results.'' [9] Furthermore, the results related to the driver meeting or failing to meet FMCSA's hearing standard were not statistically significant; therefore, no conclusions can be drawn regarding the hearing standard as it relates to safety.[10]

FMCSA also does not accept the efforts by the commenters to offer a broad objection to all exemptions to the hearing standard in § 391.41(b)(11). As explained above, FMCSA finds that there is sufficient evidence to support a finding that such exemptions generally satisfy the statutory standard in 49 U.S.C. 31315(b)(1). The Agency is not engaging in an experiment with safety; rather, the Agency is exercising the discretion provided by Congress to grant exemptions. Moreover, the Agency's decision to exercise its discretion and grant the exemptions is not arbitrary or capricious. Therefore, the Agency will continue to consider each application for a hearing exemption on an individual basis and will continue exempting those drivers who do not pose a risk to public safety when granting the exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.

UPS stated that it has adopted a policy that it will not accept the Medical Examiner's Certificates that must be accompanied by hearing exemptions. FMCSA recognizes that the FMCSRs provide in § 390.3T(d) that nothing in 49 CFR parts 350 through 399 is to be construed to prohibit an employer, such as UPS, from requiring and enforcing more stringent requirements relating to safety of operation and employee safety and health.

CVTA in essence is renewing the global comments relating to the standards and bases FMCSA uses in determining whether to grant exemptions from the hearing standards that it provided on October 21, 2015 in response to a **Federal Register** notice announcing applications for exemptions from the hearing requirement in the FMCSRs. FMCSA has already responded to and addressed those comments in a **Federal Register** notice published on December 29, 2017 (82 FR 61809). FMCSA has no basis for reconsidering its treatment of the matters raised previously by CVTA.

FMCSA acknowledges CVTA's concerns about the challenges driver training schools may experience delivering services for hearing impaired drivers. In granting these exemptions, however, FMCSA focuses on whether these individuals are physically able to safely operate a CMV in interstate commerce. Matters concerning the training of deaf or hard of hearing individuals to operate CMVs are beyond the scope of the medical exemptions being granted and are not evidence that FMCSA should no longer grant exemptions from its hearing standard. FMCSA notes there are CDL training schools that have successfully trained deaf and hard of hearing drivers and State driver's licensing agencies have found ways to conduct CDL skills tests for such individuals. FMCSA believes that it is not necessary for FMCSA to ''provide a consistent standard'' for training and testing activities when considering an application for an exemption from the hearing standard.

As indicated above, the focus in these consolidated proceedings is to determine whether to renew exemptions from FMCSA's hearing standard for the applicants. Therefore, it is not necessary for FMCSA to address other driver qualification requirements in this proceeding. Those requirements are addressed by other provisions of the FMCSRs and not by the physical qualification standards.

[6] Gordon and Pearson at 51.

[7] Hickman J, Mabry J, Marburg L, Guo F, Huiying M, Hanowski R, Whiteman J, and Herbert W., *Commercial Driver Safety Risk Factors* (Report No. FMCSA–RRR–17–014), Washington, DC: FMCSA 2020, available at *https://rosap.ntl.bts.gov/view/dot/49620* (last accessed Dec. 12, 2022).

[8] UPS comment at 14.

[9] Hickman et al. at 40.

[10] Id. Tables 106 and 108 at 126 and 128.

FMCSA does not find any of the evidence or contentions presented by UPS persuasive enough to cause it to rescind Mr. Murphy's exemption. It also finds that CVTA's concerns about the supposed difficulties of training CDL drivers with a hearing exemption do not warrant denying any of the renewal applications for such exemptions. Finally, there is a basis to renew Mr. Queen's exemption because he has been examined by a medical examiner and found to satisfy FMCSA's physical qualification standards, except for the hearing standard.

IV. Conclusion

Based upon its evaluation of the 24 renewal exemption applications, FMCSA announces its decision to exempt the following drivers from the hearing requirements in § 391.41(b)(11).

As of August 22, 2022, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following 24 individuals have satisfied the renewal conditions for obtaining an exemption from the hearing requirement in the FMCSRs for interstate CMV drivers:

Mataio Brown (MS)
Robert Burnett (AZ)
Barry Carpenter (SD)
Lyle Eash (VA)
Buddy Gann (IN)
Jeremy Lampard (SC)
Michael McCarthy (MN)
Quinton Murphy (WI)
Michael Murrah (GA)
Karl Ortiz (MO)
Christopher Poole (OH)
Ricardo Porras-Payan (TX)
Kelly Pulvermacher (WI)
James Queen (FL)
James Redmond (IL)
Willine Smith (GA)
Brandon Soto (MO)
Darren Talley (NC)
Michael Tayman (ME)
Carlos Torres (FL)
Joshua Weaver (GA)
James Weir (AZ)
Joseph Woodle (KY)
Paul Wentworth (WA)

The drivers were included in docket numbers FMCSA–2012–0332, FMCSA–2013–0122, FMCSA–2013–0123, FMCSA–2013–0124, FMCSA–2015–0326, FMCSA–2015–0328, FMCSA–2015–0329, FMCSA–2016–0004, FMCSA–2017–0058, FMCSA–2017–0059, FMCSA–2017–0060, FMCSA–2017–0061, FMCSA–2018–0135, or FMCSA–2018–0138. Their exemptions were applicable as of August 22, 2022 and will expire on August 22, 2024.

In accordance with 49 U.S.C. 31315(b), each exemption will be valid for 2 years from the effective date unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained prior to being granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136, 49 U.S.C. chapter 313, or the FMCSRs.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–01261 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0047]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 15 individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against persons with a clinical diagnosis of epilepsy or any other condition that is likely to cause a loss of consciousness or any loss of ability to control a commercial motor vehicle (CMV) to drive in interstate commerce. If granted, the exemptions would enable these individuals who have had one or more seizures and are taking anti-seizure medication to operate CMVs in interstate commerce.

DATES: Comments must be received on or before February 23, 2023.

ADDRESSES: You may submit comments identified by the Federal Docket Management System Docket No. FMCSA–2022–0047 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov/,* insert the docket number (FMCSA–2022–0047) in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click on the ''Comment'' button. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal Holidays.
- *Fax:* (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the ''Public Participation'' portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, *fmcsamedical@dot.gov.* Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA–2022–0047), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *www.regulations.gov/docket?D=FMCSA-2022-0047.* Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, click the ''Comment'' button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

B. Viewing Comments

To view comments go to *www.regulations.gov.* Insert the docket

number FMCSA–2022–0047, in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click ''Browse Comments.'' If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov.* As described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices,* the comments are searchable by the name of the submitter.

II. Background

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The statutes also allow the Agency to renew exemptions at the end of the 5-year period. FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver's medical certification.

The 15 individuals listed in this notice have requested an exemption from the epilepsy and seizure disorders prohibition in 49 CFR 391.41(b)(8). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

The physical qualification standard for drivers regarding epilepsy found in § 391.41(b)(8) states that a person is physically qualified to drive a CMV if that person has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control a CMV.

In addition to the regulations, FMCSA has published advisory criteria [1] to assist medical examiners (MEs) in determining whether drivers with certain medical conditions are qualified to operate a CMV in interstate commerce.

The criteria states that if an individual has had a sudden episode of a non-epileptic seizure or loss of consciousness of unknown cause that did not require anti-seizure medication, the decision whether that person's condition is likely to cause the loss of consciousness or loss of ability to control a CMV should be made on an individual basis by the ME in consultation with the treating physician. Before certification is considered, it is suggested that a 6-month waiting period elapse from the time of the episode. Following the waiting period, it is suggested that the individual have a complete neurological examination. If the results of the examination are negative and anti-seizure medication is not required, then the driver may be qualified.

In those individual cases where a driver has had a seizure or an episode of loss of consciousness that resulted from a known medical condition (*e.g.,* drug reaction, high temperature, acute infectious disease, dehydration, or acute metabolic disturbance), certification should be deferred until the driver has recovered fully from that condition, has no existing residual complications, and is not taking anti-seizure medication.

Drivers who have a history of epilepsy/seizures, off anti-seizure medication, and seizure-free for 10 years, may be qualified to operate a CMV in interstate commerce. Interstate drivers with a history of a single unprovoked seizure may be qualified to drive a CMV in interstate commerce if seizure-free and off anti-seizure medication for a 5-year period or more.

As a result of MEs misinterpreting advisory criteria as regulation, numerous drivers have been prohibited from operating a CMV in interstate commerce based on the fact that they have had one or more seizures and are taking anti-seizure medication, rather than an individual analysis of their circumstances by a qualified ME based on the physical qualification standards and medical best practices.

On January 15, 2013, FMCSA announced in a notice of final disposition titled, ''Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders,'' (78 FR 3069), its decision to grant requests from 22 individuals for exemptions from the regulatory requirement that interstate CMV drivers have ''no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.'' Since that time, the Agency has published additional notices granting requests from individuals for exemptions from the regulatory requirement regarding epilepsy found in § 391.41(b)(8).

To be considered for an exemption from the epilepsy and seizure disorders prohibition in § 391.41(b)(8), applicants must meet the criteria in the 2007 recommendations of the Agency's Medical Expert Panel (78 FR 3069).

III. Qualifications of Applicants

Andrew Briggs

Andrew Briggs is a 43-year-old class A, B, C, and D commercial driver's license (CDL) holder in Wisconsin. They have a history of focal epilepsy and have been seizure free since 2010. They take anti-seizure medication with the dosage and frequency remaining the same since December 2011. Their physician states that they are supportive of Andrew Briggs receiving an exemption.

Joel Clapper

Joel Clapper is a 49-year-old class C license holder in Michigan. They have a history of seizure disorder and have been seizure free since 2005. They take anti-seizure medication with the dosage and frequency remaining the same since November 2005. Their physician states that they are supportive of Joel Clapper receiving an exemption.

Trent Clark

Trent Clark is a 38-year-old class C license holder in Pennsylvania. They have a history of seizure and have been seizure free since 2007. They take anti-seizure medication with the dosage and frequency remaining the same since 2015. Their physician states that they are supportive of Trent Clark receiving an exemption.

John Girdley

John Girdley is a 42-year-old class D license holder in Kentucky. They have a history of epilepsy and have been seizure free since September 2012. They take anti-seizure medication with the dosage and frequency remaining the same since November 2014. Their physician states that they are supportive of John Girdley receiving an exemption.

[1] These criteria may be found in APPENDIX A TO PART 391—MEDICAL ADVISORY CRITERIA, section H. *Epilepsy:* § 391.41(b)(8), paragraphs 3, 4, and 5, which is available on the internet at *https://www.gpo.gov/fdsys/pkg/CFR-2015-title49-vol5/pdf/CFR-2015-title49-vol5-part391-appA.pdf.*

Larry Kirby

Larry Kirby is a 36-year-old class A CDL holder in Missouri. They have a history of epilepsy and have been seizure free since 2010. They take anti-seizure medication with the dosage and frequency remaining the same since May 2019. Their physician states that they are supportive of Larry Kirby receiving an exemption.

Matthew Lynch

Matthew Lynch is a 31-year-old class C license holder in Pennsylvania. They have a history of seizure disorder and have been seizure free since 2013. They take anti-seizure medication with the dosage and frequency remaining the same since 2013. Their physician states that they are supportive of Matthew Lynch receiving an exemption.

Edward Malicki

Edward Malicki is a 49-year-old class D license holder in New York. They have a history of generalized epilepsy and have been seizure free since 2002. They take anti-seizure medication with the dosage and frequency remaining the same since 2003. Their physician states that they are supportive of Edward Malicki receiving an exemption.

Jared Meyers

Jared Meyers is a 30-year-old class R license holder in Mississippi. They have a history of cryptogenic seizures and have been seizure free since November 2007. They take anti-seizure medication with the dosage and frequency remaining the same since November 2007. Their physician states that they are supportive of Jared Meyers receiving an exemption.

James Niemoller

James Niemoller is a 45-year-old class C license holder in Maryland. They have a history of epilepsy and have been seizure free since May 1990. They take anti-seizure medication with the dosage and frequency remaining the same since June 2013. Their physician states that they are supportive of James Niemoller receiving an exemption.

Joshua Pattyn

Joshua Pattyn is a 47-year-old class A CDL holder in Oregon. They have a history of seizure disorder and have been seizure free since 1995. They take anti-seizure medication with the dosage and frequency remaining the same since 1995. Their physician states that they are supportive of Joshua Pattyn receiving an exemption.

Joe W. Porath

Joe W. Porath is a 51-year-old class A CDL holder in Idaho. They have a history of sequalae of cerebral infraction, unprovoked seizure and have been seizure free since July 2017. They take anti-seizure medication with the dosage and frequency remaining the same since October 2017. Their physician states that they are supportive of Joe W. Porath receiving an exemption.

Jon Rollins

Jon Rollins is a 52-year-old class D license holder in Ohio. They have a history of grand mal seizure disorder and have been seizure free since 2006. They take anti-seizure medication with the dosage and frequency remaining the same since 2006. Their physician states that they are supportive of Jon Rollins receiving an exemption.

Garrett Sager

Garrett Sager is a 25-year-old class C license holder in Iowa. They have a history of epilepsy generalized tonic-clonic seizure and have been seizure free since 2012. They take anti-seizure medication with the dosage and frequency remaining the same since April 2019. Their physician states that they are supportive of Garrett Sager receiving an exemption.

Colin Trummer

Colin Trummer is a 19-year-old class D license holder in Ohio. They have a history of benign Rolandic seizure and have been seizure free since 2011. They have not taken anti-seizure medication since 2013. Their physician states that they are supportive of Colin Trummer receiving an exemption.

Shawn Vanliew

Shawn Vanliew is a 65-year-old class D license holder in Minnesota. They have a history of epilepsy and have been seizure free since 1992. They take anti-seizure medication with the dosage and frequency remaining the same since 1992. Their physician states that they are supportive of Shawn Vanliew receiving an exemption.

IV. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–01263 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2010–023; FMCSA–2013–0109; FMCSA–2013–0444; FMCSA–2014–0215; FMCSA–2016–0008; FMCSA–2018–0053; FMCSA–2018–0056, FMCSA–2019–0036]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew exemptions for nine individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have ''no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.'' The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

DATES: The exemptions are applicable on February 3, 2023. The exemptions expire on February 3, 2025. Comments must be received on or before February 23, 2023.

ADDRESSES: You may submit comments identified by the Federal Docket Management System, Docket No. FMCSA–2010–0203, Docket No. FMCSA–2013–0109, Docket No. FMCSA–2013–0444, Docket No. FMCSA–2014–0215, Docket No. FMCSA–2016–0008, Docket No. FMCSA–2018–0053, Docket No. FMCSA–2018–0056, or Docket No. FMCSA–2019–0036, using any of the following methods:

• *Federal eRulemaking Portal:* Go to *www.regulations.gov/,* insert the docket number (FMCSA–2010–0203, FMCSA–2013–0109, FMCSA–2013–0444, FMCSA–2014–0215, FMCSA–2016–0008, FMCSA–2018–0053, FMCSA–2018–0056, or FMCSA–2019–0036) in

the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click on the ''Comment'' button. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal Holidays.
- *Fax:* (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the ''Public Participation'' portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, *fmcsamedical@dot.gov.* Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA–2010–0203, Docket No. FMCSA–2013–0109, Docket No. FMCSA–2013–0444, Docket No. FMCSA–2014–0215, Docket No. FMCSA–2016–0008, Docket No. FMCSA–2018–0053, Docket No. FMCSA–2018–0056, or Docket No. FMCSA–2019–0036), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *www.regulations.gov/,* insert the docket number (FMCSA–2010–0203, FMCSA–2013–0109, FMCSA–2013–0444, FMCSA–2014–0215, FMCSA–2016–0008, FMCSA–2018–0053, FMCSA–2018–0056, or FMCSA–2019–0036) in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, click the ''Comment'' button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

B. Viewing Comments

To view comments go to *www.regulations.gov.* Insert the docket number (FMCSA–2010–0203, FMCSA–2013–0109, FMCSA–2013–0444, FMCSA–2014–0215, FMCSA–2016–0008, FMCSA–2018–0053, FMCSA–2018–0056, or FMCSA–2019–0036) in the keyword box and click ''Search.'' Next, sort the results by ''Posted (Newer-Older),'' choose the first notice listed, and click ''Browse Comments.'' If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov.* As described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices,* the comments are searchable by the name of the submitter.

II. Background

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The statutes also allow the Agency to renew exemptions at the end of the 5-year period. However, FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver's medical certification.

The physical qualification standard for drivers regarding epilepsy found in 49 CFR 391.41(b)(8) states that a person is physically qualified to drive a CMV if that person has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control a CMV.

In addition to the regulations, FMCSA has published advisory criteria [1] to assist Medical Examiners in determining whether drivers with certain medical conditions are qualified to operate a CMV in interstate commerce.

The nine individuals listed in this notice have requested renewal of their exemptions from the epilepsy and seizure disorders prohibition in § 391.41(b)(8), in accordance with FMCSA procedures. Accordingly, FMCSA has evaluated these applications for renewal on their merits and decided to extend each exemption for a renewable 2-year period.

III. Request for Comments

Interested parties or organizations possessing information that would otherwise show that any, or all, of these drivers are not currently achieving the statutory level of safety should immediately notify FMCSA. The Agency will evaluate any adverse evidence submitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b), FMCSA will take immediate steps to revoke the exemption of a driver.

IV. Basis for Renewing Exemptions

In accordance with 49 U.S.C. 31136(e) and 31315(b), each of the nine applicants has satisfied the renewal conditions for obtaining an exemption from the epilepsy and seizure disorders prohibition. The nine drivers in this notice remain in good standing with the Agency, have maintained their medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption

[1] These criteria may be found in APPENDIX A TO PART 391—MEDICAL ADVISORY CRITERIA, section H. *Epilepsy:* § 391.41(b)(8), paragraphs 3, 4, and 5, which is available on the internet at *https://www.gpo.gov/fdsys/pkg/CFR-2015-title49-vol5/pdf/CFR-2015-title49-vol5-part391-appA.pdf.*

period. In addition, for commercial driver's license (CDL) holders, the Commercial Driver's License Information System and the Motor Carrier Management Information System are searched for crash and violation data. For non-CDL holders, the Agency reviews the driving records from the State Driver's Licensing Agency. These factors provide an adequate basis for predicting each driver's ability to continue to safely operate a CMV in interstate commerce. Therefore, FMCSA concludes that extending the exemption for each renewal applicant for a period of 2 years is likely to achieve a level of safety equal to that existing without the exemption.

As of February 3, 2023, and in accordance with 49 U.S.C. 31136(e) and 31315(b), the following nine individuals have satisfied the renewal conditions for obtaining an exemption from the epilepsy and seizure disorders prohibition in the FMCSRs for interstate CMV drivers:

Jeffrey Ballweg (WI)
David Crouch (KY)
Peter DellaRocco (PA)
Ronnie Moody (NC)
Brian Porter (PA)
Isaac Rogers (IL)
Thomas Tincher (NC)
Keith White (PA)
Floyd Williams (VA)

The drivers were included in docket number FMCSA–2010–0203, FMCSA–2013–0109, FMCSA–2013–0444, FMCSA–2014–0215, FMCSA–2016–0008, FMCSA–2018–0053, FMCSA–2018–0056, or FMCSA–2019–0036. Their exemptions are applicable as of February 3, 2023 and will expire on February 3, 2025.

V. Conditions and Requirements

The exemptions are extended subject to the following conditions: (1) each driver must remain seizure-free and maintain a stable treatment during the 2-year exemption period; (2) each driver must submit annual reports from their treating physicians attesting to the stability of treatment and that the driver has remained seizure-free; (3) each driver must undergo an annual medical examination by a certified ME, as defined by § 390.5; and (4) each driver must provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy of his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the exemption when driving, for presentation to a duly authorized Federal, State, or local enforcement official. The exemption will be rescinded if: (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

VII. Conclusion

Based on its evaluation of the nine exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the epilepsy and seizure disorders prohibition in § 391.41(b)(8). In accordance with 49 U.S.C. 31136(e) and 31315(b), each exemption will be valid for 2 years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–01262 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2023–0001]

Pipeline Safety: Request for Special Permit; Tennessee Gas Pipeline Company, LLC

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice.

SUMMARY: PHMSA is publishing this notice to solicit public comments on a request for special permit received from the Tennessee Gas Pipeline Company, LLC (TGP). The special permit request is seeking relief from compliance with certain requirements in the federal pipeline safety regulations. At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

DATES: Submit any comments regarding this special permit request by February 23, 2023.

ADDRESSES: Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov Website: http://www.Regulations.gov.* This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System: 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:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two (2) copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at *http://www.Regulations.gov.*

Note: There is a privacy statement published on *http://www.Regulations.gov.* Comments, including any personal information provided, are posted without changes or edits to *http://www.Regulations.gov.*

Confidential Business Information: Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) 190.343, you may ask PHMSA to give confidential treatment to information you give to the agency by taking the following steps: (1) mark each page of the original document submission containing CBI as ''Confidential''; (2) send PHMSA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the

public docket of this notice. Submissions containing CBI should be sent to Kay McIver, DOT, PHMSA–PHP–80, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

FOR FURTHER INFORMATION CONTACT:

General: Ms. Kay McIver by telephone at 202–366–0113, or by email at *kay.mciver@dot.gov.*

Technical: Mr. Steve Nanney by telephone at 713–272–2855, or by email at *steve.nanney@dot.gov.*

SUPPLEMENTARY INFORMATION: PHMSA received a special permit request from TGP, a subsidiary of Kinder Morgan, Inc., on December 29, 2022, seeking a waiver from the requirements of 49 CFR 192.611(a) and (d): Change in class location: Confirmation or revision of maximum allowable operating pressure and 49 CFR 192.619(a): Maximum allowable operating pressure: Steel or plastic pipelines.

This special permit is being requested in lieu of pipe replacement, pressure reduction, or new pressure tests for a Class 1 to 3 location change on one (1) gas transmission special permit segment totaling 6,685.07 feet (approximately 1.266 miles). This pipeline segment, which has changed from a Class 1 to Class 3 location, is as follows:

Special permit segment No.	County, state	Outside diameter (inches)	Line name	Length (feet)	Year installed	Maximum allowable operating pressure (psig)
1 (KM 726)	Dickson, Tennessee	36	500–3	6,685.07	1973	936

The special permit request, proposed special permit with conditions, and draft environmental assessment (DEA) for the above listed TGP pipeline segment is available for review and public comments in Docket Number PHMSA–2023–0001. PHMSA invites interested persons to review and submit comments on the special permit request and DEA in the docket. Please submit any comments on potential safety, environmental, and other relevant considerations implicated by the special permit request. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comments closing date. Comments received after the closing date will be evaluated, if it is possible to do so without incurring additional expense or delay. PHMSA will consider each relevant comment it receives in making its decision to grant or deny this special permit request.

Issued in Washington, DC, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Associate Administrator for Pipeline Safety.

[FR Doc. 2023–01349 Filed 1–23–23; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

[DOT–OST–2023–0010]

Solicitation for Annual Combating Human Trafficking in Transportation Impact Award

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: The annual Combating Human Trafficking in Transportation Impact Award (the award) seeks to raise awareness among transportation stakeholders about human trafficking and increase training and prevention to combat it. The award is a component of the Department of Transportation (DOT) Transportation Leaders Against Human Trafficking initiative. Additional information regarding the Department's counter-trafficking activities can be found at *www.transportation.gov/stophumantrafficking.* The award serves as a platform for transportation stakeholders to creatively develop impactful and innovative counter-trafficking tools, initiatives, campaigns, and technologies that can help stop these heinous crimes. The award is open to individuals and entities, including non-governmental organizations, transportation industry associations, research institutions, and state and local government organizations. Entrants compete for a cash award of up to $50,000 to be awarded to the individual(s) or entity selected for creating the most impactful counter-trafficking initiative or technology. DOT intends to incentivize individuals and entities to think creatively in developing innovative solutions to combat human trafficking in the transportation industry, and to share those innovations with the broader community.

DATES: Submissions accepted January 24, 2023 through midnight EST on March 27, 2023.

FOR FURTHER INFORMATION CONTACT: For more information, and to register your intent to compete individually or as part of a team, visit *www.transportation.gov/stophumantrafficking,* email *trafficking@dot.gov,* or contact Maha Alkhateeb in the Office of International Transportation and Trade at (202) 366–4398.

SUPPLEMENTARY INFORMATION:

Award Approving Official: The Secretary of Transportation (Secretary).

Subject of Award Competition: The Combating Human Trafficking in Transportation Impact Award will recognize impactful and innovative approaches to combating human trafficking in the transportation industry.

Problem

As many as 27.6 million men, women, and children are held against their will and trafficked into forced labor and commercial sex. Transportation figures prominently in human trafficking enterprises when traffickers move victims, which uniquely positions the industry to combat the crime.

Challenge

The Combating Human Trafficking in Transportation Impact Award is looking for the best innovators to develop original, impactful, and unique human trafficking tools, initiatives, campaigns, and technologies that can help stop these heinous crimes in the transportation industry.

Eligibility

To be eligible to participate in the Combating Human Trafficking in Transportation Impact Award competition, private entities must be incorporated in and maintain a primary place of business in the United States, and individuals must be citizens or permanent residents of the United States. There is no charge to enter the competition.

Rules, Terms, and Conditions

The following additional rules apply:

1. Entrants shall submit a project to the competition under the rules

promulgated by the Department in this Notice;

2. Entrants must indemnify, defend, and hold harmless the Federal Government from and against all third-party claims, actions, or proceedings of any kind and from any and all damages, liabilities, costs, and expenses relating to or arising from participant's submission or any breach or alleged breach of any of the representations, warranties, and covenants of participant hereunder. Entrants are financially responsible for claims made by a third party;

3. Entrants may not be a Federal entity or Federal employee acting within the scope of employment;

4. Entrants may not be an employee of the U.S. Department of Transportation;

5. Entrants shall not be deemed ineligible because an individual used Federal facilities or consulted with Federal employees during a competition if the facilities and employees are made available to all individuals participating in the competition on an equitable basis;

6. The entries cannot have been submitted in the same or substantially similar form in any other previous Federally sponsored promotion or Federally sponsored competition;

7. Entrants previously awarded first place are not eligible to reenter for the same or substantially similar project;

8. Entries which, in the Department's sole discretion, are determined to be substantially similar to another entity's entry submitted to this competition may be disqualified;

9. The competition is subject to all applicable Federal laws and regulations. Participation constitutes the entrants' full and unconditional agreement to these rules and to the Secretary's decisions, which are final and binding in all matters related to this competition;

10. Entries must be original, be the work of the entrant and/or nominee and must not violate the rights of other parties. All entries remain the property of the entrant. Each entrant represents and warrants that:

- Entrant is the sole author and owner of the submission;
- The entry is not the subject of any actual or threatened litigation or claim;
- The entry does not and will not violate or infringe upon the intellectual property rights, privacy rights, publicity rights, or other legal rights of any third party; and
- The entry does not and will not contain any harmful computer code (sometimes referred to as ''malware,'' ''viruses,'' or, ''worms'').

11. By submitting an entry in this competition, entrants agree to assume any and all risks and waive any claims against the Federal Government and its related entities (except in the case of willful misconduct) for any injury, death, damage, or loss of property, revenue or profits, whether direct, indirect, or consequential, arising from their participation in this competition, whether the injury, death, damage, or loss arises through negligence of otherwise. Provided, however, that by registering or submitting an entry, entrants and/or nominees do not waive claims against the Department arising out of the unauthorized use or disclosure by the agency of the intellectual property, trade secrets, or confidential information of the entrant;

12. The Secretary or the Secretary's designees have the right to request additional supporting documentation regarding the application from the entrants and/or nominees;

13. Each entrant grants to the Department, as well as other Federal agencies with which it partners, the right to use names, likeness, application materials, photographs, voices, opinions, and hometown and state for the Department's promotional purposes in any media, in perpetuity, worldwide, without further payment or consideration;

14. If selected, the entrant and/or nominee must provide written consent granting the Department and any parties acting on their behalf, a royalty-free, non-exclusive, irrevocable, worldwide license to display publicly and use for promotional purposes the entry (''demonstration license''). This demonstration license includes posting or linking to the entry on Department websites, including the Competition website, and partner websites, and inclusion of the entry in any other media, worldwide;

15. Applicants which are Federal grant recipients may not use Federal funds to develop submissions;

16. Federal contractors may not use Federal funds from a contract to develop applications or to fund efforts in support of a submission; and

17. The submission period begins on January 24, 2023. Submissions must be sent by 11:59 p.m. Eastern Standard Time on March 27, 2023. The timeliness of submissions will be determined by the postmark (if sent in hard copy) or time stamp of the recipient (if emailed). Competition administrators assume no responsibility for lost or untimely submissions for any reason.

Submission Requirements

Applicants must submit entries via email or by mail. Electronic packages may be transmitted by email to: *trafficking@dot.gov*. Hard copies should be forwarded with a cover letter to the attention of: Combating Human Trafficking in Transportation Impact Award (Room W88–121), 1200 New Jersey Avenue SE, Washington, DC 20590.

Expression of Interest: While not required, entrants are strongly encouraged to send brief expressions of interest to the DOT prior to submitting entries. The expressions of interest should be sent by February 23, 2023 *to trafficking@dot.gov, and include the following elements: (1) Name of entrant/s; (2) Telephone and email address; and (3) A synopsis of the concept, limited to no more than two pages.*

Please ensure your submission package includes *EACH* of the following ten elements:

1. Entity

The (1) name of the individual(s) or organization being nominated, (2) their title, (3) phone, (4) email, (5) website URL, and (6) mailing address. If the point of contact for the project is different, also specify their name, title, phone, and email.

2. Background

Brief background regarding the submitting individual(s) or organization(s) that includes relevant counter-trafficking expertise.

3. Eligibility Statement

A statement of eligibility by private entities indicating that they are incorporated in and maintain a primary place of business in the United States, or a statement of eligibility by individuals indicating that they citizens or permanent residents of the United States.

4. Mode(s)

Specify which transportation mode(s) the project will focus on.

5. Title

The project title.

6. Project Summary (1 Paragraph)

A detailed synopsis of the proposed project, including how efficacy will be measured and its anticipated impact.

7. Project Overview and Impact/Measurability (1–2 Pages)

A description of the project that presents a logical approach and workable solution to addressing the issue of human trafficking in the

transportation industry. Include responses to the following questions: Is the concept unique? Are the anticipated beneficiaries clearly identified? Were human trafficking survivors consulted in the development of the project and/or how will survivor input be included in project implementation? Are the anticipated resources and costs outlined in detail? Can the project be implemented in a way requiring a finite amount of resources (*e.g.,* the submission has fixed costs, low or no marginal costs, and a clear path to implementation and scale beyond an initial investment)? For impact and measurability, include a description of how the project will be evaluated, and its potential impact on human trafficking in the transportation industry. Include responses to the following questions: How will the project's impact be measured? How will the project contribute to counter-trafficking efforts in the transportation sector? If not a national project, can the project be scaled nationally?

8. Partners

If applicable, list the partners who will be engaged in project development and/or implementation, including a brief background for each.

9. Letters of Support

You may submit supporting letters, which may be from subject matter experts or industry, and may address the technical merit of the concept, originality, impact, practicality, measurability and/or applicability.

10. Supporting Documents (No Page Limit)

The paper(s) and/or technologies, programs, video/audio files, and other related materials, describing the project and addressing the selection criteria. As applicable, this can include a description of success of a previous or similar project and/or documentation of impact. DOT may request additional information, including supporting documentation, more detailed contact information, releases of liability, and statements of authenticity to guarantee the originality of the work. Failure to respond in a timely manner may result in disqualification.

Initial Screening

The Office of International Transportation and Trade will initially review applications to determine that all required submission elements are included, and to determine compliance with eligibility requirements.

Evaluation

After the Initial Screening, the Office of International Transportation and Trade, with input from the relevant Operating Administrations, will judge entries based on the factors described below: technical merit, originality, impact, practicality, measurability, and applicability. All factors are equally important and will be given consideration.

The Secretary will make the final selection.

The Department reserves the right to not award the prize if the selecting officials believe that no submission demonstrates sufficient potential for sufficient transformative impact.

Technical Merit

- Presents a clear understanding of the issue of human trafficking in the transportation industry and utilizes a trauma-informed, victim-centered approach.
- Presents a logical and workable solution and approach to addressing human trafficking in the transportation industry.
- Survivors of human trafficking were consulted in the development of the project concept and survivor input is outlined in the description of project implementation.

Originality

- The concept is new or a variation of an existing idea.
- The concept possesses and clearly describes its unique merits.

Impact/Measurability

- The project can make a significant impact and/or contribution to the fight against human trafficking in the transportation industry.
- The project clearly describes the breadth of impact.
- The submission clearly outlines how the project will be measured.
- The project will result in measurable improvements.

Practicality

- The project clearly identifies anticipated beneficiaries of the project.
- The project clearly outlines anticipated resources and all costs to be incurred by executing the concept.
- The project can be implemented in a way that requires a finite amount of resources (specifically, the submission has fixed costs, low or no marginal costs, and a clear path to implementation and scale beyond an initial investment).

Applicability

- The project is national and/or can be scaled nationally.

Award

Up to three winning entries are expected to be announced. The first-place winner will receive up to a $50,000 cash prize. A plaque with the first-place winner(s) name and the date of the award will be on display at the U.S. Department of Transportation, and a display copy of the plaque(s) will be sent to the first-place award winner's headquarters. At the discretion of the Secretary, up to two additional plaques may be awarded to recognize two runners up. At the Department's discretion, DOT may pay for invitational travel expenses to Washington, DC for up to two individuals or representatives of the first-place winning organization and runners up organizations, should selectees be invited to present their project(s) for DOT officials.

Authority: 15 U.S.C. 3719 (America COMPETES Act).

Issued in Washington, DC, on January 19, 2023.

Carol Annette Petsonk,

Assistant Secretary, Aviation and International Affairs, U.S. Department of Transportation.

[FR Doc. 2023–01324 Filed 1–23–23; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Action

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons whose property and interests in property have been unblocked and removed from the List of Specially Designated Nationals and Blocked Persons List (SDN List). Their property and interests in property are no longer blocked, and U.S. persons are no longer generally prohibited from engaging in transactions with them.

DATES: See **SUPPLEMENTARY INFORMATION** section for applicable date.

FOR FURTHER INFORMATION CONTACT: OFAC: Andrea Gacki, Director, tel.: 202–622–2480; 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 Sanctions Compliance & Evaluation, tel.: 202–622–2490.

SUPPLEMENTARY INFORMATION:

Electronic Availability

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website (*www.treasury.gov/ofac*).

Notice of OFAC Action

On January 19, 2023, OFAC determined that the following person, who had been designated pursuant to Executive Order 13224 of September 23, 2001, ''Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism,'' should be removed from the SDN List, and that the property and interests in property subject to U.S. jurisdiction of the following person are unblocked, and all otherwise lawful transactions involving U.S. persons are no longer prohibited.

Individual

1. KHALIFEH, Hanna Elias (a.k.a. KHALIFAH, Hanna; a.k.a. KHALIFE, Hanna), Midan Street, Mazraat Yachouh, Metn, Lebanon; Asaad Karam Building, Midan Street, Mazraat Yachouh, Lebanon; DOB 09 Jul 1955; nationality Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Passport RL2033216 (Lebanon) (individual) [SDGT].

Dated: January 19, 2023.

Andrea M. Gacki,

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

[FR Doc. 2023–01343 Filed 1–23–23; 8:45 am]

BILLING CODE 4810–AL–P

FEDERAL REGISTER

Vol. 88 Tuesday,
No. 15 January 24, 2023

Part II

Environmental Protection Agency

40 CFR Parts 2, 59, 60, et al.
Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards; Final Rule

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 2, 59, 60, 80, 85, 86, 600, 1027, 1030, 1031, 1033, 1036, 1037, 1039, 1042, 1043, 1045, 1048, 1051, 1054, 1060, 1065, 1066, 1068, and 1090

[EPA–HQ–OAR–2019–0055; FRL–7165–02–OAR]

RIN 2060–AU41

Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing a program to further reduce air pollution, including ozone and particulate matter (PM), from heavy-duty engines and vehicles across the United States. The final program includes new emission standards that are significantly more stringent and that cover a wider range of heavy-duty engine operating conditions compared to today's standards; further, the final program requires these more stringent emissions standards to be met for a longer period of when these engines operate on the road. Heavy-duty vehicles and engines are important contributors to concentrations of ozone and particulate matter and their resulting threat to public health, which includes premature death, respiratory illness (including childhood asthma), cardiovascular problems, and other adverse health impacts. The final rulemaking promulgates new numeric standards and changes key provisions of the existing heavy-duty emission control program, including the test procedures, regulatory useful life, emission-related warranty, and other requirements. Together, the provisions in the final rule will further reduce the air quality impacts of heavy-duty engines across a range of operating conditions and over a longer period of the operational life of heavy-duty engines. The requirements in the final rule will lower emissions of NO_X and other air pollutants (PM, hydrocarbons (HC), carbon monoxide (CO), and air toxics) beginning no later than model year 2027. We are also finalizing limited amendments to the regulations that implement our air pollutant emission standards for other sectors (*e.g.,* light-duty vehicles, marine diesel engines, locomotives, and various other types of nonroad engines, vehicles, and equipment).

DATES: This final rule is effective on March 27, 2023. The incorporation by reference of certain material listed in this rule is approved by the Director of the Federal Register as of March 27, 2023.

ADDRESSES: Docket: EPA has established a docket for this action under Docket ID No. EPA–HQ–OAR–2019–0055. Publicly available docket materials are available either electronically at *www.regulations.gov* or in hard copy at Air and Radiation Docket and Information Center, EPA Docket Center, EPA/DC, EPA WJC West Building, 1301 Constitution Ave., NW, Room 3334, Washington, DC. Out of an abundance of caution for members of the public and our staff, the EPA Docket Center and Reading Room are open to the public by appointment only to reduce the risk of transmitting COVID–19. Our Docket Center staff also continues to provide remote customer service via email, phone, and webform. Hand deliveries and couriers may be received by scheduled appointment only. For further information on EPA Docket Center services and the current status, please visit us online at *www.epa.gov/dockets*.

FOR FURTHER INFORMATION CONTACT: Brian Nelson, Assessment and Standards Division, Office of Transportation and Air Quality, Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; telephone number: (734) 214–4278; email address: *nelson.brian@epa.gov*.

SUPPLEMENTARY INFORMATION:

Does this action apply to me?

This action relates to companies that manufacture, sell, or import into the United States new heavy-duty highway engines. Additional amendments apply for gasoline refueling facilities and for manufacturers of all sizes and types of motor vehicles, stationary engines, aircraft and aircraft engines, and various types of nonroad engines, vehicles, and equipment. Regulated categories and entities include the following:

NAICS codes [a]	NAICS title
326199	All Other Plastics Product Manufacturing.
332431	Metal Can Manufacturing.
333618	Manufacturers of new marine diesel engines.
335312	Motor and Generator Manufacturing.
336111	Automobile Manufacturing.
336112	Light Truck and Utility Vehicle Manufacturing.
336120	Heavy Duty Truck Manufacturing.
336211	Motor Vehicle Body Manufacturing.
336213	Motor Home Manufacturing.
336411	Manufacturers of new aircraft.
336412	Manufacturers of new aircraft engines.
333618	Other Engine Equipment Manufacturing.
336999	All Other Transportation Equipment Manufacturing.
423110	Automotive and Other Motor Vehicle Merchant Wholesalers.
447110	Gasoline Stations with Convenience Stores.
447190	Other Gasoline Stations.
454310	Fuel dealers.
811111	General Automotive Repair.
811112	Automotive Exhaust System Repair.
811198	All Other Automotive Repair and Maintenance.

[a] NAICS Association. NAICS & SIC Identification Tools. Available online: *https://www.naics.com/search.*

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 entity is regulated by this action, you should carefully examine the applicability criteria found in Sections XI and XII of this preamble. If you have questions regarding the applicability of this action to a particular entity, consult the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Public participation: Docket: All documents in the docket are listed on the *www.regulations.gov* website. Although listed in the index, some information is not publicly available, *e.g.,* CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form through the EPA Docket Center at the location listed in the **ADDRESSES** section of this document.

What action is the agency taking?

The Environmental Protection Agency (EPA) is adopting a rule to reduce air pollution from highway heavy-duty vehicles and engines. The final rulemaking will promulgate new numeric standards and change key provisions of the existing heavy-duty emission control program, including the

test procedures, regulatory useful life, emission-related warranty, and other requirements. Together, the provisions in the final rule will further reduce the air quality impacts of heavy-duty engines across a range of operating conditions and over a longer period of the operational life of heavy-duty engines. Heavy-duty vehicles and engines are important contributors to concentrations of ozone and particulate matter and their resulting threat to public health, which includes premature death, respiratory illness (including childhood asthma), cardiovascular problems, and other adverse health impacts. This final rule will reduce emissions of nitrogen oxides and other pollutants.

What is the agency's authority for taking this action?

Clean Air Act section 202(a)(1) requires that EPA set emission standards for air pollutants from new motor vehicles or new motor vehicle engines that the Administrator has found cause or contribute to air pollution that may endanger public health or welfare. See Sections I.D and XIII of this preamble for more information on the agency's authority for this action.

What are the incremental costs and benefits of this action?

Our analysis of the final standards shows that annual total costs for the final program relative to the baseline (or no action scenario) range from $3.9 billion in 2027 to $4.7 billion in 2045 (2017 dollars, undiscounted, see Table V–16). The present value of program costs for the final rule, and additional details are presented in Section V. Section VIII presents our analysis of the human health benefits associated with the final standards. We estimate that in 2045, the final rule will result in total annual monetized ozone- and $PM_{2.5}$-related benefits of $12 and $33 billion at a 3 percent discount rate, and $10 and $30 billion at a 7 percent discount rate (2017 dollars, discount rate applied to account for mortality cessation lag, see Table VIII–3).[1] These benefits only reflect those associated with reductions in NO_X emissions (a precursor to both ozone and secondarily-formed $PM_{2.5}$) and directly-emitted $PM_{2.5}$ from highway heavy-duty engines. The agency was unable to quantify or monetize all the benefits of the final program, therefore the monetized benefit values are underestimates. There are additional human health and environmental benefits associated with reductions in exposure to ambient concentrations of $PM_{2.5}$, ozone, and NO_2 that data, resource, or methodological limitations have prevented EPA from quantifying. There will also be benefits associated with reductions in air toxic pollutant emissions that result from the final program, but we did not attempt to monetize those impacts because of methodological limitations. More detailed information about the benefits analysis conducted for the final rule, including the present value of program benefits, is included in Section VIII and RIA Chapter 8. We compare total monetized health benefits to total costs associated with the final rule in Section IX. Our results show that annual benefits of the final rule will be larger than the annual costs in 2045, with annual net benefits of $6.9 and $29 billion assuming a 3 percent discount rate, and net benefits of $5.8 and $25 billion assuming a 7 percent discount rate.[2] The benefits of the final rule also outweigh the costs when expressed in present value terms and as equalized annual values (see Section IX for these values). See Section VIII for more details on the net benefit estimates

Did EPA conduct a peer review before issuing this action?

This regulatory action was supported by influential scientific information. EPA therefore conducted peer review in accordance with OMB's Final Information Quality Bulletin for Peer Review. Specifically, we conducted peer review on five analyses: (1) Analysis of Heavy-Duty Vehicle Sales Impacts Due to New Regulation (Sales Impacts), (2) Exhaust Emission Rates for Heavy-Duty Onroad Vehicles in MOVES_CTI NPRM (Emission Rates), (3) Population and Activity of Onroad Vehicles in MOVES_CTI NPRM (Population and Activity), (4) Cost teardowns of Heavy-Duty Valvetrain (Valvetrain costs), and (5) Cost teardown of Emission Aftertreatment Systems (Aftertreatment Costs). All peer review was in the form of letter reviews conducted by a contractor. The peer review reports for each analysis are in the docket for this action and at EPA's Science Inventory *(https://cfpub.epa.gov/si/)*.

Table of Contents

I. Executive Summary
A. Introduction
B. Overview of the Final Regulatory Action
C. Impacts of the Standards
D. EPA Statutory Authority for This Action
II. Need for Additional Emissions Control
A. Background on Pollutants Impacted by This Proposal
B. Health Effects Associated With Exposure to Pollutants Impacted by This Rule
C. Environmental Effects Associated With Exposure to Pollutants Impacted by This Rule
D. Environmental Justice
III. Test Procedures and Standards
A. Overview
B. Summary of Compression-Ignition Exhaust Emission Standards and Duty Cycle Test Procedures
C. Summary of Compression-Ignition Off-Cycle Standards and Off-Cycle Test Procedures
D. Summary of Spark-Ignition HDE Exhaust Emission Standards and Test Procedures
E. Summary of Spark-Ignition HDV Refueling Emission Standards and Test Procedures
IV. Compliance Provisions and Flexibilities
A. Regulatory Useful Life
B. Ensuring Long-Term In-Use Emissions Performance
C. Onboard Diagnostics
D. Inducements
E. Fuel Quality
F. Durability Testing
G. Averaging, Banking, and Trading
V. Program Costs
A. Technology Package Costs
B. Operating Costs
C. Program Costs
VI. Estimated Emissions Reductions From the Final Program
A. Emission Inventory Methodology
B. Estimated Emission Reductions From the Final Program
C. Estimated Emission Reductions by Engine Operations and Processes
VII. Air Quality Impacts of the Final Rule
A. Ozone
B. Particulate Matter
C. Nitrogen Dioxide
D. Carbon Monoxide
E. Air Toxics
F. Visibility
G. Nitrogen Deposition
H. Demographic Analysis of Air Quality
VIII. Benefits of the Heavy-Duty Engine and Vehicle Standards
IX. Comparison of Benefits and Costs
A. Methods
B. Results
X. Economic Impact Analysis
A. Impact on Vehicle Sales, Mode Shift, and Fleet Turnover
B. Employment Impacts
XI. Other Amendments
A. General Compliance Provisions (40 CFR Part 1068) and Other Cross-Sector Issues
B. Heavy-Duty Highway Engine and Vehicle Emission Standards (40 CFR Parts 1036 and 1037)
C. Fuel Dispensing Rates for Heavy-Duty Vehicles (40 CFR Parts 80 and 1090)
D. Refueling Interface for Motor Vehicles (40 CFR Parts 80 and 1090)
E. Light-Duty Motor Vehicles (40 CFR Parts 85, 86, and 600)
F. Large Nonroad Spark-Ignition Engines (40 CFR Part 1048)

[1] 2045 is a snapshot year chosen to approximate the annual health benefits that occur when the final program will be fully implemented and when most of the regulated fleet will have turned over.

[2] The range of benefits and net benefits reflects a combination of assumed $PM_{2.5}$ and ozone mortality risk estimates and selected discount rate.

G. Small Nonroad Spark-Ignition Engines (40 CFR Part 1054)
H. Recreational Vehicles and Nonroad Evaporative Emissions (40 CFR Parts 1051 and 1060)
I. Marine Diesel Engines (40 CFR Parts 1042 and 1043)
J. Locomotives (40 CFR Part 1033)
K. Stationary Compression-Ignition Engines (40 CFR Part 60, subpart IIII)
L. Nonroad Compression-Ignition Engines (40 CFR Part 1039)
XII. Statutory and Executive Order Reviews
A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review
B. Paperwork Reduction Act (PRA)
C. Regulatory Flexibility Act (RFA)
D. Unfunded Mandates Reform Act (UMRA)
E. Executive Order 13132: Federalism
F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments
G. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks
H. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use
I. National Technology Transfer and Advancement Act (NTTAA) and 1 CFR Part 51
J. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations
K. Congressional Review Act
L. Judicial Review
XIII. Statutory Provisions and Legal Authority

I. Executive Summary

A. Introduction

1. Summary of the Final Criteria Pollutant Program

In this action, the EPA is finalizing a program to further reduce air pollution, including pollutants that create ozone and particulate matter (PM), from heavy-duty engines and vehicles across the United States. The final program includes new, more stringent emissions standards that cover a wider range of heavy-duty engine operating conditions compared to today's standards, and it requires these more stringent emissions standards to be met for a longer period of time of when these engines operate on the road.

This final rule is part of a comprehensive strategy, the ''Clean Trucks Plan,'' which lays out a series of clean air and climate regulations that the agency is developing to reduce pollution from large commercial heavy-duty trucks and buses, as well as to advance the transition to a zero-emissions transportation future. Consistent with President Biden's Executive Order (E.O.) 14037, this final rule is the first step in the Clean Trucks Plan.[3] We expect the next two steps of the Clean Trucks Plan will take into consideration recent Congressional action, including the recent Inflation Reduction Act of 2022, that we anticipate will spur significant change in the heavy-duty sector.[4] We are not taking final action at this time on the proposed targeted updates to the existing Heavy-Duty Greenhouse Gas Emissions Phase 2 program (HD GHG Phase 2); rather, we intend to consider potential changes to certain HD GHG Phase 2 standards as part of a subsequent rulemaking.

Across the United States, heavy-duty engines emit oxides of nitrogen (NO_X) and other pollutants that are significant contributors to concentrations of ozone and $PM_{2.5}$ and their resulting adverse health effects, which include death, respiratory illness (including childhood asthma), and cardiovascular problems.[5] [6] [7] Without this final rule, heavy-duty engines would continue to be one of the largest contributors to mobile source NO_X emissions nationwide in the future, representing 32 percent of the mobile source NO_X emissions in calendar year 2045.[8] Furthermore, we estimate that without this final rule, heavy-duty engines would represent 90 percent of the onroad NO_X inventory in calendar year 2045.[9] Reducing NO_X emissions is a critical part of many areas' strategies to attain and maintain the National Ambient Air Quality Standards (NAAQS) for ozone and PM; many state and local agencies anticipate challenges in attaining the NAAQS, maintaining the NAAQS in the future, and/or preventing nonattainment.[10] Some nonattainment areas have already been ''bumped up'' to higher classifications because of challenges in attaining the NAAQS.[11]

In addition, emissions from heavy-duty engines can result in higher pollutant levels for people living near truck freight routes. Based on a study EPA conducted of people living near truck routes, an estimated 72 million people live within 200 meters of a truck freight route.[12] Relative to the rest of the population, people of color and those with lower incomes are more likely to live near truck routes.[13] This population includes children; childcare facilities and schools can also be in close proximity to freight routes.[14]

The final rulemaking will promulgate new numeric standards and change key provisions of the existing heavy-duty emission control program, including the test procedures, regulatory useful life, emission-related warranty, and other requirements. Together, the provisions in the final rule will further reduce the air quality impacts of heavy-duty engines across a range of operating conditions and over a longer portion of the operational life of heavy-duty engines.[15] The requirements in the final

[3] President Joseph Biden. Executive Order on Strengthening American Leadership in Clean Cars and Trucks. 86 FR 43583, August 10, 2021.

[4] For example, both the 2021 Infrastructure Investment and Jobs Act (commonly referred to as the ''Bipartisan Infrastructure Law'' or BIL) and the Inflation Reduction Act of 2022 (''Inflation Reduction Act'' or IRA) include many incentives for the development, production, and sale of zero emissions vehicles (ZEVs) and charging infrastructure. Infrastructure Investment and Jobs Act, Public Law 117–58, 135 Stat. 429 (2021) (''Bipartisan Infrastructure Law'' or ''BIL''), available at *https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf*; Inflation Reduction Act of 2022, Public Law 117–169, 136 Stat. 1818 (2022) (''Inflation Reduction Act'' or ''IRA''), available at *https://www.congress.gov/117/bills/hr5376/BILLS-117hr5376enr.pdf*.

[5] Oxides of nitrogen (NO_X) refers to nitric oxide (NO) and nitrogen dioxide (NO_X).

[6] Zawacki et al, 2018. Mobile source contributions to ambient ozone and particulate matter in 2025. Atmospheric Environment, Vol 188, pg 129–141. Available online: *https://doi.org/10.1016/j.atmosenv.2018.04.057*.

[7] Davidson et al, 2020. The recent and future health burden of the U.S. mobile sector apportioned by source. Environmental Research Letters. Available online: *https://doi.org/10.1088/1748-9326/ab83a8*.

[8] Sectors other than onroad and nonroad were projected from 2016v1 Emissions Modeling Platform. *https://www.epa.gov/air-emissions-modeling/2016v1-platform*.

[9] U.S. EPA (2020) Motor Vehicle Emission Simulator: MOVES3. *https://www.epa.gov/moves*.

[10] See Section II for additional detail.

[11] For example, in September 2019 several 2008 ozone nonattainment areas were reclassified from moderate to serious, including Dallas, Chicago, Connecticut, New York/New Jersey and Houston, and in January 2020, Denver. Also, on September 15, 2022, EPA finalized reclassification of 5 areas in nonattainment of the 2008 ozone NAAQS from serious to severe and 22 areas in nonattainment of the 2015 ozone NAAQS from marginal to moderate. The 2008 NAAQS for ozone is an 8-hour standard with a level of 0.075 ppm, which the 2015 ozone NAAQS lowered to 0.070 ppm.

[12] See discussion in Section II.B.7.

[13] See Section VII.H for additional discussion on our analysis of environmental justice impacts of this final rule.

[14] Kingsley, S., Eliot, M., Carlson, L. et al. Proximity of U.S. schools to major roadways: a nationwide assessment. J Expo Sci Environ Epidemiol 24, 253–259 (2014). *https://doi.org/10.1038/jes.2014.5*.

[15] Note that the terms useful life and operational life are different, though they are related. As required by Clean Air Act (CAA) section 202(a), the useful life period is when manufacturers are required to meet the emissions standards in the final rule; whereas, operational life is the term we use to describe the duration over which an engine is operating on roadways. We are finalizing useful life periods that cover a greater portion of the operational life. We consider operational life to be the average mileage at rebuild for compression-ignition engines and the average mileage at replacement for spark-ignition engines (see preamble Section IV.A for details).

rule will lower emissions of NO_X and other air pollutants (PM, hydrocarbons (HC), carbon monoxide (CO), and air toxics) beginning no later than model year (MY) 2027. The emission reductions from the final rule will increase over time as more new, cleaner vehicles enter the fleet.

We estimate that the final rule will reduce NO_X emissions from heavy-duty vehicles in 2040 by more than 40 percent; by 2045, a year by which most of the regulated fleet will have turned over, heavy-duty NO_X emissions will be almost 50 percent lower than they would have been without this action. These emission reductions will result in widespread decreases in ambient concentrations of pollutants such as ozone and $PM_{2.5}$. We estimate that in 2045, the final rule will result in total annual monetized ozone- and $PM_{2.5}$-related benefits of $12 and $33 billion at a 3 percent discount rate, and $10 and $30 billion at a 7 percent discount rate. These widespread air quality improvements will play an important role in addressing concerns raised by state, local, and Tribal governments, as well as communities, about the contributions of heavy-duty engines to air quality challenges they face such as meeting their obligations to attain or continue to meet NAAQS, and to reduce other human health and environmental impacts of air pollution. This rule's emission reductions will reduce air pollution in close proximity to major roadways, where concentrations of many air pollutants are elevated and where people of color and people with low income are disproportionately exposed.

In EPA's judgment, our analyses in this final rule show that the final standards will result in the greatest degree of emission reduction achievable starting in model year 2027, giving appropriate consideration to costs and other factors, which is consistent with EPA's statutory authority under Clean Air Act (CAA) section 202(a)(3)(A).[16]

CAA section 202(a)(1) requires the EPA to ''by regulation prescribe (and from time to time revise) . . . standards applicable to the emission of any air pollutant from any class or classes of new motor vehicles or new motor vehicle engines . . . , which in his judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare.'' CAA section 202(a)(3)(C) requires that NO_X, PM, HC, and CO (hereafter referred to as ''criteria pollutants'') standards for certain heavy-duty vehicles and engines apply for no less than 3 model years and apply no earlier than 4 years after promulgation.[17]

Although heavy-duty engines have become much cleaner over the last decade, catalysts and other technologies have evolved such that harmful air pollutants can be reduced even further. The final standards are based on technology improvements that have become available over the 20 years since the last major rule was promulgated to address emissions of criteria pollutants and toxic pollutants from heavy-duty engines, as well as projections of continued technology improvements that build on these existing technologies. The criteria pollutant provisions we are adopting in this final rule apply for all heavy-duty engine (HDE) classes: Spark-ignition (SI) HDE, as well as compression-ignition (CI) Light HDE, CI Medium HDE, and CI Heavy HDE.[18]

As described in Section III, the final standards will reduce emissions during a broader range of operating conditions compared to the current standards, such that nearly all in-use operation will be covered. Available data indicate that emission levels demonstrated for certification are not currently achieved under the broad range of real-world operating conditions.[19] [20] [21] [22] In fact, less than ten percent of the data collected during a typical test while the vehicle is operated on the road is subject to EPA's current on-the-road emission standards.[23] These testing data further show that NO_X emissions from heavy-duty CI engines are high during many periods of vehicle operation that are not subject to current on-the-road emission standards. For example, ''low-load'' engine conditions occur when a vehicle operates in stop-and-go traffic or is idling; these low-load conditions can result in exhaust temperature decreases that then lead to the diesel engine's selective catalytic reduction (SCR)-based emission control system becoming less effective or ceasing to function. Test data collected as part of EPA's manufacturer-run in-use testing program indicate that this low-load operation could account for more than half of the NO_X emissions from a vehicle during a typical workday.[24] Similarly, heavy-duty SI engines also operate in conditions where their catalyst technology becomes less effective, resulting in higher levels of air pollutants; however, unlike CI engines, it is sustained medium-to-high load operation where emission levels are less certain. To address these concerns, as part of our comprehensive approach, the final standards include both revisions to our existing test procedures and new test procedures to reduce emissions

[16] CAA section 202(a)(3)(A) requires standards for emissions of NO_X, PM, HC, and CO emissions from heavy-duty vehicles and engines to ''reflect the greatest degree of emission reduction achievable through the application of technology which the Administrator determines will be available for the model year to which such standards apply, giving appropriate consideration to cost, energy, and safety factors associated with the application of such technology.'' Throughout this notice we use terms like ''maximum feasible emissions reductions'' to refer to this statutory requirement to set standards that ''reflect the greatest degree of emission reduction achievable . . .''.

[17] See Sections I.D and XIII for additional discussion on EPA's statutory authority for this action, including our authority under CAA sections 202(d) and 207.

[18] This final rule includes new criteria pollutant standards for engine-certified Class 2b through 8 heavy-duty engines and vehicles. Class 2b and 3 vehicles with a Gross Vehicle Weight Rating (GVWR) between 8,500 and 14,000 pounds are primarily commercial pickup trucks and vans and are sometimes referred to as ''medium-duty vehicles.'' The majority of Class 2b and 3 vehicles are chassis-certified vehicles, and EPA intends to include them in a future combined light-duty and medium-duty rulemaking action, consistent with E.O. 14037, Section 2a. SI HDE are typically fueled by gasoline, whereas CI HDE are typically fueled by diesel; note that the Heavy HDE class, which is largely CI engines, does include certain SI engines that are generally natural gas-fueled engines intended for use in Class 8 vehicles. See 40 CFR 1036.140 for additional description of the primary intended service classes for heavy-duty engines. Heavy-duty engines and vehicles are also used in nonroad applications, such as construction equipment; nonroad heavy-duty engines and vehicles are not the focus of this final rule. As outlined in I.B of this Executive Summary and detailed in Section XI, this final rule also includes limited amendments to regulations that implement our air pollutant emission standards for other industry sectors, including light-duty vehicles, light-duty trucks, marine diesel engines, locomotives, and various types of nonroad engines, vehicles, and equipment. See 40 CFR 1036.140 for a description of the primary intended service classes for heavy-duty engines.

[19] Hamady, Fakhri, Duncan, Alan. ''A Comprehensive Study of Manufacturers In-Use Testing Data Collected from Heavy-Duty Diesel Engines Using Portable Emissions Measurement System (PEMS).'' 29th CRC Real World Emissions Workshop, March 10–13, 2019.

[20] Sandhu, Gurdas, et al. ''Identifying Areas of High NO_X Operation in Heavy-Duty Vehicles''. 28th CRC Real-World Emissions Workshop, March 18–21, 2018.

[21] Sandhu, Gurdas, et al. ''In-Use Emission Rates for MY 2010+ Heavy-Duty Diesel Vehicles''. 27th CRC Real-World Emissions Workshop, March 26–29, 2017.

[22] As noted in Section I.B and discussed in Section III, testing engines and vehicles while they are operating without a defined duty cycle is referred to as ''off-cycle'' testing; as detailed in Section III, we are finalizing new off-cycle test procedures and standards as part of this rulemaking.

[23] Heavy-duty CI engines are currently subject to off-cycle standards that are not limited to specific test cycles; throughout this notice we use the terms ''on-the-road'', ''over the road'', or ''real world'' interchangeably to refer to off-cycle standards.

[24] Sandhu, Gurdas, et al. ''Identifying Areas of High NO_X Operation in Heavy-Duty Vehicles''. 28th CRC Real-World Emissions Workshop, March 18–21, 2018.

from heavy-duty engines under a broader range of operating conditions, including low-load conditions.

Data also show that tampering and mal-maintenance of the engine's emission control system after the useful life period is projected to result in NO_X emissions that would represent a substantial part of the HD emissions inventory in 2045.[25] To address this problem, as part of our comprehensive approach, the final rule includes longer regulatory useful life and emission-related warranty requirements to ensure the final emissions standards will be met through more of the operational life of heavy-duty vehicles.[26] [27] Further, the final rule includes requirements for manufacturers to better ensure that operators keep in-use engines and emission control systems working properly in the real world. We expect these final provisions to improve maintenance and serviceability will reduce incentives to tamper with the emission control systems on MY 2027 and later engines, which would avoid large increases in emissions that would impact the reductions projected from the final rule. For example, we estimate NO_X emissions will increase more than 3000 percent due to malfunction of the NO_X emissions aftertreatment on a MY 2027 and later heavy heavy-duty vehicle. To address this, the final rule requires manufacturers to meet emission standards with less frequent scheduled maintenance for emission-related parts and systems, and to provide more information on how to diagnose and repair emission control systems. In addition, the final rule requires manufacturers to demonstrate that they design their engines to limit access to electronic controls to prevent operators from reprogramming the engine to bypass or disable emission controls. The final rule also specifies a balanced approach for manufacturers to design their engines with features to ensure that operators perform ongoing maintenance to keep SCR emission control systems working properly, without creating a level of burden and corresponding frustration for operators that could increase the risk of operators completely disabling emission control systems. These provisions combined with the longer useful life and warranty periods will provide a comprehensive approach to ensure that the new, much more stringent emissions standards are met during in use operations.

The final standards and requirements are based on further consideration of the data included in the proposed rule, as well as additional supporting data from our own test programs, and consideration of the extensive public input EPA received in response to the proposed rule. The proposal was posted on the EPA website on March 7, 2022, and published in the **Federal Register** on March 28, 2022 (87 FR 17414, March 28, 2022). EPA held three virtual public hearings in April 2022. We received more than 260,000 public comments.[28] A broad range of stakeholders provided comments, including state and local governments, heavy-duty engine manufacturers, emissions control suppliers and others in the heavy-duty industry, environmental organizations, environmental justice organizations, state, local, and Tribal organizations, consumer groups, labor groups, private citizens, and others. Some of the issues raised in comments included the need for new, more stringent NO_X standards, particularly in communities already overburdened by pollution; the feasibility and costs of more stringent NO_X standards combined with much longer useful life periods; the longer emissions-related warranty periods; a single- vs. two-step program; and various details on the flexibilities and other program design features of the proposed program. We briefly discuss several of these key issues in Section I.B, with more detail in later sections in this preamble and in the Response to Comments document that is available in the public docket for this rule.[29]

This Section I provides an overview of the final program, the impacts of the final program, and how the final program is consistent with EPA's statutory requirements. The need for additional emissions control from heavy-duty engines is described in Section II. We describe the final standards and compliance flexibilities in detail in Sections III and IV. We discuss our analyses of estimated emission reductions, air quality improvements, costs, and monetized benefits of the final program in Sections V through X. Section XI describes limited amendments to the regulations that implement our air pollutant emission standards for other sectors (*e.g.,* light-duty vehicles, marine diesel engines, locomotives, and various types of nonroad engines, vehicles, and equipment).

2. EPA Will Address HD GHG Emissions in a Subsequent Rulemaking

Although we proposed targeted revisions to the MY2027 GHG Phase 2 standards as part of the same proposal in which we laid out more stringent NO_X standards, in this final rule we are not taking final action on updates to the GHG standards. Instead, we intend to consider potential changes to certain HD GHG Phase 2 standards as part of a subsequent rulemaking.

B. Overview of the Final Regulatory Action

We are finalizing a program that will begin in MY 2027, which is the earliest year that these new criteria pollutant standards can begin to apply under CAA section 202(a)(3)(C).[30] The final NO_X standards are a single-step program that reflect the greatest degree of emission reduction achievable starting in MY2027, giving appropriate consideration to costs and other factors. The final rule establishes not only new, much more stringent NO_X standards compared to today's standards, but also requires lower NO_X emissions over a much wider range of testing conditions both in the laboratory and when engines are operating on the road. Further, the final standards include longer useful life periods, as well as significant increases in the emissions-related warranty periods. The longer useful life and emissions warranty periods are particularly important for ensuring continued emissions control when the engines are operating on the road. These final standards will result in significant reductions in emissions of NO_X, $PM_{2.5}$, and other air pollutants across the country, which we project will meaningfully decrease ozone

[25] See Section VI for more information on projected inventory contributions from each operating mode or process, as well as discussion on the emissions impacts of tampering and mal-maintenance.

[26] Emission standards set under CAA section 202(a) apply to vehicles and engines ''for their useful life.'' CAA section 202(d) directs EPA to prescribe regulations under which the useful life of vehicles and engines shall be determined, and for heavy-duty vehicles and engines establishes minimum values of 10 years or 100,000 miles, whichever occurs first, unless EPA determines that greater values are appropriate. CAA section 207(a) further requires manufacturers to provide emission-related warranty, and EPA set the current emission-related warranty periods for heavy-duty engines in 1983 (48 FR 52170, November 16, 1983). See Section I.D for more discussion on the statutory authority for the final rule.

[27] See Section IV for more discussion on the final useful life and warranty requirements.

[28] Of these comments, 1,860 were unique letters, many of which provided data and other detailed information for EPA to consider; the remaining comments were mass mailers sponsored by 30 different organizations, nearly all of which urged EPA to take action to reduce emissions from trucks or to adopt more stringent limits.

[29] U.S. EPA, ''Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards—Response to Comments'', Docket EPA–HQ–OAR–2019–0055.

[30] Section 202(a)(3)(C) requires that standards under 202(a)(3)(A), such as the standards in this final rule, apply no earlier than 4 years after promulgation, and apply for no less than 3 model years. See Section I.D for additional discussion on the statutory authority for this action.

concentrations across the country. We expect the largest improvements in both ozone and $PM_{2.5}$ to occur in areas with the worst baseline air quality. In a supplemental demographic analysis, we also found that larger numbers of people of color are projected to reside in these areas with the worst baseline air quality.

The final standards and requirements are based on further consideration of the data included in the proposed rule, as well as additional supporting data from our own test programs, and consideration of the extensive public input EPA received in response to the proposed rule. As required by CAA section 202(a)(3), the final new numeric NO_X standards will result in the greatest degree of emission reduction achievable for a national program starting in MY 2027 through the application of technology that the Administrator has determined will be available starting in MY 2027, after giving appropriate consideration to cost, energy, and safety factors associated with the application of such technology. The EPA proposal included two options for the NO_X program. Proposed Option 1 was the more stringent option, and it included new standards and other program elements starting in MY 2027, which were further strengthened in MY 2031. Proposed Option 2 was the less stringent option, with new standards and requirements implemented fully in MY 2027. The final numeric NO_X standards and testing requirements are largely consistent with the proposed Option 1 in MY 2027. The final numeric standards and regulatory useful life values will reduce NO_X emissions not only when trucks are new, but throughout a longer period of their operational life under real-world conditions. For the smaller engine service-class categories, we are finalizing the longest regulatory useful life and emissions warranty periods proposed, and for the largest engines we are finalizing requirements for useful life and emissions aftertreatment durability demonstration that are significantly longer than required today.

As previously noted in this Section I, we received a large number and wide range of comments on the proposed rule. Several comments raised particularly significant issues related to some fundamental components of the proposed program, including the level of the numeric standards and feasibility of lower numeric standards combined with longer useful life periods. We briefly discuss these key issues in this Section I.B, with more detail in later sections in this preamble. The Response to Comments document provides our responses to the comments we received; it is located in the docket for this rulemaking.

1. Key Changes From the Proposal

i. Feasibility of More Stringent NO_X Standards Combined With Much Longer Useful Life Periods

Many stakeholders commented on the proposed numeric NO_X standards, and the feasibility of maintaining those numeric standards over the proposed useful life periods. Environmental organizations and other commenters, including suppliers to the heavy-duty industry, generally urged EPA to adopt the most stringent standards proposed, or to finalize even more stringent standards by fully aligning with the California Air Resources Board (CARB) Low NO_X Omnibus program.[31] In contrast, most engine manufacturers, truck dealers, fleets, and other members of the heavy-duty industry stated that even the less stringent proposed numeric standards and useful life periods would be extremely challenging to meet, particularly for the largest heavy-duty engines. Some of these commenters provided data that they stated showed the potential for large impacts on the purchase price of a new truck if EPA were to finalize the most stringent proposed numeric standards and useful life periods for the largest heavy-duty engines.

As summarized in I.B.2 and detailed in preamble Section III, we are finalizing numeric NO_X standards and useful life periods that are largely consistent with the most stringent proposed option for MY 2027. For all heavy-duty engine classes, the final numeric NO_X standards for medium- and high-load engine operations match the most stringent standards proposed for MY 2027; for low-load operations we are finalizing the most stringent standard proposed for any model year (see I.B.1.ii for discussion).[32] For smaller heavy-duty engines (*i.e.,* light and medium heavy-duty engines CI and SI heavy-duty engines), the numeric standards are combined with the longest useful life periods we proposed. The final numeric NO_X emissions standards and useful life periods for smaller heavy-duty engines are based on further consideration of data included in the proposal from our engine demonstration programs that show the final NO_X emissions standards are feasible at the final useful life periods applicable to these smaller heavy-duty engines. Our assessment of the data available at the time of proposal is further supported by our evaluation of additional information and public comments stating that the proposed standards are feasible for these smaller engine categories. For the largest heavy-duty engines (*i.e.,* heavy heavy-duty engines), the final numeric standards are combined with the longest useful life mileage that we proposed for MY 2027. The final useful life periods for the largest heavy-duty engines are 50 percent longer than today's useful life periods, which will play an important role in ensuring continued emissions control while the engines operate on the road.

After further consideration of the data included in the proposal, as well as information submitted by commenters and additional data we collected since the time of proposal, we are finalizing two updates from our proposed testing requirements in order to ensure the greatest degree of emission reduction achievable are met throughout the final useful life periods; these updates are tailored to the larger engine classes (medium and heavy heavy-duty engines), which have longer useful life periods and more rigorous duty-cycles compared to the smaller engine classes. First, we are finalizing a requirement for manufacturers to demonstrate before heavy heavy-duty engines are in-use that the emissions control technology is durable through a period of time longer than the final useful life mileage.[33] For these largest engines with the longest useful life mileages, the extended laboratory durability demonstration will better ensure the final standards will be met throughout the regulatory useful life

[31] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule. For more information on the California Air Resources Board Omnibus rule see, ''Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments,'' December 22, 2021. *https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.* Last accessed September 21, 2022. See also ''California State Motor Vehicle Pollution Control Standards and Nonroad Engine Pollution Control Standards; The ''Omnibus'' Low NO_X Regulation; Request for Waivers of Preemption; Opportunity for Public Hearing and Public Comment'' at 87 FR 35765 (June 13, 2022).

[32] As proposed, we are finalizing a new test procedure for heavy-duty CI engines to demonstrate emission control when the engine is operating under low-load and idle conditions; this new test procedure does not apply to heavy-duty SI engines (see Sections I.B.2 and III for additional discussion).

[33] Manufacturers of any size heavy-duty engine must demonstrate that the emission control technology is durable through a period equivalent to the useful life period of the engine, and may be subject to recall if EPA subsequently determines that properly maintained and used engines do not conform to our regulations over the useful life period (as specified in our regulations and consistent with CAA section 207). As outlined here, the extended laboratory durability demonstration in the final program will require manufacturers of the largest heavy-duty engines to demonstrate emission control durability for a longer period to better ensure that in-use engines will meet emission standards throughout the long regulatory useful life of these engines.

under real-world operations where conditions are more variable. Second, we are finalizing an interim compliance allowance that applies when EPA evaluates whether the heavy or medium heavy-duty engines are meeting the final standards after these engines are in use in the real world. When combined with the final useful life values, we believe the interim compliance allowance will address concerns raised in comments from manufacturers that the more stringent proposed MY 2027 standards would not be feasible to meet over the very long useful life periods of heavy heavy-duty engines, or under the challenging duty-cycles of medium heavy-duty engines. This interim, in-use compliance allowance is generally consistent with our past practice (for example, see 66 FR 5114, January 18, 2001); also consistent with past practice, the interim compliance allowance is included as an interim provision that we may reassess in the future through rulemaking based on the performance of emissions controls over the final useful life periods for medium and heavy heavy-duty engines. To set standards that result in the greatest emission reductions achievable for medium and heavy heavy-duty engines, we considered additional data that we and others collected since the time of the proposal; these data show the significant technical challenge of maintaining very low NO_X emissions throughout very long useful life periods for heavy heavy-duty engines, and greater amounts of certain aging mechanisms over the long useful life periods of medium heavy-duty engines. In addition to these data, in setting these standards, we gave appropriate consideration to costs associated with the application of technology to achieve maximum emissions reductions in MY 2027 (*i.e.,* cost of compliance for manufacturers associated with the standards) and other factors. We determined that for heavy heavy-duty engines the combination of: (1) The most stringent MY 2027 standards proposed, (2) longer useful life periods compared to today's useful life periods, (3) targeted, interim compliance allowance approach to in-use compliance testing, and (4) the extended durability demonstration for emissions control technologies is appropriate, feasible, and consistent with our authority under the CAA to set technology-forcing NO_X pollutant standards for heavy-duty engines for their useful life.[34] Similarly, for medium heavy-duty engines we determined that the combination of the first three elements (*i.e.,* most stringent MY 2027 standards proposed, increase in useful life periods, and interim compliance allowance for in-use testing) is appropriate, feasible, and consistent with our CAA authority to set technology-forcing NO_X pollutant standards for heavy-duty engines for their useful life.

ii. Test Procedures To Control Emissions Under a Broader Range of Engine Operations

Many commenters supported our proposal to update our test procedures to more accurately account for and control emissions across a broader range of engine operation, including in urban driving conditions and other operations that could impact communities already overburdened with pollution. Consistent with our proposal, we are finalizing several provisions to reduce emissions from a broader range of engine operating conditions. First, we are finalizing new standards for our existing test procedures to reduce emissions under medium- and high-load operations (*e.g.,* when trucks are traveling on the highway). Second, we are finalizing new standards and a corresponding new test procedure to measure emissions during low-load operations (*i.e.,* the low-load cycle, LLC). Third, we are finalizing new standards and updates to an existing test procedure to measure emissions over the broader range of operations that occur when heavy-duty engines are operating on the road (*i.e.,* off-cycle).[35]

The new, more stringent numeric standards for the existing laboratory-based test procedures that measure emissions during medium- and high-load operations will ensure significant emissions reductions from heavy-duty engines. Without this final rule, these medium- and high-load operations are projected to contribute the most to heavy-duty NO_X emissions in 2045.

We are finalizing as proposed a new LLC test procedure, which will ensure demonstration of emission control under sustained low-load operations. After further consideration of data included in the proposal, as well as additional information from the comments summarized in this section, we are finalizing the most stringent numeric LLC standard proposed for any model year. As discussed in our proposal, data from our CI engine demonstration program showed that the lowest numeric NO_X standard proposed would be feasible for the LLC throughout a useful life period similar to the useful life period we are finalizing for the largest heavy-duty engines. After further consideration of this data, and additional support from data collected since the time of proposal, we are finalizing the most stringent standard proposed for any model year.

We are finalizing new numeric standards and revisions to the proposed off-cycle test procedure. We proposed updates to the current off-cycle test procedure that included binning emissions measurements based on the type of operation the engine is performing when the measurement data is being collected. Specifically, we proposed that emissions data would be grouped into three bins, based on whether the engine was operating in idle (Bin 1), low-load (Bin 2), or medium-to-high load (Bin 3). Given the different operational profiles of each of the three bins, we proposed a separate standard for each bin. Based on further consideration of data included in the proposal, as well as additional support from our consideration of data provided by commenters, we are finalizing off-cycle standards for two bins, rather than three bins; correspondingly, we are finalizing a two-bin approach for grouping emissions data collected during off-cycle test procedures. Our evaluation of available information shows that two bins better represent the

[34] CAA section 202(a)(3)(A) is a technology-forcing provision and reflects Congress' intent that standards be based on projections of future advances in pollution control capability, considering costs and other statutory factors. See *National Petrochemical & Refiners Association* v. *EPA*, 287 F.3d 1130, 1136 (D.C. Cir. 2002) (explaining that EPA is authorized to adopt ''technology-forcing'' regulations under CAA section 202(a)(3)); *NRDC* v. *Thomas,* 805 F.2d 410, 428 n.30 (D.C. Cir. 1986) (explaining that such statutory language that ''seek[s] to promote technological advances while also accounting for cost does not detract from their categorization as technology-forcing standards''); see also *Husqvarna AB* v. *EPA*, 254 F.3d 195 (D.C. Cir. 2001) (explaining that CAA sections 202 and 213 have similar language and are technology-forcing standards). In this context, the term ''technology-forcing'' has a specific legal meaning and is used to distinguish standards that may require manufacturers to develop new technologies (or significantly improve existing technologies) from standards that can be met using existing off-the-shelf technology alone. Technology-forcing standards such as those in this final rule do not require manufacturers to use specific technologies.

[35] Duty-cycle test procedures measure emissions while the engine is operating over precisely defined duty cycles in an emissions testing laboratory and provide very repeatable emission measurements. ''Off-cycle'' test procedures measure emissions while the engine is not operating on a specified duty cycle; this testing can be conducted while the engine is being driven on the road (*e.g.,* on a package delivery route), or in an emission testing laboratory. Both duty-cycle and off-cycle testing are conducted pre-production (*e.g.,* for certification) or post-production to verify that the engine meets applicable duty-cycle or off-cycle emission standards throughout useful life (see Section III for more discussion).

differences in engine operations that influence emissions (*e.g.,* exhaust temperature, catalyst efficiency) and ensure sufficient data is collected in each bin to allow for an accurate analysis of the data to determine if emissions comply with the standard for each bin. Preamble Section 0 further discusses the final off-cycle standards with additional detail in preamble Section III.

iii. Lengthening Emissions-Related Warranty

EPA received general support from many commenters for the proposal to lengthen the emissions-related warranty beyond existing requirements. Some commenters expressed support for one of the proposed options, and one organization suggested a warranty period even longer than either proposed option. Several stakeholders also commented on the costs of lengthened warranty periods and potential economic impacts. For instance, one state commenter supported EPA's cost estimates and agreed that the higher initial cost will be offset by lower repair costs; further, the commenter expects the resale value of lengthened warranty will be maintained for subsequent owners. In contrast, stakeholders in the heavy-duty engine and truck industry (*e.g.,* engine and vehicle manufacturers, truck dealers, suppliers of emissions control technologies) commented that the proposed warranty periods would add costs to vehicles, and raised concerns about these cost impacts on first purchasers. Many commenters indicated that purchase price increases due to the longer warranty periods may delay emission reductions, stating that high costs could incentivize pre-buy and reduce fleet turnover from old technology.

After further consideration of data included in the proposal, and consideration of additional supporting information from the comments summarized in this Section I.B.1.iii, we are finalizing a single-step increase for new, longer warranty periods to begin in MY 2027. Several commenters recommended we pull ahead the longest proposed warranty periods to start in MY 2027. We agree with that approach for the smaller heavy-duty engine classes, and our final warranty mileages match the longest proposed warranty periods for these smaller engines (*i.e.,* Spark-ignition HDE, Light HDE, and Medium HDE). However, we are finalizing a different approach for the largest heavy-duty engines (*i.e.,* Heavy HDE). We are finalizing a warranty mileage that matches the MY 2027 step of the most stringent proposed option to maximize the emission control assurance and to cover a percentage of the final useful life that is more consistent with the warranty periods of the smaller engine classes. The final emissions warranty periods are approximately two to four times longer than today's emissions warranty periods. The durations of the final emissions warranty periods balance two factors: First, the expected improvements in engine emission performance from longer emissions warranty periods due to increases in maintenance and lower rates of tampering with emissions controls (see preamble Section IV.B for more discussion); and second, the potential, particularly for the largest heavy-duty engines, for very large increases in purchase price due to much longer warranty periods to slow fleet turnover through increases in pre- and low-buy, and subsequently result in fewer emissions reductions. We are finalizing emissions warranty periods that in our evaluation will provide a significant increase in the emissions warranty coverage while avoiding large increases in the purchase price of a new truck.

iv. Model Year 2027 Single-Step Program

Many stakeholders expressed support for a single-step program to implement new emissions standards and program requirements beginning in model year 2027, which is consistent with one of the proposed options. Stakeholders in the heavy-duty engine and truck industry, including suppliers of emissions controls technologies, truck dealers, and engine manufacturers, generally stated that a single-step program avoids technology disruptions and allows industry to focus on research and development for zero-emissions vehicle technologies for model years beyond 2027. Some of these commenters further noted that a two-step approach would result in gaps in available technology for some vehicle types and could exacerbate slower fleet turnover from pre- and low-buy associated with new standards. The trade association for truck dealers noted that a two-step approach would significantly compromise expected vehicle performance characteristics, including fuel economy. Other commenters also generally supported a single-step approach in order for the most stringent standards to begin as soon as possible, which would lead to larger emissions reductions earlier than a two-step approach. Several of these stakeholders noted the importance of early emissions reductions in communities already overburdened with pollution.

The final NO_X standards are a single-step program that reflect the greatest emission reductions achievable starting in MY 2027, giving appropriate consideration to costs and other factors. In this final rule, we are focused on achieving the greatest emission reductions achievable in the MY 2027 timeframe, and have applied our judgment in determining the appropriate standards for MY 2027 under our CAA authority for a national program. As the heavy-duty industry continues to transition to zero-emission technologies, EPA could consider additional criteria pollutant standards for model years beyond 2027 in future rules.

v. Averaging, Banking, and Trading of NO_X Emissions

The majority of stakeholders supported the proposed program to allow averaging, banking, and trading (ABT) of NO_X emissions, although several suggested adjustments for EPA to consider in the final rule. Stakeholders provided additional input on several specific aspects of the proposed ABT program, including the proposed family emissions limit (FEL) caps, the proposed Early Adoption Incentives, and the proposed allowance for manufacturers to generate NO_X emissions credits from Zero Emissions Vehicles (ZEVs). In this Section we briefly discuss stakeholder perspectives on these specific aspects of the proposed ABT program, as well as our approach for each in the final rule.

a. Family Emissions Limit Caps

A wide range of stakeholders urged EPA to finalize a lower FEL cap than proposed; there was broad agreement that the FEL cap in the final rule should be 100 mg/hp-hr or lower, with commenters citing various considerations, such as the magnitude of reduction between the current and proposed standards, as well as the desire to prevent competitive disruption.

After further consideration, including consideration of public comments, we are finalizing lower FEL caps than proposed. The FEL caps in the final rule are 65 mg/hp-hr for MY 2027 through 2030, and 50 mg/hp-hr for MY 2031 and later. Our rationale for the final FEL caps includes two main factors. First, we agree with commenters that the difference between the current standard (approximately 200 mg/hp-hr) and the standards we are finalizing for MY 2027 and later suggests that FEL caps lower than the current standard are

appropriate to ensure that available emissions control technologies are adopted. This is consistent with our past practice when issuing rules for heavy-duty onroad engines or nonroad engines in which there was a substantial (*e.g.,* greater than 50 percent) difference between the numeric levels of the existing and new standards (69 FR 38997, June 29, 2004; 66 FR 5111, January 18, 2001). Specifically, by finalizing FEL caps below the current standards, we are ensuring that the vast majority of new engines introduced into commerce include updated emissions control technologies compared to the emissions control technologies manufacturers use to meet the current standards.[36]

Second, finalizing FEL caps below the current standard is consistent with comments from manufacturers stating that a FEL cap of 100 mg/hp-hr or between 50 and 100 mg/hp-hr would help to prevent competitive disruptions (*i.e.,* require all manufacturers to make improvements in their emissions control technologies).

The FEL caps for the final rule have been set at a level to ensure sizeable emission reductions from the current 2010 standards, while providing manufacturers with flexibility in meeting the final standards. When combined with the other restrictions in the final ABT program (*i.e.,* credit life, averaging sets, expiration of existing credit balances), we determined the final FEL caps of 65 mg/hp-hr in MYs 2027 through 2030, and 50 mg/hp-hr in MY 2031 and later avoid potential adverse effects on the emissions reductions expected from the final program.

b. Encouraging Early Adoption of New Emissions Controls Technologies

Several stakeholders provided general comments on the proposed Early Adoption Incentive program, which included emissions credit multipliers of 1.5 or 2.0 for meeting all proposed requirements prior to the applicable model year. Although many of the stakeholders in the heavy-duty engine industry generally supported incentives such as emissions credit multipliers to encourage early investments in emissions reductions technology; other industry stakeholders were concerned that the multipliers would incentivize some technologies (*e.g.,* hybrid powertrains, natural gas engines) over others (*e.g.,* battery-electric vehicles). Environmental organizations and other commenters were concerned that the emissions credit multipliers would result in an excess of credits that would undermine some of the benefits of the rule.

After consideration of public comments, EPA is not finalizing the proposed Early Adoption Incentives program, and in turn we are not including emissions credit multipliers in the final program. Rather, we are finalizing an updated version of the proposed transitional credit program under the ABT program. As described in preamble Section IV.G.7, the transitional credit program that we are finalizing provides four pathways to generate straight NO_X emissions credits (*i.e.,* no credit multipliers) in order to encourage the early introduction engines with NO_X-reducing technology.

c. Heavy-Duty Zero Emissions Vehicles and NO_X Emissions Credits

Numerous stakeholders provided feedback on EPA's proposal to allow manufacturers to generate NO_X emissions credits from ZEVs. Environmental organizations and other commenters, as well as suppliers of heavy-duty engine and vehicle components, broadly oppose allowing manufacturers to generate NO_X emissions credits from ZEVs. These stakeholders present several lines of argument, including the potential for: (1) Substantial impacts on the emissions reductions expected from the proposed rule, which could also result in disproportionate impacts in disadvantaged communities already overburdened with pollution; and (2) higher emissions from internal combustion engines, rather than further incentives for additional ZEVs (further noting that other State and Federal actions are providing more meaningful and less environmentally costly HD ZEV incentives). In contrast, heavy-duty engine and vehicle manufacturers generally support allowing manufacturers to generate these credits. These stakeholders also provided several lines of argument, including: (1) The potential for ZEVs to help meet emissions reductions and air quality goals; (2) an assertion that ZEV NO_X credits are essential to the achievability of the standards for some manufacturers; and (3) ZEV NO_X credits allow manufacturers to manage investments across different products that may ultimately result in increased ZEV deployment.

After further consideration, including consideration of public comments, we are not finalizing the allowance for manufacturers to generate NO_X emissions credits from heavy-duty ZEVs. Our decision is based on two primary considerations. First, the standards in the final rule are technology-forcing, yet achievable for MY 2027 and later internal combustion engines without this flexibility. Second, because the final standards are not based on projected utilization of ZEV technology, and because we believe there will be increased penetration of ZEVs in the heavy-duty fleet by MY 2027 and later,[37] we are concerned that allowing ZEVs to generate NO_X emissions credits would result in fewer emissions reductions than intended from this rule. For example, by allowing manufacturers to generate ZEV NO_X credits, EPA would be allowing higher emissions (through internal combustion engines using credits to emit up to the FEL cap) in MY 2027 and later, without requiring commensurate emissions reductions (through additional ZEVs beyond those already entering the market without this rule). This erosion of emissions benefits could have particularly adverse impacts in communities already overburdened by pollution. In addition, we continue to believe that testing requirements to ensure continued battery and fuel cell performance over the useful life of a ZEV may be important to ensure the zero-emissions tailpipe performance for which they are generating NO_X credits; however, after further consideration, including consideration of public comments, we believe it is appropriate to take additional time to work with industry and other stakeholders on any test procedures and other specifications for ZEV battery and fuel cell performance over the useful life period of the ZEV.

2. Summary of the Key Provisions in the Regulatory Action

i. Controlling Criteria Pollutant Emissions Under a Broader Range of Operating Conditions

The final rule provisions will reduce emissions from heavy-duty engines

[36] As discussed in Section IV.G.9, we are finalizing an allowance for manufacturers to continue to produce a small number (5 percent of production volume) of engines that meet the current standards for a few model years (*i.e.,* through MY 2030); thus, the vast majority of, but not all, new engines will need to include updated emissions control technologies compared to those used to meet today's standards until MY 2031, when all engines will need updated emissions control technologies to comply with the final standards or use credits up to the FEL cap. See Section IV.G.9 for details on our approach and rationale for including this allowance in the final rule.

[37] For example, the recently passed Inflation Reduction Act (IRA) has many incentives for promoting zero-emission vehicles, see Sections 13403 (Qualified Clean Vehicles), 13404 (Alternative Fuel Refueling Property Credit), 60101 (Clean Heavy-Duty Vehicles), 60102 (Grants to Reduce Air Pollution at Ports), and 70002 (United States Postal Service Clean Fleets) of H. R. 5376.

under a range of operating conditions through revisions to our emissions standards and test procedures. These revisions will apply to both laboratory-based standards and test procedures for both heavy-duty CI and SI engines, as well as the off-cycle standards and test procedures for heavy-duty CI engines. These final provisions are outlined immediately below and detailed in Section III.

a. Final Laboratory Standards and Test Procedures

For heavy-duty CI engines, we are finalizing new standards for laboratory-based tests using the current duty cycles, the transient Federal Test Procedure (FTP) and the steady-state Supplemental Emission Test (SET) procedure. These existing test procedures require CI engine manufacturers to demonstrate the effectiveness of emission controls when the engine is transitioning from low-to-high loads or operating under sustained high load, but do not include demonstration of emission control under sustained low-load operations. As proposed, we are finalizing a new, laboratory-based LLC test procedure for heavy-duty CI engines to demonstrate emission control when the engine is operating under low-load and idle conditions. The addition of the LLC will help ensure lower NO_X emissions in urban areas and other locations where heavy-duty vehicles operate in stop-and-go traffic or other low-load conditions. As stated in Section I.B.1, we are finalizing the most stringent standard proposed for any model year for low-load operations based on further evaluation of data included in the proposal, and supported by information received during the comment period. We are also finalizing as proposed the option for manufacturers to test hybrid engines and powertrains together using the final powertrain test procedure.

For heavy-duty SI engines, we are finalizing new standards for laboratory-based testing using the current FTP duty cycle, as well as updates to the current engine mapping procedure to ensure the engines achieve the highest torque level possible during testing. We are also finalizing the proposed addition of the SET duty-cycle test procedure to the heavy-duty SI laboratory demonstrations; it is currently only required for heavy-duty CI engines. Heavy-duty SI engines are increasingly used in larger heavy-duty vehicles, which makes it more likely for these engines to be used in higher-load operations covered by the SET.

Our final NO_X emission standards for all defined duty cycles for heavy-duty CI and SI engines are detailed in Table I–1. As shown, the final NO_X standards will be implemented with a single step in MY 2027 and reflect the greatest emission reductions achievable starting in MY 2027, giving appropriate consideration to costs and other factors. As discussed in I.B.1.i, for the largest heavy-duty engines we are finalizing two updates to our testing requirements to ensure the greatest emissions reductions technically achievable are met throughout the final useful life periods of the largest heavy-duty engines: (1) A requirement for manufacturers to demonstrate before heavy heavy-duty engines are in-use that the emissions control technology are durable through a period of time longer than the final useful mileage, and (2) a compliance allowance that applies when EPA evaluates whether medium or heavy heavy-duty engines are meeting the final standards after these engines are in-use in the real world. We requested comment on an interim compliance allowance, and it is consistent with our past practice (for example, see 66 FR 5114, January 18, 2001); the interim compliance allowance is shown in the final column of Table I–1. See Section III for more discussion on feasibility of the final standards. Consistent with our existing, MY 2010 standards for criteria pollutants, the final standards, presented in Table 1, are numerically identical for SI and CI engines.[38]

TABLE I–1—FINAL NO_X EMISSION STANDARDS FOR HEAVY-DUTY CI AND SI ENGINES ON SPECIFIC DUTY CYCLES

[milligrams/horsepower-hour (mg/hp-hr)]

	Current	Model years 2027 and later	
	All HD engines	Spark ignition HDE, light HDE, medium HDE, and heavy HDE	Medium and heavy HDE with interim in-use compliance allowance
Federal Test Procedure (transient mid/high load conditions)	200	35	50
Supplemental Emission Test (steady-state conditions)	200	35	50
Low Load Cycle (low-load conditions)	N/A	50	65

b. Final On-the-Road Standards and Test Procedures

In addition to demonstrating emission control over defined duty cycles tested in a laboratory, heavy-duty CI engines must be able to demonstrate emission control over operations experienced while engines are in use on the road in the real world (*i.e.,* ''off-cycle'' testing).[39] We are finalizing with revisions the proposed updates to the procedure for off-cycle testing, such that data collected during a wider range of operating conditions will be valid, and therefore subject to emission standards.

Similar to the current approach, emission measurements collected during off-cycle testing will be collected on a second-by-second basis. As proposed, we are finalizing that the emissions data will be grouped into 300-second windows of operation. Each 300-second window will then be binned based on the type of operation that the engine performs during that 300-second period. Specifically, the average power of the engine during each 300-second window will determine whether the emissions during that window are binned as idle (Bin 1), or non-idle (Bin 2).[40]

[38] See Section III for our final PM, HC, and CO standards.

[39] As discussed in Section III, ''off-cycle'' testing measures emissions while the engine is not operating on a specified duty cycle; this testing can be conducted while the engine is being driven on the road (*e.g.,* on a package delivery route), or in an emission testing laboratory.

[40] Due to the challenges of measuring engine power directly on in-use vehicles, we are finalizing as proposed the use of the CO_2 emission rate (grams per second) as a surrogate for engine power; further, we are finalizing as proposed to normalize CO_2 emission rates relative to the nominal maximum CO_2 rate of the engine (*e.g.,* when an engine with

Continued

Our final, two-bin approach covers a wide range of operations that occur in the real world—significantly more in-use operation than today's requirements. Bin 1 includes extended idle and other very low-load operations, where engine exhaust temperatures may drop below the optimal temperature where SCR-based aftertreatment works best. Bin 2 includes a large fraction of urban driving conditions, during which engine exhaust temperatures are generally moderate, as well as higher-power operations, such as on-highway driving, that typically results in higher exhaust temperatures and high catalyst efficiencies.[41] Given the different operational profiles of each of these two bins, we are finalizing, as proposed, a separate standard for each bin. As proposed, the final structure follows that of our current not-to-exceed (NTE) off-cycle standards where testing is conducted while the engine operates on the road conducting its normal driving patterns, however, the final standards apply over a much broader range of engine operation.

Table I–2 presents our final off-cycle standards for NO_X emissions from heavy-duty CI engines. As discussed in I.B.1.i, for the medium and heavy heavy-duty engines we are also finalizing an interim compliance allowance that applies to non-idle (Bin 2) off-cycle standard after the engines are in-use. This interim compliance allowance is consistent with our past practice (for example, see 66 FR 5114, January 18, 2001) and is shown in the final column of Table I–2. See Section III for details on the final off-cycle standards for other pollutants.

TABLE I–2—FINAL OFF-CYCLE NO_X STANDARDS FOR HEAVY-DUTY CI ENGINES [a]

	Model years 2027 and later	
	Light HDE, medium HDE, heavy HDE	Medium HDE and heavy HDE with in-use compliance allowance
Bin 1: Idle (g/hr)	10.0	[b] 10.0
Bin 2: Low/medium/high load (mg/hp-hr)	58	73

[a] The standards reflected in Table I–2 are applicable at 25 °C and above; at lower temperatures the numerical off-cycle Bin 1 and Bin 2 standards for NO_X adjust as a function of ambient air temperature (see preamble Section III.C for details).

[b] The interim compliance allowance we are finalizing for medium and heavy heavy-duty engines does not apply to the Bin 1 (Idle) off-cycle standard (see preamble Section III for details).

In addition to the final standards for the defined duty cycle and off-cycle test procedures, the final standards include several other provisions for controlling emissions from specific operations in CI or SI engines. First, we are finalizing, as proposed, to allow CI engine manufacturers to voluntarily certify to idle standards using a new idle test procedure that is based on an existing California Air Resources Board (CARB) procedure.[42]

We are also finalizing two options for manufacturers to control engine crankcase emissions. Specifically, manufacturers will be required to either: (1) As proposed, close the crankcase, or (2) measure and account for crankcase emissions using an updated version of the current requirements for an open crankcase. We believe that either will ensure that the total emissions are accounted for during certification testing and throughout the engine operation during useful life. See Section III.B for more discussion on both the final idle and crankcase provisions.

For heavy-duty SI, we are finalizing as proposed a new refueling emission standard for incomplete vehicles above 14,000 lb GVWR starting in MY 2027.[43] The final refueling standard is based on the current refueling standard that applies to complete heavy-duty gasoline-fueled vehicles. Consistent with the current evaporative emission standards that apply for these same vehicles, we are finalizing a requirement that manufacturers can use an engineering analysis to demonstrate that they meet our final refueling standard. We are also adopting an optional alternative phase-in compliance pathway that manufacturers can opt into in lieu of being subject to this implementation date for all incomplete heavy-duty vehicles above 14,000 pounds GVWR (see Section III.E for details).

ii. Ensuring Standards Are Met Over a Greater Portion of an Engine's Operational Life

In addition to reducing emissions under a broad range of engine operating conditions, the final program also includes provisions to ensure emissions standards are met over a greater portion of an engine's operational life. These final provisions include: (1) Lengthened regulatory useful life periods for heavy-duty engines, (2) revised requirement for the largest heavy-duty engines to demonstrate that the emissions control technology is durable through a period of time longer than the final useful life mileage, (3) updated methods to more accurately and efficiently demonstrate the durability of emissions controls, (4) lengthened emission warranty periods, and (5) increased assurance that emission controls will be maintained properly through more of the service life of heavy-duty engines. Each of these final provisions is outlined immediately below and detailed in Section IV.

a. Final Useful Life Periods

Consistent with the proposal, the final useful life periods will cover a significant portion of the engine's operational life.[44] The longer useful life periods, in combination with the durability demonstration requirements we are finalizing in this rule, are expected to lead manufacturers to further improve the durability of their

a maximum CO_2 emission rate of 50 g/sec emits at a rate of 10 g/sec, its normalized CO_2 emission rate is 20 percent).

[41] Because the final approach considers time-averaged power, either of the bins could include some idle operation and any of the bins could include some high-power operation.

[42] 13 CCR 1956.8 (a)(6)(C)—Optional NO_X idling emission standard.

[43] Some vehicle manufactures sell their engines or ''incomplete vehicles'' (*i.e.,* chassis that include their engines, the frame, and a transmission) to body builders who design and assemble the final vehicle.

[44] We consider operational life to be the average mileage at rebuild for CI engines and the average mileage at replacement for SI engines (see preamble Section IV.A for details).

emission-related components. After additional consideration of data included in the proposal, as well as additional data provided in public comments, we are modifying our proposed useful life periods to account for the combined effect of useful life and the final numeric standards on the overall stringency and emissions reductions of the program (see Section IV.A for additional details).

For smaller heavy-duty engines (*i.e.,* Spark-ignition HDE, Light HDE, and Medium HDE) we are finalizing the longest useful life periods proposed (*i.e.,* MY 2031 step of proposed option 1), to apply starting in MY 2027. The final useful life mileage for Heavy HDE, which has a distinctly longer operational life than the smaller engine classes, is approximately 50 percent longer than today's useful life mileage for these engines and matches the longest useful life we proposed for MY 2027. Our final useful life periods for all heavy-duty engine classes are presented in Table I–3. We are also increasing the years-based useful life from the current 10 years to values that vary by engine class and match the respective proposed options. After considering comments, we are also adding hours-based useful life values to all engine categories based on a 20 mile per hour speed threshold and the corresponding final mileage values.[45]

TABLE I–3—CURRENT AND FINAL USEFUL LIFE PERIODS FOR HEAVY-DUTY CI AND SI ENGINES

Primary intended service class	Current			MY 2027 and later		
	Miles	Years	Hours	Miles	Years	Hours
Spark-ignition HDE [a]	110,000	10	.....	200,000	15	10,000
Light HDE [a]	110,000	10	.....	270,000	15	13,000
Medium HDE	185,000	10	.....	350,000	12	17,000
Heavy HDE [b]	435,000	10	22,000	650,000	11	32,000

[a] Current useful life period for Spark-ignition HDE and Light HDE for GHG emission standards is 15 years or 150,000 miles; we are not revising these useful life periods in this final rule. See 40 CFR 1036.108(d).

[b] As discussed in Section I.B.2.ii.c, we are finalizing a requirement for manufacturers to demonstrate at the time of certification that the emissions controls on these largest heavy-duty engines are durable through the equivalent of 750,000 miles.

b. Extended Laboratory Demonstration of Emissions Control Durability for the Largest Heavy-Duty Engines

As discussed in Section I.B.1.i, for the largest heavy-duty engines we are finalizing two updates to our proposed testing requirements in order to ensure the greatest emissions reductions technically achievable are met throughout the final useful life periods of these engines. One of the approaches (an in-use interim compliance allowance for medium and heavy heavy-duty engines) was noted in Section I.B.2.i; here we focus on the requirement for manufacturers to demonstrate before the largest heavy-duty engines are in use that the emissions control technology is durable through a period of time longer than the final useful mileage. Specifically, we are finalizing a requirement for manufacturers to demonstrate before the largest heavy-duty engines are in use that the emissions controls on these engines are durable (*e.g.,* capable of controlling NO_X emissions over the FTP duty-cycle at a level of 35 mg/hp-hr) through the equivalent of 750,000 miles. The extended durability demonstration in a laboratory environment will better ensure the final standards will be met throughout the longer final regulatory useful life mileage of 650,000 miles when these engines are operating in the real world where conditions are more variable.[46] As discussed immediately below in Section I.B.2.ii.c, we are also finalizing provisions to improve the accuracy and efficiency of emissions control durability demonstrations for all heavy-duty engine classes.

c. Final Durability Demonstration

EPA regulations require manufacturers to include durability demonstration data as part of an application for certification of an engine family. Manufacturers typically complete this demonstration by following regulatory procedures to calculate a deterioration factor (DF). The final useful life periods outlined in Table I–4 will require manufacturers to extend their durability demonstrations to show that the engines will meet applicable emission standards throughout the lengthened useful life.

To address the need for accurate and efficient emission durability demonstration methods, EPA worked with manufacturers and CARB to address this concern through guidance for MY 2020 and later engines.[47] Consistent with the recent guidance, we proposed three methods for determining DFs. We are finalizing two of the three proposed methods; we are not finalizing the option to perform a fuel-based accelerated DF determination, noting that it has been shown to underestimate emission control system deterioration. The two methods we are finalizing include: (1) Allowing manufacturers to continue the current practice of determining DFs based on engine dynamometer-based aging of the complete engine and aftertreatment system out to regulatory useful life, and (2) a new option to bench-age the aftertreatment system at an accelerated rate to limit the burden of generating a DF over the final lengthened useful life periods. If manufacturers choose the second option (accelerated bench-aging of the aftertreatment system), then they may also choose to use an accelerated aging test procedure that we are codifying in this final rule; the test procedure is, based on a test program that we introduced in the proposal to evaluate a rapid-aging protocol for diesel catalysts. We are also finalizing with revisions two of the three proposed DF verification options to confirm the accuracy of the DF values submitted by manufacturers for certification. After further consideration of data included in the proposal, as well as supported by

[45] As noted in this I.B.2, we are finalizing, as proposed, refueling standards for certain HD SI engines that apply for a useful life of 15 years or 150,000 miles. See 40 CFR 1037.103(f) and preamble Section IV.A for more details.

[46] Once these engines are in use, EPA can require manufacturers to submit test data, or can conduct our own testing, to verify that the emissions control technologies continue to control emissions through the 650,000 mile useful life period (or the equivalent hours or years requirements as applicable).

[47] U.S. EPA. ''Guidance on Deterioration Factor Validation Methods for Heavy-Duty Diesel Highway Engines and Nonroad Diesel Engines equipped with SCR.'' CD–2020–19 (HD Highway and Nonroad). November 17, 2020.

information provided in public comments, we are finalizing that, upon EPA request, manufacturers would be required to provide confirmation of the DF accuracy through one of two options.

d. Final Emission-Related Warranty Periods

We are updating and significantly strengthening the emission-related warranty periods, for model year 2027 and later heavy-duty engines.[48] We are finalizing most of the emission-related warranty provisions of 40 CFR 1036.120 as proposed. Following our approach for useful life, we are revising the proposed warranty periods for each primary intended service class to reflect the difference in average operational life of each class and in consideration of the information provided by commenters (see preamble Section IV and the Response to Comments document for details).

EPA's current emissions-related warranty periods for heavy-duty engines range from 22 percent to 54 percent of the current regulatory useful life. Notably, these percent values have decreased over time given that the warranty periods have not changed since 1983 even as the useful life periods were lengthened.[49] The revised warranty periods are expected to result in better maintenance, including maintenance of emission-related components, and less tampering, which would help to ensure the benefits of the emission controls in-use. In addition, longer regulatory warranty periods may lead engine manufacturers to simplify repair processes and make them more aware of system defects that need to be tracked and reported to EPA.

Our final emission-related warranty periods for heavy-duty engines are presented in Table I–4. The final warranty mileages that apply starting in MY 2027 for Spark-ignition HDE, Light HDE, and Medium HDE match the longest warranty mileages proposed (*i.e.,* MY 2031 step of proposed Option 1) for these primary intended service classes. For Heavy HDE, which has a distinctly longer operational life, the final warranty mileage matches the longest warranty mileage proposed to apply in MY 2027 (*i.e.,* MY 2027 step of proposed Option 1), and is more than four times longer than today's warranty mileage for these engines. We are also increasing the years-based warranty from the current 5 years to 10 years for all engine classes. After considering comments, we are also adding hours-based warranty values to all primary intended service classes based on a 20 mile per hour speed threshold and the corresponding final mileage values. Consistent with current warranty provisions, the warranty period would be whichever warranty value (*i.e.,* mileage, hours, or years) occurs first.

TABLE I–4—CURRENT AND FINAL EMISSION-RELATED WARRANTY PERIODS FOR HEAVY-DUTY CI AND SI ENGINES CRITERIA POLLUTANT STANDARDS

Primary intended service class	Current			Model year 2027 and later		
	Mileage	Years	Hours	Mileage	Years	Hours
Spark-Ignition HDE	50,000	5		160,000	10	8,000
Light HDE	50,000	5		210,000	10	10,000
Medium HDE	100,000	5		280,000	10	14,000
Heavy HDE	100,000	5		450,000	10	22,000

e. Provisions To Ensure Long-Term Emissions Performance

We proposed several approaches for an enhanced, comprehensive strategy to increase the likelihood that emission controls will be maintained properly through more of the operational life of heavy-duty engines, including beyond their useful life periods. These approaches include updated maintenance provisions, revised requirements for the owner's manual and emissions label, codified engine derates or ''inducements'' regulations, and updated onboard diagnostics (OBD) regulations.

Our final updates to maintenance provisions include defining the type of maintenance manufacturers may choose to recommend to owners in maintenance instructions, updating minimum maintenance intervals for certain critical emission-related components, and outlining specific requirements for maintenance instructions provided in the owner's manual.

We are finalizing changes to the owner's manual and emissions label requirements to ensure access to certain maintenance information and improve serviceability. We expect this additional maintenance information to improve factors that contribute to mal-maintenance, which would result in better service experiences for independent repair technicians, specialized repair technicians, owners who repair their own equipment, and possibly vehicle inspection and maintenance technicians. We also believe improving owner experiences with operating and maintaining heavy-duty engines can reduce the likelihood of tampering.

In addition, we are adopting inducement regulations that are an update to and replace existing guidance regarding recommended methods for manufacturers to reduce engine performance to induce operators to maintain appropriate levels of high-quality diesel emission fluid (DEF) in their SCR-based aftertreatment systems and discourage tampering with such systems. See Section IV.D for details on the principles we followed to develop multi-step derate schedules that are tailored to different operating characteristics, as well as changes in the final rule inducement regulations from the proposal.

We are also finalizing updated OBD regulations both to better address newer diagnostic methods and available technologies, and to streamline provisions where possible. We are incorporating by reference the current CARB OBD regulations, updated in 2019, as proposed.[50] Specifically, manufacturers must comply with OBD requirements as referenced in the CARB

[48] Components installed to control only criteria pollutant emissions or both greenhouse gas (*i.e.,* CO_2, N_2O, and CH_4) and criteria pollutant emissions would be subject to the final warranty periods of 40 CFR 1036.120. See 40 CFR 1036.150(w).

[49] The useful life for heavy heavy-duty engines was increased from 290,000 miles to 435,000 miles for 2004 and later model years (62 FR 54694, October 21, 1997).

[50] CARB's 2019 Heavy-duty OBD Final Regulation Order was approved and became effective October 3, 2019. Title 13, California Code of Regulations sections 1968.2, 1968.5, 1971.1, and 1971.5, available at *https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-board-diagnostic-system-requirements-2018.*

OBD regulations starting in model year 2027, with optional compliance based on the CARB OBD regulations for earlier model years. After considering comments, many of which included specific technical information and requests for clarification, we are finalizing certain provisions with revisions from proposal and postponing others for consideration in a future rulemaking (see Section IV.C for details).

iii. Averaging, Banking, and Trading of NO_X Emissions Credits

In addition the key program provisions, EPA is finalizing an averaging, banking, and trading (ABT) program for heavy-duty engines that provides manufacturers with flexibility in their product planning while encouraging the early introduction of emissions control technologies and maintaining the expected emissions reductions from the program. Several core aspects of the final ABT program are consistent with the proposal, but the final ABT program also includes several updates after consideration of public comments. In particular, EPA requested comment on and agrees with commenters that a lower family emission limit (FEL) cap than proposed is appropriate for the final rule. Further, after consideration of public comments, EPA is choosing not to finalize at this time the proposed Early Adoption Incentives program, and in turn we are not including emissions credit multipliers in the final program. Rather, we are finalizing an updated version of the proposed transitional credit program under the ABT program. The revised transitional credit program that we are finalizing provides four pathways to generate NO_X emissions credits in MYs 2022 through 2026 that are valued based on the extent to which the engines generating credits comply with the requirements we are finalizing for MY 2027 and later (*e.g.,* credits discounted at a rate of 40 percent for engines meeting a lower numeric standard but none of the other MY 2027 and later requirements). Specifically, the four transitional credit pathways in the final rule are: (1) In MY 2026, for heavy heavy-duty or medium heavy-duty engine service classes, certify all engines in the manufacturer's respective service class to a FEL of 50 mg/hp-hr or less and meet all other EPA requirements for MYs 2027 and later to generate undiscounted credits that have additional flexibilities for use in MYs 2027 and later (2026 Service Class Pull Ahead Credits); (2) starting in MY 2024, certify one or more engine family(ies) to a FEL below the current MY 2010 emissions standards and meet all other EPA requirements for MYs 2027 and later to generate undiscounted credits based on the longer UL periods included in the 2027 and later program (Full Credits); (3) starting in MY 2024, certify one or more engine family(ies) to a FEL below the current MY 2010 emissions standards and several of the key requirements for MYs 2027 and later, while meeting the current useful life and warranty requirements to generate undiscounted credits based on the shorter UL period (Partial Credits); (4) starting in MY 2022, certify one or more engine family(ies) to a FEL below the current MY 2010 emissions standards, while complying with all other MY2010 requirements, to generate discounted credits (Discounted Credits). We note that the transitional credit and main ABT program we are finalizing does not allow engines certified to state standards that are different than the Federal EPA standards to generate Federal EPA credits.

In addition, we are finalizing an optional production volume allowance for MYs 2027 through 2029 that is consistent with our request for comment in the proposal but different in several key aspects, including a requirement for manufacturers to use NO_X emissions credits to certify heavy heavy-duty engines compliant with MY 2010 requirements in MYs 2027 through 2029. Finally, we have decided not to finalize an allowance for manufacturers to generate NO_X emissions credits from heavy-duty ZEVs (see Section IV.G for details on the final ABT program).

iv. Migration From 40 CFR Part 86, Subpart A

Heavy-duty criteria pollutant regulations were originally codified into 40 CFR part 86, subpart A, in the 1980s. As discussed in the proposal, this rulemaking provides an opportunity to clarify and improve the wording of our existing heavy-duty criteria pollutant regulations in plain language and migrate them to 40 CFR part 1036.[51] Part 1036, which was created for the Phase 1 GHG program, provides a consistent, updated format for our heavy-duty regulations, with improved organization. In general, this migration is not intended to change the compliance program specified in part 86, except as specifically stated in this final rulemaking. See our summary of the migration in Section III.A. The final provisions of part 1036 will generally apply for model years 2027 and later, unless noted, and manufacturers will continue to use part 86 in the interim.

v. Technical Amendments to Regulatory Provisions for Mobile Source Sectors

EPA has promulgated emission standards for highway and nonroad engines, vehicles, and equipment. Section XI of this final rule describes several amendments to correct, clarify, and streamline a wide range of regulatory provisions for many of those different types of engines, vehicles, and equipment. Section XI.A includes technical amendments to compliance provisions that apply broadly across EPA's emission control programs to multiple industry sectors, including light-duty vehicles, light-duty trucks, marine diesel engines, locomotives, and various other types of nonroad engines, vehicles, and equipment. Some of those amendments are for broadly applicable testing and compliance provisions in 40 CFR parts 1065, 1066, and 1068. Other cross-sector issues involve making the same or similar changes in multiple standard-setting parts for individual industry sectors. The rest of Section XI describes amendments we are finalizing that apply uniquely for individual industry sectors. Except as specifically identified in this rulemaking, EPA did not reopen any of the underlying provisions across these standard setting parts.

We are finalizing amendments in two areas of note for the general compliance provisions in 40 CFR part 1068. First, we are finalizing, with updates from proposal, a comprehensive approach for making confidentiality determinations related to compliance information that companies submit to or is collected by EPA. These provisions apply for highway, nonroad, and stationary engine, vehicle, and equipment programs, as well as aircraft and portable fuel containers.

Second, we are finalizing, with updates from proposal, provisions that include clarifying text to establish what qualifies as an adjustable parameter and to identify the practically adjustable range for those adjustable parameters. The adjustable-parameter provisions in the final rule also include specific provisions related to electronic controls that aim to deter tampering.

[51] We are also adding and amending some provisions in parts 1065 and 1068 as part of the migration from part 86 for heavy-duty highway engines; these provisions in part 1065 and 1068 will apply to other sectors that are already subject to part 1065 and 1068. Additionally, some current vehicle provisions in part 1037 refer to part 86 and, as proposed, the final rule updates those references in part 1037 as needed.

C. Impacts of the Standards

1. Projected Emission Reductions and Air Quality Improvements

Our analysis of the estimated emission reductions, air quality improvements, costs, and monetized benefits of the final rule is outlined in this section and detailed in Sections V through X. The final standards, which are described in detail in Sections III and IV, are expected to reduce emissions from highway heavy-duty engines in several ways. We project the final emission standards for heavy-duty CI engines will reduce tailpipe emissions of NO_X; the combination of the final low-load test cycle and off-cycle test procedure for CI engines will help to ensure that the reductions in tailpipe emissions are achieved in-use, not only under high-speed, on-highway conditions, but also under low-load and idle conditions. We also project reduced tailpipe emissions of NO_X from the final emission standards for heavy-duty SI engines, as well as reductions of CO, PM, VOCs, and associated air toxics, particularly under cold-start and high-load operating conditions. The final emissions warranty and regulatory useful life requirements for heavy-duty CI and SI engines will also help maintain emissions controls of all pollutants beyond the existing useful life periods, which will result in additional emissions reductions of all pollutants from both CI and SI engines, including primary exhaust $PM_{2.5}$. The onboard refueling vapor recovery requirements for heavy-duty SI engines will reduce VOCs and associated air toxics. Table I–5 summarizes the projected reductions in heavy-duty emissions from the final standards in 2045 and shows the significant reductions in NO_X emissions. Section VI and Regulatory Impact Analysis (RIA) Chapter 5 provide more information on our projected emission reductions for the final rule.

TABLE I–5—PROJECTED HEAVY-DUTY EMISSION REDUCTIONS IN 2045 FROM THE FINAL STANDARDS

Pollutant	Percent reduction in highway heavy-duty emissions (percent)
NO_X	48
Primary $PM_{2.5}$	8
VOC	23
CO	18

The final standards will also reduce emissions of other pollutants. For instance, the final rule will result in a 28 percent reduction in benzene from highway heavy-duty engines in 2045. Leading up to 2045, emission reductions are expected to increase over time as the fleet turns over to new, compliant engines.

We expect this rule will decrease ambient concentrations of air pollutants, including significant improvements in ozone concentrations in 2045, as demonstrated in the air quality modeling analysis. We also expect reductions in ambient $PM_{2.5}$, NO_2 and CO due to this rule. The emission reductions provided by the final standards will be important in helping areas attain and maintain the NAAQS and prevent future nonattainment. This rule's emission reductions will also reduce air pollution in close proximity to major roadways, reduce nitrogen deposition and improve visibility.

Our consideration of environmental justice literature indicates that people of color and people with low income are disproportionately exposed to elevated concentrations of many pollutants in close proximity to major roadways. We also used our air quality data from the proposal to conduct a demographic analysis of human exposure to future air quality in scenarios with and without the rule in place. Although the spatial resolution of the air quality modeling is not sufficient to capture very local heterogeneity of human exposures, particularly the pollution concentration gradients near roads, the analysis does allow estimates of demographic trends at a national scale. To compare demographic trends, we sorted 2045 baseline air quality concentrations from highest to lowest concentration and created two groups: Areas within the contiguous United States with the worst air quality and the rest of the country. We found that in the 2045 baseline, the number of people of color living within areas with the worst air quality is nearly double that of non-Hispanic Whites. We also found that the largest predicted improvements in both ozone and $PM_{2.5}$ are estimated to occur in areas with the worst baseline air quality, where larger numbers of people of color are projected to reside. An expanded analysis of the air quality impacts experienced by specific race and ethnic groups found that non-Hispanic Blacks will receive the greatest improvement in $PM_{2.5}$ and ozone concentrations as a result of the standards. More details on our air quality modeling and demographic analyses are included in Section VII and RIA Chapter 6.

2. Summary of Costs and Benefits

Our estimates of reductions in heavy-duty engine emissions and the associated air quality impacts are based on manufacturers adding emissions-reduction technologies and making emission control components more durable in response to the final standards and longer regulatory useful life periods; our estimates of emissions reductions also account for improved repair of emissions controls by owners in response to the longer emissions-related warranty periods and other provisions in the final rule.

Our program cost analysis includes both the total technology costs (*i.e.,* manufacturers' costs to add or update emissions control technologies) and the operating costs (*i.e.,* owners' costs to maintain and operate MY 2027 and later vehicles) (see Section V and RIA Chapter 7). Our evaluation of total technology costs of the final rule includes direct costs (*i.e.,* cost of materials, labor costs) and indirect manufacturing costs (*e.g.,* warranty, research and development). The direct manufacturing costs include individual technology costs for emission-related engine components and for exhaust aftertreatment systems. Importantly, our analysis of direct manufacturing costs includes the costs of the existing emission control technologies, because we expect the emissions warranty and regulatory useful life provisions in the final standards to have some impact on not only the new technology added to comply with the standards, but also on any existing emission control components. The cost estimates thus account for existing engine hardware and aftertreatment systems for which new costs will be incurred due to the new warranty and useful life provisions, even absent any changes in the level of emission standards. The indirect manufacturing costs in our analysis include the additional costs—research and development, marketing, administrative costs, etc.—incurred by manufacturers in running the company.

As part of our evaluation of operating costs, we estimate costs truck owners incur to repair emission control system components. Our repair cost estimates are based on industry data showing the amount spent annually by truck owners on different types of repairs, and our estimate of the percentage of those repairs that are related to emission control components. Our analysis of this data shows that extending the useful life and emission warranty periods will lower emission repair costs during several years of operation for several vehicle types. More discussion on our

emission repair costs estimates is included in Section V, with additional details presented in RIA Chapter 7.

We combined our estimates of emission repair costs with other operating costs (*i.e.,* urea/DEF, fuel consumption) and technology costs to calculate total program costs. Our analysis of the final standards shows that total costs for the final program relative to the baseline (or no action scenario) range from $3.9 billion in 2027 to $4.7 billion in 2045 (2017 dollars, undiscounted, see Table V–16). The present value of program costs for the final rule, and additional details are presented in Section V.

Section VIII presents our analysis of the human health benefits associated with the final standards. We estimate that in 2045, the final rule will result in total annual monetized ozone- and $PM_{2.5}$-related benefits of $12 and $33 billion at a 3 percent discount rate, and $10 and $30 billion at a 7 percent discount rate.[52] These benefits only reflect those associated with reductions in NO_X emissions (a precursor to both ozone and secondarily-formed $PM_{2.5}$) and directly-emitted $PM_{2.5}$ from highway heavy-duty engines.

There are additional human health and environmental benefits associated with reductions in exposure to ambient concentrations of $PM_{2.5}$, ozone, and NO_2 that EPA has not quantified due to data, resource, or methodological limitations. There will also be health benefits associated with reductions in air toxic pollutant emissions that result from the final program, but we did not attempt to quantify or monetize those impacts due to methodological limitations. Because we were unable to quantify and monetize all of the benefits associated with the final program, the monetized benefits presented in this analysis are an underestimate of the program's total benefits. More detailed information about the benefits analysis conducted for the final rule, including the present value of program benefits, is included in Section VIII and RIA Chapter 8.

We compare total monetized health benefits to total costs associated with the final rule in Section IX. Table I–6 shows that annual benefits of the final rule will be larger than the annual costs in 2045, with annual net benefits of $6.9 and $29 billion assuming a 3 percent discount rate, and net benefits of $5.8 and $25 billion assuming a 7 percent discount rate.[53] The benefits of the final rule also outweigh the costs when expressed in present value terms and as equalized annual values (see Section IX for these values).[54]

TABLE I–6—FINAL COSTS, BENEFITS AND NET BENEFITS IN 2045

[billions, 2017$]

	3% Discount	7% Discount
Benefits	$12–$33	$10–$30
Costs	$4.7	$4.7
Net Benefits	$6.9–$29	$5.8–$25

3. Summary of Economic Impacts

Section X examines the potential impacts of the final rule on heavy-duty vehicles (sales, mode shift, fleet turnover) and employment in the heavy-duty industry. The final rule may impact vehicle sales due to both changes in purchase price and longer emission warranty mileage requirements. The final rule may impact vehicle sales by increasing purchases of new vehicles before the final standards come into effect, in anticipation of higher prices after the standards (''pre-buy''). The final rule may also reduce sales after the final standards are in place (''low-buy''). In this final rule, we outline an approach to quantify potential impacts on vehicle sales due to new emission standards. Our illustrative analysis for this final rule, discussed in RIA Chapter 10.1, suggest pre- and low-buy for Class 8 trucks may range from zero to approximately 2 percent increase in sales over a period of up to 8 months before the 2027 standards begin (pre-buy), and a decrease in sales from zero to approximately 3 percent over a period of up to 12 months after the 2027 standards begin (low-buy). We expect little mode shift due to the final rule because of the large difference in cost of moving goods via trucks versus other modes of transport (*e.g.,* planes or barges).

Employment impacts of the final rule depend on the effects of the rule on sales, the share of labor in the costs of the rule, and changes in labor intensity due to the rule. We quantify the effects of costs on employment, and we discuss the effects due to sales and labor intensity qualitatively. In response to comments, we have added a discussion in Chapter 10 of the RIA describing a method that could be used to quantitatively estimate a demand effect on employment, as well as an illustrative application of that method. The partial quantification of employment impacts due to increases in the costs of vehicles and parts, holding labor intensity constant, shows an increase in employment by 1,000 to 5,300 job-years in 2027.[55] See Section X for further detail on limitations and assumptions of this analysis.

D. EPA Statutory Authority for This Action

This section briefly summarizes the statutory authority for the final rule. Title II of the Clean Air Act provides for comprehensive regulation of mobile sources, authorizing EPA to regulate emissions of air pollutants from all mobile source categories. Specific Title II authorities for this final rule include: CAA sections 202, 203, 206, 207, 208, 213, 216, and 301 (42 U.S.C. 7521, 7522, 7525, 7541, 7542, 7547, 7550, and 7601). We discuss some key aspects of these sections in relation to this final action immediately below (see also Section XIII of this preamble), as well as in each of the relevant sections later in this preamble. As noted in Section I.B.2.v, the final rule includes confidentiality determinations for much of the information collected by EPA for certification and compliance under Title II; see Section XI.A. for discussion of

[52] 2045 is a snapshot year chosen to approximate the annual health benefits that occur when the final program will be fully implemented and when most of the regulated fleet will have turned over.

[53] The range of benefits and net benefits reflects a combination of assumed $PM_{2.5}$ and ozone mortality risk estimates and selected discount rate.

[54] EPA's analysis of costs and benefits does not include California's Omnibus rule or actions by other states to adopt it. EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule; until EPA grants the waiver, the HD Omnibus program is not enforceable. EPA's analysis also does not include the recent IRA of 2022, which we anticipate will accelerate zero emissions technology in the heavy-duty sector.

[55] A job-year is, for example, one year of full-time work for one person, or one year of half-time work for two people.

relevant statutory authority for these final rule provisions.

Statutory authority for the final NO_X, PM, HC, and CO emission standards in this action comes from CAA section 202(a), which states that ''the Administrator shall by regulation prescribe (and from time to time revise) . . . standards applicable to the emission of any air pollutant from any class or classes of new . . . motor vehicle engines, which in his judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare.'' Standards under CAA section 202(a) take effect after such period as the Administrator finds necessary to permit the development and application of the requisite technology, giving appropriate consideration to the cost of compliance within such period.''

Section 202(a)(3) further addresses EPA authority to establish standards for emissions of NO_X, PM, HC, and CO from heavy-duty engines and vehicles. Section 202(a)(3)(A) requires that such standards ''reflect the greatest degree of emission reduction achievable through the application of technology which the Administrator determines will be available for the model year to which such standards apply, giving appropriate consideration to cost, energy, and safety factors associated with the application of such technology.'' Section 202(a)(3)(B) allows EPA to take into account air quality information in revising such standards. Section 202(a)(3)(C) provides that standards shall apply for a period of no less than three model years beginning no earlier than the model year commencing four years after promulgation. CAA section 202(a)(3)(A) is a technology-forcing provision and reflects Congress' intent that standards be based on projections of future advances in pollution control capability, considering costs and other statutory factors.[56] [57] CAA section 202(a)(3) neither requires that EPA consider all the statutory factors equally nor mandates a specific method of cost-analysis; rather EPA has discretion in determining the appropriate consideration to give such factors.[58]

CAA section 202(d) directs EPA to prescribe regulations under which the useful life of vehicles and engines are determined and establishes minimum values of 10 years or 100,000 miles, whichever occurs first, unless EPA determines that a period of greater duration or mileage is appropriate. EPA may apply adjustment factors to assure compliance with requirements in use throughout useful life (CAA section 206(a)). CAA section 207(a) requires manufacturers to provide emissions-related warranty, which EPA last updated in its regulations for heavy-duty engines in 1983 (see 40 CFR 86.085–2).[59]

EPA is promulgating the final emission standards pursuant to its authority under CAA section 202(a), including 202(a)(3)(A). Section II and Chapter 4 of the RIA describe EPA's analysis of information regarding heavy-duty engines' contribution to air pollution and how that pollution adversely impacts public health and welfare. Sections III and IV discuss our feasibility analysis of the emission standards and useful life periods in the final rule, with more detail in Chapter 3 of the RIA. Our analysis shows that the final emission standards and useful life periods are feasible and will result in the greatest emission reductions achievable for the model years to which they will apply, pursuant to CAA section 202(a)(3), giving appropriate consideration to costs, lead time, and other factors. Our analysis of the final standards includes providing manufacturers with sufficient time to ensure that emission control components are durable enough for the longer useful life periods in the final program. In setting the final emission standards, EPA appropriately assessed the statutory factors specified in CAA section 202(a)(3)(A), including giving appropriate consideration to the cost associated with the application of technology EPA determined will be available for the model year the final standards apply (*i.e.,* cost of compliance for the manufacturer associated with the application of such technology). EPA's assessment of the relevant statutory factors in CAA section 202(a)(3)(A) justify the final emission standards. We also evaluated additional factors, including factors to comply with E.O. 12866; our assessment of these factors lend further support to the final rule.

As proposed, we are finalizing new emission standards along with new and revised test procedures for both laboratory-based duty-cycles and off-cycle testing. Manufacturers demonstrate compliance over specified duty-cycle test procedures during pre-production testing, as well as confirmatory testing during production, which is conducted by EPA or the manufacturer. Test data and other information submitted by the manufacturer as part of their certification application are the basis on which EPA issues certificates of conformity pursuant to CAA section 206. Under CAA section 203, sales of new vehicles are prohibited unless the vehicle is covered by a certificate of conformity. Compliance with engine emission standards is required throughout the regulatory useful life of the engine, not only at certification but throughout the regulatory useful life in-use in the real word. In-use engines can be tested for compliance with duty-cycle and off-cycle standards, with testing over corresponding specific duty-cycle test procedures and off-cycle test procedures, either on the road or in the laboratory (see Section III for more discussion on for testing at various stages in the life of an engine).

Also as proposed, we are finalizing lengthened regulatory useful life and emission warranty periods to better reflect the mileages and time periods over which heavy-duty engines are driven today. These and other provisions in the final rule are further discussed in the preamble sections that follow. The proposed rule (87 FR 17414, March 28, 2022) includes additional information relevant to the development of this rule, including: History of Emissions Standards for Heavy-duty Engines and Vehicles; Petitions to EPA for Additional NO_X control; the California Heavy-Duty Highway Low NO_X Program Development; and the Advance Notice of Proposed Rulemaking.

[56] See *National Petrochemical & Refiners Association* v. *EPA*, 287 F.3d 1130, 1136 (D.C. Cir. 2002) (explaining that EPA is authorized to adopt ''technology-forcing'' regulations under CAA section 202(a)(3)); *NRDC* v. *Thomas*, 805 F.2d 410, 428 n.30 (D.C. Cir. 1986) (explaining that such statutory language that ''seek[s] to promote technological advances while also accounting for cost does not detract from their categorization as technology-forcing standards''); see also *Husqvarna AB* v. *EPA*, 254 F.3d 195 (D.C. Cir. 2001) (explaining that CAA sections 202 and 213 have similar language and are technology-forcing standards).

[57] In this context, the term ''technology-forcing'' has a specific legal meaning and is used to distinguish standards that may require manufacturers to develop new technologies (or significantly improve existing technologies) from standards that can be met using off-the-shelf technology alone. Technology-forcing standards such as those in this final rule do not require manufacturers to use specific technologies.

[58] See, *e.g., Sierra Club* v. *EPA*, 325 F.3d 374, 378 (D.C. Cir. 2003) (explaining that similar technology-forcing language in CAA section 202(l)(2) ''does not resolve how the Administrator should weigh all [the statutory] factors in the process of finding the 'greatest emission reduction achievable' ''); *Husqvarna AB* v. *EPA*, 254 F.3d 195, 200 (D.C. Cir. 2001) (explaining that under CAA section 213's similar technology-forcing authority that ''EPA did not deviate from its statutory mandate or frustrate congressional will by placing primary significance on the 'greatest degree of emission reduction achievable' '' or by considering cost and other statutory factors as important but secondary).

[59] 48 FR 52170, November 16, 1983.

II. Need for Additional Emissions Control

This final rule will reduce emissions from heavy-duty engines that contribute to ambient levels of ozone, PM, NO_X and CO, which are all pollutants for which EPA has established health-based NAAQS. These pollutants are linked to premature death, respiratory illness (including childhood asthma), cardiovascular problems, and other adverse health impacts. Many groups are at greater risk than healthy people from these pollutants, including people with heart or lung disease, outdoor workers, older adults and children. These pollutants also reduce visibility and negatively impact ecosystems. This final rule will also reduce emissions of air toxics from heavy-duty engines. A more detailed discussion of the health and environmental effects associated with the pollutants affected by this rule is included in Sections II.B and II.C and Chapter 4 of the RIA.

Populations who live, work, or go to school near high-traffic roadways experience higher rates of numerous adverse health effects, compared to populations far away from major roads. We note that there is substantial evidence that people who live or attend school near major roadways are more likely to be people of color, Hispanic ethnicity, and/or low socioeconomic status.

Across the United States, NO_X emissions from heavy-duty engines are important contributors to concentrations of ozone and $PM_{2.5}$ and their resulting threat to public health.[60] [61] The emissions modeling done for the final rule (see Chapter 5 of the RIA) indicates that without these standards, heavy-duty engines will continue to be one of the largest contributors to mobile source NO_X emissions nationwide in the future, representing 32 percent of the mobile source NO_X in calendar year 2045.[62] Furthermore, it is estimated that heavy-duty engines would represent 90 percent of the onroad NO_X inventory in calendar year 2045.[63] The emission reductions that will occur from the final rule are projected to reduce air pollution that is (and is projected to continue to be) at levels that endanger public health and welfare. For the reasons discussed in this Section II, EPA concludes that new standards are warranted to address the emissions of these pollutants and their contribution to national air pollution. We note that in the summer of 2016 more than 20 organizations, including state and local air agencies from across the country, petitioned EPA to develop more stringent NO_X emission standards for on-road heavy-duty engines.[64] [65] Among the reasons stated by the petitioners for such an EPA rulemaking was the need for NO_X emission reductions to reduce adverse health and welfare impacts and to help areas attain the NAAQS. EPA responded to the petitions on December 20, 2016, noting that an opportunity exists to develop a new national NO_X reduction strategy for heavy-duty highway engines.[66] We subsequently initiated this rulemaking and issued an Advanced Notice of Proposed Rulemaking in January 2020.[67] This final rule culminates the rulemaking proceeding and is responsive to those petitions.

Many state and local agencies across the country commented on the NPRM and have asked the EPA to reduce NO_X emissions, specifically from heavy-duty engines, because such reductions will be a critical part of many areas' strategies to attain and maintain the ozone and PM NAAQS. These state and local agencies anticipate challenges in attaining the NAAQS, maintaining the NAAQS in the future, and/or preventing nonattainment. Some nonattainment areas have already been ''bumped up'' to higher classifications because of challenges in attaining the NAAQS; others say they are struggling to avoid nonattainment.[68] Others note that the ozone and PM NAAQS are being reconsidered so they could be made more stringent in the future.[69] [70] Many state and local agencies commented on the NPRM that heavy-duty vehicles are one of their largest sources of NO_X emissions. They commented that without action to reduce emissions from heavy-duty vehicles, they will have to adopt other potentially more burdensome and costly measures to reduce emissions from other sources under their state or local authority, such as local businesses. More information on the projected emission reductions and air quality impacts that will result from this rule is provided in Sections VI and VII.

In their comments on the NPRM, many nonprofit groups, citizen groups, individuals, and state, local, and Tribal organizations emphasized the role that emissions from trucks have in harming communities and that communities living near truck routes are disproportionately people of color and those with lower incomes. They supported additional NO_X reductions from heavy-duty vehicles to address concerns about environmental justice and ensuring that all communities benefit from improvements in air quality. In addition, many groups and commenters noted the link between emissions from heavy duty trucks and harmful health effects, in particular asthma in children. Commenters also supported additional NO_X reductions from heavy-duty vehicles to address concerns about regional haze, and damage to terrestrial and aquatic ecosystems. They mentioned the impacts of NO_X emissions on numerous locations, such as the Chesapeake Bay, Long Island Sound, the Rocky Mountains, Sierra Nevada Mountains, Appalachian Mountains, Southwestern Desert ecosystems, and other areas. For further detail regarding these comments and EPA's responses, see Section 2 of the Response to Comments document for this rulemaking.

A. Background on Pollutants Impacted by This Proposal

1. Ozone

Ground-level ozone pollution forms in areas with high concentrations of ambient nitrogen oxides (NO_X) and

[60] Zawacki et al., 2018. Mobile source contributions to ambient ozone and particulate matter in 2025. Atmospheric Environment, Vol 188, pg 129–141. Available online: *https://doi.org/10.1016/j.atmosenv.2018.04.057*.

[61] Davidson et al., 2020. The recent and future health burden of the U.S. mobile sector apportioned by source. Environmental Research Letters. Available online: *https://doi.org/10.1088/1748-9326/ab83a8*.

[62] Sectors other than onroad and nonroad were projected from 2016v1 Emissions Modeling Platform. *https://www.epa.gov/air-emissions-modeling/2016v1-platform*.

[63] U.S. EPA (2020) Motor Vehicle Emission Simulator: MOVES3. *https://www.epa.gov/moves*.

[64] Brakora, Jessica. ''Petitions to EPA for Revised NO_X Standards for Heavy-Duty Engines'' Memorandum to Docket EPA–HQ–OAR–2019–0055. December 4, 2019.

[65] 87 FR 17414, March 28, 2022.

[66] U.S. EPA. 2016. Memorandum in Response to Petition for Rulemaking to Adopt Ultra-Low NO_X Standards for On-Highway Heavy-Duty Trucks and Engines. Available at *https://19january2017snapshot.epa.gov/sites/production/files/2016-12/documents/nox-memorandum-nox-petition-response-2016-12-20.pdf*.

[67] The Agency published an ANPR on January 21, 2020 to present EPA's early thinking on this rulemaking and solicit feedback from stakeholders to inform this proposal (85 FR 3306).

[68] For example, in September 2019 several 2008 ozone nonattainment areas were reclassified from moderate to serious, including Dallas, Chicago, Connecticut, New York/New Jersey and Houston, and in January 2020, Denver. Also, on September 15, 2022, EPA finalized reclassification, bumping up 5 areas in nonattainment of the 2008 ozone NAAQS from serious to severe and 22 areas in nonattainment of the 2015 ozone NAAQS from marginal to moderate. The 2008 NAAQS for ozone is an 8-hour standard with a level of 0.075 ppm, which the 2015 ozone NAAQS lowered to 0.070 ppm.

[69] *https://www.epa.gov/ground-level-ozone-pollution/epa-reconsider-previous-administrations-decision-retain-2015-ozone*.

[70] *https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm*.

volatile organic compounds (VOCs) when solar radiation is strong. Major U.S. sources of NO_X are highway and nonroad motor vehicles, engines, power plants and other industrial sources, with natural sources, such as soil, vegetation, and lightning, serving as smaller sources. Vegetation is the dominant source of VOCs in the United States. Volatile consumer and commercial products, such as propellants and solvents, highway and nonroad vehicles, engines, fires, and industrial sources also contribute to the atmospheric burden of VOCs at ground-level.

The processes underlying ozone formation, transport, and accumulation are complex. Ground-level ozone is produced and destroyed by an interwoven network of free radical reactions involving the hydroxyl radical (OH), NO, NO_2, and complex reaction intermediates derived from VOCs. Many of these reactions are sensitive to temperature and available sunlight. High ozone events most often occur when ambient temperatures and sunlight intensities remain high for several days under stagnant conditions. Ozone and its precursors can also be transported hundreds of miles downwind, which can lead to elevated ozone levels in areas with otherwise low VOC or NO_X emissions. As an air mass moves and is exposed to changing ambient concentrations of NO_X and VOCs, the ozone photochemical regime (relative sensitivity of ozone formation to NO_X and VOC emissions) can change.

When ambient VOC concentrations are high, comparatively small amounts of NO_X catalyze rapid ozone formation. Without available NO_X, ground-level ozone production is severely limited, and VOC reductions would have little impact on ozone concentrations. Photochemistry under these conditions is said to be ''NO_X-limited.'' When NO_X levels are sufficiently high, faster NO_2 oxidation consumes more radicals, dampening ozone production. Under these ''VOC-limited'' conditions (also referred to as ''NO_X-saturated'' conditions), VOC reductions are effective in reducing ozone, and NO_X can react directly with ozone, resulting in suppressed ozone concentrations near NO_X emission sources. Under these NO_X-saturated conditions, NO_X reductions can actually increase local ozone under certain circumstances, but overall ozone production (considering downwind formation) decreases. Even in VOC-limited areas, NO_X reductions are not expected to increase ozone levels if the NO_X reductions are sufficiently large—large enough to become NO_X-limited.

The primary NAAQS for ozone, established in 2015 and retained in 2020, is an 8-hour standard with a level of 0.07 ppm.[71] EPA announced that it will reconsider the decision to retain the ozone NAAQS.[72] The EPA is also implementing the previous 8-hour ozone primary standard, set in 2008, at a level of 0.075 ppm. As of August 31, 2022, there were 34 ozone nonattainment areas for the 2008 ozone NAAQS, composed of 141 full or partial counties, with a population of more than 90 million, and 49 ozone nonattainment areas for the 2015 ozone NAAQS, composed of 212 full or partial counties, with a population of more than 125 million. In total, there are currently, as of August 31, 2022, 57 ozone nonattainment areas with a population of more than 130 million people.[73]

States with ozone nonattainment areas are required to take action to bring those areas into attainment. The attainment date assigned to an ozone nonattainment area is based on the area's classification. The attainment dates for areas designated nonattainment for the 2008 8-hour ozone NAAQS are in the 2015 to 2032 timeframe, depending on the severity of the problem in each area. Attainment dates for areas designated nonattainment for the 2015 ozone NAAQS are in the 2021 to 2038 timeframe, again depending on the severity of the problem in each area.[74] The final NO_X standards will take effect starting in MY 2027 and will assist areas with attaining the NAAQS and may relieve areas with already stringent local regulations from some of the burden associated with adopting additional local controls.[75] The rule will also provide assistance to counties with ambient concentrations near the level of the NAAQS who are working to ensure long-term attainment or maintenance of the NAAQS.

2. Particulate Matter

Particulate matter (PM) is a complex mixture of solid particles and liquid droplets distributed among numerous atmospheric gases which interact with solid and liquid phases. Particles in the atmosphere range in size from less than 0.01 to more than 10 micrometers (μm) in diameter.[76] Atmospheric particles can be grouped into several classes according to their aerodynamic diameter and physical sizes. Generally, the three broad classes of particles include ultrafine particles (UFPs, generally considered as particles with a diameter less than or equal to 0.1 μm [typically based on physical size, thermal diffusivity or electrical mobility]), ''fine'' particles ($PM_{2.5}$; particles with a nominal mean aerodynamic diameter less than or equal to 2.5 μm), and ''thoracic'' particles (PM_{10}; particles with a nominal mean aerodynamic diameter less than or equal to 10 μm). Particles that fall within the size range between $PM_{2.5}$ and PM_{10}, are referred to as ''thoracic coarse particles'' ($PM_{10-2.5}$, particles with a nominal mean aerodynamic diameter greater than 2.5 μm and less than or equal to 10 μm). EPA currently has NAAQS for $PM_{2.5}$ and PM_{10}.[77]

Most particles are found in the lower troposphere, where they can have residence times ranging from a few hours to weeks. Particles are removed from the atmosphere by wet deposition, such as when they are carried by rain or snow, or by dry deposition, when particles settle out of suspension due to gravity. Atmospheric lifetimes are generally longest for $PM_{2.5}$, which often remains in the atmosphere for days to weeks before being removed by wet or dry deposition.[78] In contrast,

[71] *https://www.epa.gov/ground-level-ozone-pollution/ozone-national-ambient-air-quality-standards-naaqs.*

[72] *https://www.epa.gov/ground-level-ozone-pollution/epa-reconsider-previous-administrations-decision-retain-2015-ozone.*

[73] The population total is calculated by summing, without double counting, the 2008 and 2015 ozone nonattainment populations contained in the Criteria Pollutant Nonattainment Summary report (*https://www.epa.gov/green-book/green-book-data-download*).

[74] *https://www.epa.gov/ground-level-ozone-pollution/ozone-naaqs-timelines.*

[75] While not quantified in the air quality modeling analysis for this rule, elements of the Averaging, Banking, and Trading (ABT) program could encourage manufacturers to introduce new emission control technologies prior to the 2027 model year, which may help to accelerate some emission reductions of the final rule (See Preamble Section IV.G for more details on the ABT program in the final rule). In RIA Chapter 5.5 we also include a sensitivity analysis that shows allowing manufacturers to generate NO_X emissions credits by meeting requirements of the final rule one model year before required would lead to meaningful, additional reductions in NO_X emissions in the early years of the program compared to the emissions reductions expected from the final rule (see preamble Section IV.G.7 and RIA Chapter 5.5 for additional details).

[76] U.S. EPA. Policy Assessment (PA) for the Review of the National Ambient Air Quality Standards for Particulate Matter (Final Report, 2020). U.S. Environmental Protection Agency, Washington, DC, EPA/452/R–20/002, 2020.

[77] Regulatory definitions of PM size fractions, and information on reference and equivalent methods for measuring PM in ambient air, are provided in 40 CFR parts 50, 53, and 58. With regard to NAAQS which provide protection against health and welfare effects, the 24-hour PM_{10} standard provides protection against effects associated with short-term exposure to thoracic coarse particles (*i.e.,* $PM_{10-2.5}$).

[78] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S.

atmospheric lifetimes for UFP and $PM_{10-2.5}$ are shorter. Within hours, UFP can undergo coagulation and condensation that lead to formation of larger particles, or can be removed from the atmosphere by evaporation, deposition, or reactions with other atmospheric components. $PM_{10-2.5}$ are also generally removed from the atmosphere within hours, through wet or dry deposition.[79]

Particulate matter consists of both primary and secondary particles. Primary particles are emitted directly from sources, such as combustion-related activities (*e.g.,* industrial activities, motor vehicle operation, biomass burning), while secondary particles are formed through atmospheric chemical reactions of gaseous precursors (*e.g.,* sulfur oxides (SO_X), NO_X, and VOCs).

There are two primary NAAQS for $PM_{2.5}$: An annual standard (12.0 micrograms per cubic meter ($\mu g/m^3$)) and a 24-hour standard (35 $\mu g/m^3$), and there are two secondary NAAQS for $PM_{2.5}$: An annual standard (15.0 $\mu g/m^3$) and a 24-hour standard (35 $\mu g/m^3$). The initial $PM_{2.5}$ standards were set in 1997 and revisions to the standards were finalized in 2006 and in December 2012 and then retained in 2020. On June 10, 2021, EPA announced that it will reconsider the decision to retain the PM NAAQS.[80]

There are many areas of the country that are currently in nonattainment for the annual and 24-hour primary $PM_{2.5}$ NAAQS. As of August 31, 2022, more than 19 million people lived in the 4 areas that are designated as nonattainment for the 1997 $PM_{2.5}$ NAAQS. Also, as of August 31, 2022, more than 31 million people lived in the 14 areas that are designated as nonattainment for the 2006 $PM_{2.5}$ NAAQS and more than 20 million people lived in the 5 areas designated as nonattainment for the 2012 $PM_{2.5}$ NAAQS. In total, there are currently 15 $PM_{2.5}$ nonattainment areas with a population of more than 32 million people.[81] The final NO_X standards will take effect in MY 2027 and will assist areas with attaining the NAAQS and may relieve areas with already stringent local regulations from some of the burden associated with adopting additional local controls.[82] The rule will also assist counties with ambient concentrations near the level of the NAAQS who are working to ensure long-term attainment or maintenance of the $PM_{2.5}$ NAAQS.

3. Nitrogen Oxides

Oxides of nitrogen (NO_X) refers to nitric oxide (NO) and nitrogen dioxide (NO_2). Most NO_2 is formed in the air through the oxidation of NO emitted when fuel is burned at a high temperature. NO_2 is a criteria pollutant, regulated for its adverse effects on public health and the environment, and highway vehicles are an important contributor to NO_2 emissions. NO_X, along with VOCs, are the two major precursors of ozone and NO_X is also a major contributor to secondary $PM_{2.5}$ formation. There are two primary NAAQS for NO_2: An annual standard (53 ppb) and a 1-hour standard (100 ppb).[83] In 2010, EPA established requirements for monitoring NO_2 near roadways expected to have the highest concentrations within large cities. Monitoring within this near-roadway network began in 2014, with additional sites deployed in the following years. At present, there are no nonattainment areas for NO_2.

4. Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas emitted from combustion processes. Nationally, particularly in urban areas, the majority of CO emissions to ambient air come from mobile sources.[84] There are two primary NAAQS for CO: An 8-hour standard (9 ppm) and a 1-hour standard (35 ppm). There are currently no CO nonattainment areas; as of September 27, 2010, all CO nonattainment areas have been redesignated to attainment. The past designations were based on the existing community-wide monitoring network. EPA made an addition to the ambient air monitoring requirements for CO during the 2011 NAAQS review. Those new requirements called for CO monitors to be operated near roads in Core Based Statistical Areas (CBSAs) of 1 million or more persons, in addition to the existing community-based network (76 FR 54294, August 31, 2011).

5. Diesel Exhaust

Diesel exhaust is a complex mixture composed of particulate matter, carbon dioxide, oxygen, nitrogen, water vapor, carbon monoxide, nitrogen compounds, sulfur compounds and numerous low-molecular-weight hydrocarbons. A number of these gaseous hydrocarbon components are individually known to be toxic, including aldehydes, benzene and 1,3-butadiene. The diesel particulate matter present in diesel exhaust consists mostly of fine particles (<2.5 μm), of which a significant fraction is ultrafine particles (<0.1 μm). These particles have a large surface area which makes them an excellent medium for adsorbing organics and their small size makes them highly respirable. Many of the organic compounds present in the gases and on the particles, such as polycyclic organic matter, are individually known to have mutagenic and carcinogenic properties.

Diesel exhaust varies significantly in chemical composition and particle sizes between different engine types (heavy-duty, light-duty), engine operating conditions (idle, acceleration, deceleration), and fuel formulations (high/low sulfur fuel). Also, there are emissions differences between on-road and nonroad engines because the nonroad engines are generally of older technology. After being emitted in the engine exhaust, diesel exhaust undergoes dilution as well as chemical and physical changes in the atmosphere. The lifetime of the components present in diesel exhaust ranges from seconds to days.

Because diesel particulate matter (DPM) is part of overall ambient PM, varies considerably in composition, and lacks distinct chemical markers that enable it to be easily distinguished from overall primary PM, we do not have direct measurements of DPM in the ambient air.[85] DPM concentrations are

Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019. Table 2–1.

[79] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019. Table 2–1.

[80] *https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm.*

[81] The population total is calculated by summing, without double counting, the 1997, 2006 and 2012 $PM_{2.5}$ nonattainment populations contained in the Criteria Pollutant Nonattainment Summary report (*https://www.epa.gov/green-book/green-book-data-download*).

[82] While not quantified in the air quality modeling analysis for this rule, elements of the Averaging, Banking, and Trading (ABT) program could encourage manufacturers to introduce new emission control technologies prior to the 2027 model year, which may help to accelerate some emission reductions of the final rule (See Preamble Section IV.G for more details on the ABT program in the final rule).

[83] The statistical form of the 1-hour NAAQS for NO_2 is the 3-year average of the yearly distribution of 1-hour daily maximum concentrations.

[84] U.S. EPA, (2010). Integrated Science Assessment for Carbon Monoxide (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–09/019F, 2010. *http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=218686.* See Section 2.1.

[85] DPM in exhaust from a high-load, high-speed engine (*e.g.,* heavy-duty truck engines) without aftertreatment such as a diesel particle filter (DPM) is mostly made of ''soot,'' consisting of elemental/black carbon (EC/BC), some organic material, and trace elements. At low loads, DPM in high-speed engine exhaust is mostly made of organic carbon (OC), with considerably less EC/BC. Low-speed diesel engines' (*e.g.,* large marine engines) exhaust

Continued

estimated using ambient air quality modeling based on DPM emission inventories. DPM emission inventories are computed as the exhaust PM emissions from mobile sources combusting diesel or residual oil fuel. DPM concentrations were estimated as part of the 2018 national Air Toxics Screening Assessment (AirToxScreen).[86] Areas with high concentrations are clustered in the Northeast and Great Lake States, with a smaller number of higher concentration locations in Western states. The highest impacts occur in major urban cores, and are also distributed throughout the rest of the United States near high truck traffic, coasts with marine diesel activity, construction sites, and rail facilities. Approximately half of the average ambient DPM concentration in the United States can be attributed to heavy-duty diesel engines, with the remainder attributable to nonroad engines.

6. Air Toxics

The most recent available data indicate that millions of Americans live in areas where air toxics pose potential health concerns.[87] The levels of air toxics to which people are exposed vary depending on where people live and work and the kinds of activities in which they engage, as discussed in detail in EPA's 2007 Mobile Source Air Toxics Rule.[88] According to EPA's Air Toxics Screening Assessment (AirToxScreen) for 2018, mobile sources were responsible for 40 percent of outdoor anthropogenic toxic emissions and were the largest contributor to national average cancer and noncancer risk from directly emitted pollutants.[89] [90] Mobile sources are also significant contributors to precursor emissions which react to form air toxics.[91] Formaldehyde is the largest contributor to cancer risk of all 71 pollutants quantitatively assessed in the 2018 AirToxScreen. Mobile sources were responsible for 26 percent of primary anthropogenic emissions of this pollutant in 2018 and are significant contributors to formaldehyde precursor emissions. Benzene is also a large contributor to cancer risk, and mobile sources account for about 60 percent of average exposure to ambient concentrations.

B. Health Effects Associated With Exposure to Pollutants Impacted by This Rule

Heavy-duty engines emit pollutants that contribute to ambient concentrations of ozone, PM, NO_2, CO, and air toxics. This section of the preamble discusses the health effects associated with exposure to these pollutants.

Additionally, because children have increased vulnerability and susceptibility for adverse health effects related to air pollution exposures, EPA's findings regarding adverse effects for children related to exposure to pollutants that are impacted by this rule are noted in this section. The increased vulnerability and susceptibility of children to air pollution exposures may arise because infants and children generally breathe more relative to their size than adults do, and consequently may be exposed to relatively higher amounts of air pollution.[92] Children also tend to breathe through their mouths more than adults and their nasal passages are less effective at removing pollutants, which leads to greater lung deposition of some pollutants, such as PM.[93] [94] Furthermore, air pollutants may pose health risks specific to children because children's bodies are still developing.[95] For example, during periods of rapid growth such as fetal development, infancy, and puberty, their developing systems and organs may be more easily harmed.[96] [97] EPA's America's Children and the Environment is a tool which presents national trends on air pollutants and other contaminants and environmental health of children.[98]

Information on environmental effects associated with exposure to these pollutants is included in Section II.C, and information on environmental justice is included in Section VII.H. Information on emission reductions and air quality impacts from this rule are included in Section VI and VII.

1. Ozone

This section provides a summary of the health effects associated with exposure to ambient concentrations of ozone.[99] The information in this section is based on the information and conclusions in the April 2020 Integrated Science Assessment for Ozone (Ozone ISA).[100] The Ozone ISA concludes that human exposures to ambient concentrations of ozone are associated with a number of adverse health effects and characterizes the weight of evidence for these health effects.[101] The following discussion highlights the Ozone ISA's

PM is comprised of more sulfate and less EC/BC, with OC contributing as well.

[86] U.S. EPA (2022) Technical Support Document EPA Air Toxics Screening Assessment. 2018AirToxScreen TSD. *https://www.epa.gov/AirToxScreen/airtoxscreen-technical-support-document*.

[87] U.S. EPA (2022) Technical Support Document EPA Air Toxics Screening Assessment. 2017AirToxScreen TSD. *https://www.epa.gov/system/files/documents/2022-03/airtoxscreen_2017tsd.pdf*.

[88] U.S. Environmental Protection Agency (2007). Control of Hazardous Air Pollutants from Mobile Sources; Final Rule. 72 FR 8434, February 26, 2007.

[89] U.S. EPA. (2022) Air Toxics Screening Assessment. *https://www.epa.gov/AirToxScreen/2018-airtoxscreen-assessment-results*.

[90] AirToxScreen also includes estimates of risk attributable to background concentrations, which includes contributions from long-range transport, persistent air toxics, and natural sources; as well as secondary concentrations, where toxics are formed via secondary formation. Mobile sources substantially contribute to long-range transport and secondarily formed air toxics.

[91] Rich Cook, Sharon Phillips, Madeleine Strum, Alison Eyth & James Thurman (2020): Contribution of mobile sources to secondary formation of carbonyl compounds, Journal of the Air & Waste Management Association, DOI: 10.1080/10962247.2020.1813839.

[92] EPA (2009) Metabolically-derived ventilation rates: A revised approach based upon oxygen consumption rates. Washington, DC: Office of Research and Development. EPA/600/R–06/129F. *http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=202543*.

[93] U.S. EPA Integrated Science Assessment for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019. Chapter 4 ''Overall Conclusions'' p. 4–1.

[94] Foos, B.; Marty, M.; Schwartz, J.; Bennet, W.; Moya, J.; Jarabek, A.M.; Salmon, A.G. (2008) Focusing on children's inhalation dosimetry and health effects for risk assessment: An introduction. J Toxicol Environ Health 71A: 149–165.

[95] Children's environmental health includes conception, infancy, early childhood and through adolescence until 21 years of age as described in the EPA Memorandum: Issuance of EPA's 2021 Policy on Children's Health. October 5, 2021. Available at *https://www.epa.gov/system/files/documents/2021-10/2021-policy-on-childrens-health.pdf*.

[96] EPA (2006) A Framework for Assessing Health Risks of Environmental Exposures to Children. EPA, Washington, DC, EPA/600/R–05/093F, 2006.

[97] U.S. Environmental Protection Agency. (2005). Supplemental guidance for assessing susceptibility from early-life exposure to carcinogens. Washington, DC: Risk Assessment Forum. EPA/630/R–03/003F. *https://www3.epa.gov/airtoxics/childrens_supplement_final.pdf*.

[98] U.S. EPA. America's Children and the Environment. Available at: *https://www.epa.gov/americaschildrenenvironment*.

[99] Human exposure to ozone varies over time due to changes in ambient ozone concentration and because people move between locations which have notably different ozone concentrations. Also, the amount of ozone delivered to the lung is influenced not only by the ambient concentrations but also by the breathing route and rate.

[100] U.S. EPA. Integrated Science Assessment (ISA) for Ozone and Related Photochemical Oxidants (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–20/012, 2020.

[101] The ISA evaluates evidence and draws conclusions on the causal relationship between relevant pollutant exposures and health effects, assigning one of five ''weight of evidence'' determinations: causal relationship, likely to be a causal relationship, suggestive of a causal relationship, inadequate to infer a causal relationship, and not likely to be a causal relationship. For more information on these levels of evidence, please refer to Table II in the Preamble of the ISA.

conclusions pertaining to health effects associated with both short-term and long-term periods of exposure to ozone.

For short-term exposure to ozone, the Ozone ISA concludes that respiratory effects, including lung function decrements, pulmonary inflammation, exacerbation of asthma, respiratory-related hospital admissions, and mortality, are causally associated with ozone exposure. It also concludes that metabolic effects, including metabolic syndrome (*i.e.,* changes in insulin or glucose levels, cholesterol levels, obesity, and blood pressure) and complications due to diabetes are likely to be causally associated with short-term exposure to ozone. The evidence is also suggestive of a causal relationship between short-term exposure to ozone and cardiovascular effects, central nervous system effects, and total mortality.

For long-term exposure to ozone, the Ozone ISA concludes that respiratory effects, including new onset asthma, pulmonary inflammation, and injury, are likely to be causally related with ozone exposure. The Ozone ISA characterizes the evidence as suggestive of a causal relationship for associations between long-term ozone exposure and cardiovascular effects, metabolic effects, reproductive and developmental effects, central nervous system effects, and total mortality. The evidence is inadequate to infer a causal relationship between chronic ozone exposure and increased risk of cancer.

Finally, interindividual variation in human responses to ozone exposure can result in some groups being at increased risk for detrimental effects in response to exposure. In addition, some groups are at increased risk of exposure due to their activities, such as outdoor workers and children. The Ozone ISA identified several groups that are at increased risk for ozone-related health effects. These groups are people with asthma, children and older adults, individuals with reduced intake of certain nutrients (*i.e.,* Vitamins C and E), outdoor workers, and individuals having certain genetic variants related to oxidative metabolism or inflammation. Ozone exposure during childhood can have lasting effects through adulthood. Such effects include altered function of the respiratory and immune systems. Children absorb higher doses (normalized to lung surface area) of ambient ozone, compared to adults, due to their increased time spent outdoors, higher ventilation rates relative to body size, and a tendency to breathe a greater fraction of air through the mouth. Children also have a higher asthma prevalence compared to adults. Recent epidemiologic studies provide generally consistent evidence that long-term ozone exposure is associated with the development of asthma in children. Studies comparing age groups reported higher magnitude associations for short-term ozone exposure and respiratory hospital admissions and emergency room visits among children than among adults. Panel studies also provide support for experimental studies with consistent associations between short-term ozone exposure and lung function and pulmonary inflammation in healthy children. Additional children's vulnerability and susceptibility factors are listed in Section XII of this preamble.

2. Particulate Matter

Scientific evidence spanning animal toxicological, controlled human exposure, and epidemiologic studies shows that exposure to ambient PM is associated with a broad range of health effects. These health effects are discussed in detail in the Integrated Science Assessment for Particulate Matter, which was finalized in December 2019 (PM ISA). In addition, there is a more targeted evaluation of studies published since the literature cutoff date of the 2019 p.m. ISA in the Supplement to the Integrated Science Assessment for PM (Supplement).[102] [103] The PM ISA characterizes the causal nature of relationships between PM exposure and broad health categories (*e.g.,* cardiovascular effects, respiratory effects, etc.) using a weight-of-evidence approach.[104] Within this characterization, the PM ISA summarizes the health effects evidence for short-term (*i.e.,* hours up to one month) and long-term (*i.e.,* one month to years) exposures to $PM_{2.5}$, $PM_{10-2.5}$, and ultrafine particles, and concludes that exposures to ambient $PM_{2.5}$ are associated with a number of adverse health effects. The following discussion highlights the PM ISA's conclusions, and summarizes additional information from the Supplement where appropriate, pertaining to the health effects evidence for both short- and long-term PM exposures. Further discussion of PM-related health effects can also be found in the 2022 Policy Assessment for the review of the PM NAAQS.[105]

EPA has concluded that recent evidence in combination with evidence evaluated in the 2009 p.m. ISA supports a ''causal relationship'' between both long- and short-term exposures to $PM_{2.5}$ and premature mortality and cardiovascular effects and a ''likely to be causal relationship'' between long- and short-term $PM_{2.5}$ exposures and respiratory effects.[106] Additionally, recent experimental and epidemiologic studies provide evidence supporting a ''likely to be causal relationship'' between long-term $PM_{2.5}$ exposure and nervous system effects, and long-term $PM_{2.5}$ exposure and cancer. Because of remaining uncertainties and limitations in the evidence base, EPA determined a ''suggestive of, but not sufficient to infer, a causal relationship'' for long-term $PM_{2.5}$ exposure and reproductive and developmental effects (*i.e.,* male/female reproduction and fertility; pregnancy and birth outcomes), long- and short-term exposures and metabolic effects, and short-term exposure and nervous system effects.

As discussed extensively in the 2019 p.m. ISA and the Supplement, recent studies continue to support a ''causal relationship'' between short- and long-term $PM_{2.5}$ exposures and mortality.[107] [108] For short-term $PM_{2.5}$ exposure, multi-city studies, in combination with single- and multi-city studies evaluated in the 2009 p.m. ISA,

[102] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

[103] U.S. EPA. Supplement to the 2019 Integrated Science Assessment for Particulate Matter (Final Report, 2022). U.S. Environmental Protection Agency, Washington, DC, EPA/635/R–22/028, 2022.

[104] The causal framework draws upon the assessment and integration of evidence from across scientific disciplines, spanning atmospheric chemistry, exposure, dosimetry and health effects studies (*i.e.,* epidemiologic, controlled human exposure, and animal toxicological studies), and assess the related uncertainties and limitations that ultimately influence our understanding of the evidence. This framework employs a five-level hierarchy that classifies the overall weight-of-evidence with respect to the causal nature of relationships between criteria pollutant exposures and health and welfare effects using the following categorizations: causal relationship; likely to be causal relationship; suggestive of, but not sufficient to infer, a causal relationship; inadequate to infer the presence or absence of a causal relationship; and not likely to be a causal relationship (U.S. EPA. (2019). Integrated Science Assessment for Particulate Matter (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, Section P. 3.2.3).

[105] U.S. EPA. Policy Assessment (PA) for the Reconsideration of the National Ambient Air Quality Standards for Particulate Matter (Final Report, 2022). U.S. Environmental Protection Agency, Washington, DC, EPA–452/R–22–004, 2022.

[106] U.S. EPA. (2009). Integrated Science Assessment for Particulate Matter (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–08/139F.

[107] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

[108] U.S. EPA. Supplement to the 2019 Integrated Science Assessment for Particulate Matter (Final Report, 2022). U.S. Environmental Protection Agency, Washington, DC, EPA/635/R–22/028, 2022.

provide evidence of consistent, positive associations across studies conducted in different geographic locations, populations with different demographic characteristics, and studies using different exposure assignment techniques. Additionally, the consistent and coherent evidence across scientific disciplines for cardiovascular morbidity, particularly ischemic events and heart failure, and to a lesser degree for respiratory morbidity, including exacerbations of chronic obstructive pulmonary disease (COPD) and asthma, provide biological plausibility for cause-specific mortality and ultimately total mortality. Recent epidemiologic studies evaluated in the Supplement, including studies that employed alternative methods for confounder control, provide additional support to the evidence base that contributed to the 2019 p.m. ISA conclusion for short-term $PM_{2.5}$ exposure and mortality.

The 2019 p.m. ISA concluded a ''causal relationship'' between long-term $PM_{2.5}$ exposure and mortality. In addition to reanalyses and extensions of the American Cancer Society (ACS) and Harvard Six Cities (HSC) cohorts, multiple new cohort studies conducted in the United States and Canada consisting of people employed in a specific job (*e.g.,* teacher, nurse), and that apply different exposure assignment techniques, provide evidence of positive associations between long-term $PM_{2.5}$ exposure and mortality. Biological plausibility for mortality due to long-term $PM_{2.5}$ exposure is provided by the coherence of effects across scientific disciplines for cardiovascular morbidity, particularly for coronary heart disease, stroke, and atherosclerosis, and for respiratory morbidity, particularly for the development of COPD. Additionally, recent studies provide evidence indicating that as long-term $PM_{2.5}$ concentrations decrease there is an increase in life expectancy. Recent cohort studies evaluated in the Supplement, as well as epidemiologic studies that conducted accountability analyses or employed alternative methods for confounder controls, support and extend the evidence base that contributed to the 2019 p.m. ISA conclusion for long-term $PM_{2.5}$ exposure and mortality.

A large body of studies examining both short- and long-term $PM_{2.5}$ exposure and cardiovascular effects builds on the evidence base evaluated in the 2009 p.m. ISA. The strongest evidence for cardiovascular effects in response to short-term $PM_{2.5}$ exposures is for ischemic heart disease and heart failure. The evidence for short-term $PM_{2.5}$ exposure and cardiovascular effects is coherent across scientific disciplines and supports a continuum of effects ranging from subtle changes in indicators of cardiovascular health to serious clinical events, such as increased emergency department visits and hospital admissions due to cardiovascular disease and cardiovascular mortality. For long-term $PM_{2.5}$ exposure, there is strong and consistent epidemiologic evidence of a relationship with cardiovascular mortality. This evidence is supported by epidemiologic and animal toxicological studies demonstrating a range of cardiovascular effects including coronary heart disease, stroke, impaired heart function, and subclinical markers (*e.g.,* coronary artery calcification, atherosclerotic plaque progression), which collectively provide coherence and biological plausibility. Recent epidemiologic studies evaluated in the Supplement, as well as studies that conducted accountability analyses or employed alternative methods for confounder control, support and extend the evidence base that contributed to the 2019 p.m. ISA conclusion for both short- and long-term $PM_{2.5}$ exposure and cardiovascular effects.

Studies evaluated in the 2019 p.m. ISA continue to provide evidence of a ''likely to be causal relationship'' between both short- and long-term $PM_{2.5}$ exposure and respiratory effects. Epidemiologic studies provide consistent evidence of a relationship between short-term $PM_{2.5}$ exposure and asthma exacerbation in children and COPD exacerbation in adults, as indicated by increases in emergency department visits and hospital admissions, which is supported by animal toxicological studies indicating worsening allergic airways disease and subclinical effects related to COPD. Epidemiologic studies also provide evidence of a relationship between short-term $PM_{2.5}$ exposure and respiratory mortality. However, there is inconsistent evidence of respiratory effects, specifically lung function declines and pulmonary inflammation, in controlled human exposure studies. With respect to long term $PM_{2.5}$ exposure, epidemiologic studies conducted in the United States and abroad provide evidence of a relationship with respiratory effects, including consistent changes in lung function and lung function growth rate, increased asthma incidence, asthma prevalence, and wheeze in children; acceleration of lung function decline in adults; and respiratory mortality. The epidemiologic evidence is supported by animal toxicological studies, which provide coherence and biological plausibility for a range of effects including impaired lung development, decrements in lung function growth, and asthma development.

Since the 2009 p.m. ISA, a growing body of scientific evidence examined the relationship between long-term $PM_{2.5}$ exposure and nervous system effects, resulting for the first time in a causality determination for this health effects category of a ''likely to be causal relationship.'' The strongest evidence for effects on the nervous system come from epidemiologic studies that consistently report cognitive decrements and reductions in brain volume in adults. The effects observed in epidemiologic studies in adults are supported by animal toxicological studies demonstrating effects on the brain of adult animals including inflammation, morphologic changes, and neurodegeneration of specific regions of the brain. There is more limited evidence for neurodevelopmental effects in children, with some studies reporting positive associations with autism spectrum disorder and others providing limited evidence of an association with cognitive function. While there is some evidence from animal toxicological studies indicating effects on the brain (*i.e.,* inflammatory and morphological changes) to support a biologically plausible pathway for neurodevelopmental effects, epidemiologic studies are limited due to their lack of control for potential confounding by copollutants, the small number of studies conducted, and uncertainty regarding critical exposure windows.

Building off the decades of research demonstrating mutagenicity, DNA damage, and other endpoints related to genotoxicity due to whole PM exposures, recent experimental and epidemiologic studies focusing specifically on $PM_{2.5}$ provide evidence of a relationship between long-term $PM_{2.5}$ exposure and cancer. Epidemiologic studies examining long-term $PM_{2.5}$ exposure and lung cancer incidence and mortality provide evidence of generally positive associations in cohort studies spanning different populations, locations, and exposure assignment techniques. Additionally, there is evidence of positive associations with lung cancer incidence and mortality in analyses limited to never smokers. In addition, experimental and epidemiologic studies of genotoxicity, epigenetic effects, carcinogenic potential, and that $PM_{2.5}$ exhibits several characteristics of

carcinogens provide biological plausibility for cancer development. This collective body of evidence contributed to the conclusion of a ''likely to be causal relationship.''

For the additional health effects categories evaluated for $PM_{2.5}$ in the 2019 p.m. ISA, experimental and epidemiologic studies provide limited and/or inconsistent evidence of a relationship with $PM_{2.5}$ exposure. As a result, the 2019 p.m. ISA concluded that the evidence is ''suggestive of, but not sufficient to infer a causal relationship'' for short-term $PM_{2.5}$ exposure and metabolic effects and nervous system effects, and long-term $PM_{2.5}$ exposures and metabolic effects as well as reproductive and developmental effects.

In addition to evaluating the health effects attributed to short- and long-term exposure to $PM_{2.5}$, the 2019 p.m. ISA also conducted an extensive evaluation as to whether specific components or sources of $PM_{2.5}$ are more strongly related with health effects than $PM_{2.5}$ mass. An evaluation of those studies resulted in the 2019 p.m. ISA concluding that ''many $PM_{2.5}$ components and sources are associated with many health effects, and the evidence does not indicate that any one source or component is consistently more strongly related to health effects than $PM_{2.5}$ mass.'' [109]

For both $PM_{10–2.5}$ and UFPs, for all health effects categories evaluated, the 2019 p.m. ISA concluded that the evidence was ''suggestive of, but not sufficient to infer, a causal relationship'' or ''inadequate to determine the presence or absence of a causal relationship.'' For $PM_{10–2.5}$, although a Federal Reference Method (FRM) was instituted in 2011 to measure $PM_{10–2.5}$ concentrations nationally, the causality determinations reflect that the same uncertainty identified in the 2009 p.m. ISA persists with respect to the method used to estimate $PM_{10–2.5}$ concentrations in epidemiologic studies. Specifically, across epidemiologic studies, different approaches are used to estimate $PM_{10–2.5}$ concentrations (*e.g.,* direct measurement of $PM_{10–2.5}$, difference between PM_{10} and $PM_{2.5}$ concentrations), and it remains unclear how well correlated $PM_{10–2.5}$ concentrations are both spatially and temporally across the different methods used.

For UFPs, which have often been defined as particles <0.1 μm, the uncertainty in the evidence for the health effect categories evaluated across experimental and epidemiologic studies reflects the inconsistency in the exposure metric used (*i.e.,* particle number concentration, surface area concentration, mass concentration) as well as the size fractions examined. In epidemiologic studies the size fraction examined can vary depending on the monitor used and exposure metric, with some studies examining number count over the entire particle size range, while experimental studies that use a particle concentrator often examine particles up to 0.3 μm. Additionally, due to the lack of a monitoring network, there is limited information on the spatial and temporal variability of UFPs within the United States, as well as population exposures to UFPs, which adds uncertainty to epidemiologic study results.

The 2019 p.m. ISA cites extensive evidence indicating that ''both the general population as well as specific populations and life stages are at risk for $PM_{2.5}$-related health effects.'' [110] For example, in support of its ''causal'' and ''likely to be causal'' determinations, the ISA cites substantial evidence for (1) PM-related mortality and cardiovascular effects in older adults; (2) PM-related cardiovascular effects in people with pre-existing cardiovascular disease; (3) PM-related respiratory effects in people with pre-existing respiratory disease, particularly asthma exacerbations in children; and (4) PM-related impairments in lung function growth and asthma development in children. The ISA additionally notes that stratified analyses (*i.e.,* analyses that directly compare PM-related health effects across groups) provide strong evidence for racial and ethnic differences in $PM_{2.5}$ exposures and in the risk of $PM_{2.5}$-related health effects, specifically within Hispanic and non-Hispanic Black populations, with some evidence of increased risk for populations of low socioeconomic status. Recent studies evaluated in the Supplement support the conclusion of the 2019 p.m. ISA with respect to disparities in both $PM_{2.5}$ exposure and health risk by race and ethnicity and provide additional support for disparities for populations of lower socioeconomic status.[111] Additionally, evidence spanning epidemiologic studies that conducted stratified analyses, experimental studies focusing on animal models of disease or individuals with pre-existing disease, dosimetry studies, as well as studies focusing on differential exposure suggest that populations with pre-existing cardiovascular or respiratory disease, populations that are overweight or obese, populations that have particular genetic variants, and current/former smokers could be at increased risk for adverse $PM_{2.5}$-related health effects. The 2022 Policy Assessment for the review of the PM NAAQS also highlights that factors that may contribute to increased risk of $PM_{2.5}$-related health effects include lifestage (children and older adults), pre-existing diseases (cardiovascular disease and respiratory disease), race/ethnicity, and socioeconomic status.[112]

3. Nitrogen Oxides

The most recent review of the health effects of oxides of nitrogen completed by EPA can be found in the 2016 Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (ISA for Oxides of Nitrogen).[113] The primary source of NO_2 is motor vehicle emissions, and ambient NO_2 concentrations tend to be highly correlated with other traffic-related pollutants. Thus, a key issue in characterizing the causality of NO_2-health effect relationships consists of evaluating the extent to which studies supported an effect of NO_2 that is independent of other traffic-related pollutants. EPA concluded that the findings for asthma exacerbation integrated from epidemiologic and controlled human exposure studies provided evidence that is sufficient to infer a causal relationship between respiratory effects and short-term NO_2 exposure. The strongest evidence supporting an independent effect of NO_2 exposure comes from controlled human exposure studies demonstrating increased airway responsiveness in individuals with asthma following ambient-relevant NO_2 exposures. The coherence of this evidence with epidemiologic findings for asthma hospital admissions and emergency department visits as well as lung function decrements and increased pulmonary inflammation in children with asthma describe a plausible pathway by which NO_2 exposure can

[109] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

[110] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

[111] U.S. EPA. Supplement to the 2019 Integrated Science Assessment for Particulate Matter (Final Report, 2022). U.S. Environmental Protection Agency, Washington, DC, EPA/635/R–22/028, 2022.

[112] U.S. EPA. Policy Assessment (PA) for the Reconsideration of the National Ambient Air Quality Standards for Particulate Matter (Final Report, 2022). U.S. Environmental Protection Agency, Washington, DC, EPA–452/R–22–004, 2022, p. 3–53.

[113] U.S. EPA. Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (2016 Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–15/068, 2016.

cause an asthma exacerbation. The 2016 ISA for Oxides of Nitrogen also concluded that there is likely to be a causal relationship between long-term NO_2 exposure and respiratory effects. This conclusion is based on new epidemiologic evidence for associations of NO_2 with asthma development in children combined with biological plausibility from experimental studies.

In evaluating a broader range of health effects, the 2016 ISA for Oxides of Nitrogen concluded that evidence is ''suggestive of, but not sufficient to infer, a causal relationship'' between short-term NO_2 exposure and cardiovascular effects and mortality and between long-term NO_2 exposure and cardiovascular effects and diabetes, birth outcomes, and cancer. In addition, the scientific evidence is inadequate (insufficient consistency of epidemiologic and toxicological evidence) to infer a causal relationship for long-term NO_2 exposure with fertility, reproduction, and pregnancy, as well as with postnatal development. A key uncertainty in understanding the relationship between these non-respiratory health effects and short- or long-term exposure to NO_2 is copollutant confounding, particularly by other roadway pollutants. The available evidence for non-respiratory health effects does not adequately address whether NO_2 has an independent effect or whether it primarily represents effects related to other or a mixture of traffic-related pollutants.

The 2016 ISA for Oxides of Nitrogen concluded that people with asthma, children, and older adults are at increased risk for NO_2-related health effects. In these groups and lifestages, NO_2 is consistently related to larger effects on outcomes related to asthma exacerbation, for which there is confidence in the relationship with NO_2 exposure.

4. Carbon Monoxide

Information on the health effects of CO can be found in the January 2010 Integrated Science Assessment for Carbon Monoxide (CO ISA).[114] The CO ISA presents conclusions regarding the presence of causal relationships between CO exposure and categories of adverse health effects.[115] This section provides a summary of the health effects associated with exposure to ambient concentrations of CO, along with the CO ISA conclusions.[116]

Controlled human exposure studies of subjects with coronary artery disease show a decrease in the time to onset of exercise-induced angina (chest pain) and electrocardiogram changes following CO exposure. In addition, epidemiologic studies observed associations between short-term CO exposure and cardiovascular morbidity, particularly increased emergency room visits and hospital admissions for coronary heart disease (including ischemic heart disease, myocardial infarction, and angina). Some epidemiologic evidence is also available for increased hospital admissions and emergency room visits for congestive heart failure and cardiovascular disease as a whole. The CO ISA concludes that a causal relationship is likely to exist between short-term exposures to CO and cardiovascular morbidity. It also concludes that available data are inadequate to conclude that a causal relationship exists between long-term exposures to CO and cardiovascular morbidity.

Animal studies show various neurological effects with in-utero CO exposure. Controlled human exposure studies report central nervous system and behavioral effects following low-level CO exposures, although the findings have not been consistent across all studies. The CO ISA concludes that the evidence is suggestive of a causal relationship with both short- and long-term exposure to CO and central nervous system effects.

A number of studies cited in the CO ISA have evaluated the role of CO exposure in birth outcomes such as preterm birth or cardiac birth defects. There is limited epidemiologic evidence of a CO-induced effect on preterm births and birth defects, with weak evidence for a decrease in birth weight. Animal toxicological studies have found perinatal CO exposure to affect birth weight, as well as other developmental outcomes. The CO ISA concludes that the evidence is suggestive of a causal relationship between long-term exposures to CO and developmental effects and birth outcomes.

Epidemiologic studies provide evidence of associations between short-term CO concentrations and respiratory morbidity such as changes in pulmonary function, respiratory symptoms, and hospital admissions. A limited number of epidemiologic studies considered copollutants such as ozone, SO_2, and PM in two-pollutant models and found that CO risk estimates were generally robust, although this limited evidence makes it difficult to disentangle effects attributed to CO itself from those of the larger complex air pollution mixture. Controlled human exposure studies have not extensively evaluated the effect of CO on respiratory morbidity. Animal studies at levels of 50–100 ppm CO show preliminary evidence of altered pulmonary vascular remodeling and oxidative injury. The CO ISA concludes that the evidence is suggestive of a causal relationship between short-term CO exposure and respiratory morbidity, and inadequate to conclude that a causal relationship exists between long-term exposure and respiratory morbidity.

Finally, the CO ISA concludes that the epidemiologic evidence is suggestive of a causal relationship between short-term concentrations of CO and mortality. Epidemiologic evidence suggests an association exists between short-term exposure to CO and mortality, but limited evidence is available to evaluate cause-specific mortality outcomes associated with CO exposure. In addition, the attenuation of CO risk estimates that was often observed in copollutant models contributes to the uncertainty as to whether CO is acting alone or as an indicator for other combustion-related pollutants. The CO ISA also concludes that there is not likely to be a causal relationship between relevant long-term exposures to CO and mortality.

5. Diesel Exhaust

In EPA's 2002 Diesel Health Assessment Document (Diesel HAD), exposure to diesel exhaust was classified as likely to be carcinogenic to humans by inhalation from environmental exposures, in accordance with the revised draft 1996/1999 EPA cancer guidelines.[117] [118] A number of

[114] U.S. EPA, (2010). Integrated Science Assessment for Carbon Monoxide (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–09/019F, 2010. *http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=218686.*

[115] The ISA evaluates the health evidence associated with different health effects, assigning one of five ''weight of evidence'' determinations: causal relationship, likely to be a causal relationship, suggestive of a causal relationship, inadequate to infer a causal relationship, and not likely to be a causal relationship. For definitions of these levels of evidence, please refer to Section 1.6 of the ISA.

[116] Personal exposure includes contributions from many sources, and in many different environments. Total personal exposure to CO includes both ambient and non-ambient components; and both components may contribute to adverse health effects.

[117] U.S. EPA. (1999). Guidelines for Carcinogen Risk Assessment. Review Draft. NCEA–F–0644, July. Washington, DC: U.S. EPA. Retrieved on March 19, 2009 from *http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=54932.*

[118] U.S. EPA (2002). Health Assessment Document for Diesel Engine Exhaust. EPA/600/8–90/057F Office of research and Development, Washington, DC. Retrieved on March 17, 2009 from

other agencies (National Institute for Occupational Safety and Health, the International Agency for Research on Cancer, the World Health Organization, California EPA, and the U.S. Department of Health and Human Services) made similar hazard classifications prior to 2002. EPA also concluded in the 2002 Diesel HAD that it was not possible to calculate a cancer unit risk for diesel exhaust due to limitations in the exposure data for the occupational groups or the absence of a dose-response relationship.

In the absence of a cancer unit risk, the Diesel HAD sought to provide additional insight into the significance of the diesel exhaust cancer hazard by estimating possible ranges of risk that might be present in the population. An exploratory analysis was used to characterize a range of possible lung cancer risk. The outcome was that environmental risks of cancer from long-term diesel exhaust exposures could plausibly range from as low as 10^{-5} to as high as 10^{-3}. Because of uncertainties, the analysis acknowledged that the risks could be lower than 10^{-5}, and a zero risk from diesel exhaust exposure could not be ruled out.

Noncancer health effects of acute and chronic exposure to diesel exhaust emissions are also of concern to EPA. EPA derived a diesel exhaust reference concentration (RfC) from consideration of four well-conducted chronic rat inhalation studies showing adverse pulmonary effects. The RfC is 5 $\mu g/m^3$ for diesel exhaust measured as diesel particulate matter. This RfC does not consider allergenic effects such as those associated with asthma or immunologic or the potential for cardiac effects. There was emerging evidence in 2002, discussed in the Diesel HAD, that exposure to diesel exhaust can exacerbate these effects, but the exposure-response data were lacking at that time to derive an RfC based on these then-emerging considerations. The Diesel HAD states, ''With [diesel particulate matter] being a ubiquitous component of ambient PM, there is an uncertainty about the adequacy of the existing [diesel exhaust] noncancer database to identify all the pertinent [diesel exhaust]-caused noncancer health hazards.'' The Diesel HAD also notes ''that acute exposure to [diesel exhaust] has been associated with irritation of the eye, nose, and throat, respiratory symptoms (cough and phlegm), and neurophysiological symptoms such as headache, lightheadedness, nausea, vomiting, and numbness or tingling of the extremities.'' The Diesel HAD notes that the cancer and noncancer hazard conclusions applied to the general use of diesel engines then on the market and as cleaner engines replace a substantial number of existing ones, the applicability of the conclusions would need to be reevaluated.

It is important to note that the Diesel HAD also briefly summarizes health effects associated with ambient PM and discusses EPA's then-annual $PM_{2.5}$ NAAQS of 15 $\mu g/m^3$.[119] There is a large and extensive body of human data showing a wide spectrum of adverse health effects associated with exposure to ambient PM, of which diesel exhaust is an important component. The $PM_{2.5}$ NAAQS is designed to provide protection from the noncancer health effects and premature mortality attributed to exposure to $PM_{2.5}$. The contribution of diesel PM to total ambient PM varies in different regions of the country and also, within a region, from one area to another. The contribution can be high in near-roadway environments, for example, or in other locations where diesel engine use is concentrated.

Since 2002, several new studies have been published which continue to report increased lung cancer risk associated with occupational exposure to diesel exhaust from older engines. Of particular note since 2011 are three new epidemiology studies that have examined lung cancer in occupational populations, for example, truck drivers, underground nonmetal miners, and other diesel motor-related occupations. These studies reported increased risk of lung cancer with exposure to diesel exhaust with evidence of positive exposure-response relationships to varying degrees.[120] [121] [122] These newer studies (along with others that have appeared in the scientific literature) add to the evidence EPA evaluated in the 2002 Diesel HAD and further reinforce the concern that diesel exhaust exposure likely poses a lung cancer hazard. The findings from these newer studies do not necessarily apply to newer technology diesel engines (*i.e.,* heavy-duty highway engines from 2007 and later model years) since the newer engines have large reductions in the emission constituents compared to older technology diesel engines.

In light of the growing body of scientific literature evaluating the health effects of exposure to diesel exhaust, in June 2012 the World Health Organization's International Agency for Research on Cancer (IARC), a recognized international authority on the carcinogenic potential of chemicals and other agents, evaluated the full range of cancer-related health effects data for diesel engine exhaust. IARC concluded that diesel exhaust should be regarded as ''carcinogenic to humans.'' [123] This designation was an update from its 1988 evaluation that considered the evidence to be indicative of a ''probable human carcinogen.''

6. Air Toxics

Heavy-duty engine emissions contribute to ambient levels of air toxics that are known or suspected human or animal carcinogens, or that have noncancer health effects. These compounds include, but are not limited to, benzene, formaldehyde, acetaldehyde, and naphthalene. These compounds were identified as national or regional cancer risk drivers or contributors in the 2018 AirToxScreen Assessment and have significant inventory contributions from mobile sources.[124] [125] Chapter 4 of the RIA includes additional information on the health effects associated with exposure to each of these pollutants.

7. Exposure and Health Effects Associated With Traffic

Locations in close proximity to major roadways generally have elevated concentrations of many air pollutants emitted from motor vehicles. Hundreds of studies have been published in peer-reviewed journals, concluding that concentrations of CO, CO_2, NO, NO_2, benzene, aldehydes, PM, black carbon, and many other compounds are elevated in ambient air within approximately

http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=29060. pp. 1–1 1–2.

[119] See Section II.A.2 for discussion of the current $PM_{2.5}$ NAAQS standard.

[120] Garshick, Eric, Francine Laden, Jaime E. Hart, Mary E. Davis, Ellen A. Eisen, and Thomas J. Smith. 2012. Lung cancer and elemental carbon exposure in trucking industry workers. Environmental Health Perspectives 120(9): 1301–1306.

[121] Silverman, D.T., Samanic, C.M., Lubin, J.H., Blair, A.E., Stewart, P.A., Vermeulen, R., & Attfield, M.D. (2012). The diesel exhaust in miners study: a nested case–control study of lung cancer and diesel exhaust. Journal of the National Cancer Institute.

[122] Olsson, Ann C., et al. ''Exposure to diesel motor exhaust and lung cancer risk in a pooled analysis from case-control studies in Europe and Canada.'' American Journal of Respiratory and Critical Care Medicine 183.7 (2011): 941–948.

[123] IARC [International Agency for Research on Cancer]. (2013). Diesel and gasoline engine exhausts and some nitroarenes. IARC Monographs Volume 105. [Online at *http://monographs.iarc.fr/ENG/Monographs/vol105/index.php*].

[124] U.S. EPA (2022) Technical Support Document EPA Air Toxics Screening Assessment. 2017AirToxScreen TSD. *https://www.epa.gov/system/files/documents/2022-03/airtoxscreen_2017tsd.pdf.*

[125] U.S. EPA (2022) 2018 AirToxScreen Risk Drivers. *https://www.epa.gov/AirToxScreen/airtoxscreen-risk-drivers.*

300–600 meters (about 1,000–2,000 feet) of major roadways. The highest concentrations of most pollutants emitted directly by motor vehicles are found at locations within 50 meters (about 165 feet) of the edge of a roadway's traffic lanes.

A large-scale review of air quality measurements in the vicinity of major roadways between 1978 and 2008 concluded that the pollutants with the steepest concentration gradients in vicinities of roadways were CO, UFPs, metals, elemental carbon (EC), NO, NO_X, and several VOCs.[126] These pollutants showed a large reduction in concentrations within 100 meters downwind of the roadway. Pollutants that showed more gradual reductions with distance from roadways included benzene, NO_2, $PM_{2.5}$, and PM_{10}. In reviewing the literature, Karner et al., (2010) reported that results varied based on the method of statistical analysis used to determine the gradient in pollutant concentration. More recent studies continue to show significant concentration gradients of traffic-related air pollution around major roads.[127] [128] [129] [130] [131] [132] [133] [134] [135] [136] There is evidence that EPA's regulations for vehicles have lowered the near-road concentrations and gradients.[137] Starting in 2010, EPA required through the NAAQS process that air quality monitors be placed near high-traffic roadways for determining concentrations of CO, NO_2, and $PM_{2.5}$ (in addition to those existing monitors located in neighborhoods and other locations farther away from pollution sources). The monitoring data for NO_2 indicate that in urban areas, monitors near roadways often report the highest concentrations of NO_2.[138] More recent studies of traffic-related air pollutants continue to report sharp gradients around roadways, particularly within several hundred meters.[139] [140]

For pollutants with relatively high background concentrations relative to near-road concentrations, detecting concentration gradients can be difficult. For example, many carbonyls have high background concentrations as a result of photochemical breakdown of precursors from many different organic compounds. However, several studies have measured carbonyls in multiple weather conditions and found higher concentrations of many carbonyls downwind of roadways.[141] [142] These findings suggest a substantial roadway source of these carbonyls.

In the past 30 years, many studies have been published with results reporting that populations who live, work, or go to school near high-traffic roadways experience higher rates of numerous adverse health effects, compared to populations far away from major roads.[143] In addition, numerous studies have found adverse health effects associated with spending time in traffic, such as commuting or walking along high-traffic roadways, including studies among children.[144] [145] [146] [147] The health outcomes with the strongest evidence linking them with traffic-associated air pollutants are respiratory effects, particularly in asthmatic children, and cardiovascular effects. Commenters on the NPRM stressed the importance of consideration of the impacts of traffic-related air pollution, especially NO_X, on children's health.

Numerous reviews of this body of health literature have been published. In a 2022 final report, an expert panel of the Health Effects Institute (HEI) employed a systematic review focusing on selected health endpoints related to exposure to traffic-related air pollution.[148] The HEI panel concluded

[126] Karner, A.A.; Eisinger, D.S.; Niemeier, D.A. (2010). Near-roadway air quality: synthesizing the findings from real-world data. Environ Sci Technol 44: 5334–5344.

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[148] HEI Panel on the Health Effects of Long-Term Exposure to Traffic-Related Air Pollution (2022)

that there was a high level of confidence in evidence between long-term exposure to traffic-related air pollution and health effects in adults, including all-cause, circulatory, and ischemic heart disease mortality.[149] The panel also found that there is a moderate-to-high level of confidence in evidence of associations with asthma onset and acute respiratory infections in children and lung cancer and asthma onset in adults. This report follows on an earlier expert review published by HEI in 2010, where it found strongest evidence for asthma-related traffic impacts. Other literature reviews have been published with conclusions generally similar to the HEI panels'.[150] [151] [152] [153] Additionally, in 2014, researchers from the U.S. Centers for Disease Control and Prevention (CDC) published a systematic review and meta-analysis of studies evaluating the risk of childhood leukemia associated with traffic exposure and reported positive associations between ''postnatal'' proximity to traffic and leukemia risks, but no such association for ''prenatal'' exposures.[154] The U.S. Department of Health and Human Services' National Toxicology Program (NTP) published a monograph including a systematic review of traffic-related air pollution and its impacts on hypertensive disorders of pregnancy. The NTP concluded that exposure to traffic-related air pollution is ''presumed to be a hazard to pregnant women'' for developing hypertensive disorders of pregnancy.[155]

Health outcomes with few publications suggest the possibility of other effects still lacking sufficient evidence to draw definitive conclusions. Among these outcomes with a small number of positive studies are neurological impacts (*e.g.,* autism and reduced cognitive function) and reproductive outcomes (*e.g.,* preterm birth, low birth weight).[156] [157] [158] [159] [160]

In addition to health outcomes, particularly cardiopulmonary effects, conclusions of numerous studies suggest mechanisms by which traffic-related air pollution affects health. For example, numerous studies indicate that near-roadway exposures may increase systemic inflammation, affecting organ systems, including blood vessels and lungs.[161] [162] [163] [164] Additionally, long-term exposures in near-road environments have been associated with inflammation-associated conditions, such as atherosclerosis and asthma.[165] [166] [167]

Several studies suggest that some factors may increase susceptibility to the effects of traffic-associated air pollution. Several studies have found stronger adverse health associations in children experiencing chronic social stress, such as in violent neighborhoods or in homes with low incomes or high family stress.[168] [169] [170] [171]

The risks associated with residence, workplace, or schools near major roads are of potentially high public health significance due to the large population in such locations. The 2013 U.S. Census Bureau's American Housing Survey (AHS) was the last AHS that included whether housing units were within 300 feet of an ''airport, railroad, or highway with four or more lanes.'' [172] The 2013 survey reports that 17.3 million housing units, or 13 percent of all housing units in the United States, were in such areas. Assuming that populations and housing units are in the same locations, this corresponds to a population of more than 41 million U.S. residents in close proximity to high-traffic roadways or other transportation sources. According to the Central Intelligence Agency's World Factbook, based on data collected between 2012–2014, the United States had 6,586,610 km of roadways, 293,564 km of railways, and 13,513 airports. As such, highways represent the overwhelming majority of transportation facilities described by this factor in the AHS.

Systematic review and meta-analysis of selected health effects of long-term exposure to traffic-related air pollution. Health Effects Institute Special Report 23. [Online at *https://www.healtheffects.org/system/files/hei-special-report-23_1.pdf*.] This more recent review focused on health outcomes related to birth effects, respiratory effects, cardiometabolic effects, and mortality.

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[172] The variable was known as ''ETRANS'' in the questions about the neighborhood.

EPA also conducted a study to estimate the number of people living near truck freight routes in the United States.[173] Based on a population analysis using the U.S. Department of Transportation's (USDOT) Freight Analysis Framework 4 (FAF4) and population data from the 2010 decennial census, an estimated 72 million people live within 200 meters of these freight routes.[174] [175] In addition, relative to the rest of the population, people of color and those with lower incomes are more likely to live near FAF4 truck routes. They are also more likely to live in metropolitan areas. The EPA's Exposure Factor Handbook also indicates that, on average, Americans spend more than an hour traveling each day, bringing nearly all residents into a high-exposure microenvironment for part of the day.[176]

As described in Section VII.H.1, we estimate that about 10 million students attend schools within 200 meters of major roads.[177] Research into the impact of traffic-related air pollution on school performance is tentative. A review of this literature found some evidence that children exposed to higher levels of traffic-related air pollution show poorer academic performance than those exposed to lower levels of traffic-related air pollution.[178] However, this evidence was judged to be weak due to limitations in the assessment methods.

While near-roadway studies focus on residents near roads or others spending considerable time near major roads, the duration of commuting results in another important contributor to overall exposure to traffic-related air pollution. Studies of health that address time spent in transit have found evidence of elevated risk of cardiac impacts.[179] [180] [181] Studies have also found that school bus emissions can increase student exposures to diesel-related air pollutants, and that programs that reduce school bus emissions may improve health and reduce school absenteeism.[182] [183] [184] [185]

C. Environmental Effects Associated With Exposure to Pollutants Impacted by This Rule

This section discusses the environmental effects associated with pollutants affected by this rule, specifically PM, ozone, NO_X and air toxics.

1. Visibility

Visibility can be defined as the degree to which the atmosphere is transparent to visible light.[186] Visibility impairment is caused by light scattering and absorption by suspended particles and gases. It is dominated by contributions from suspended particles except under pristine conditions. Visibility is important because it has direct significance to people's enjoyment of daily activities in all parts of the country. Individuals value good visibility for the well-being it provides them directly, where they live and work, and in places where they enjoy recreational opportunities. Visibility is also highly valued in significant natural areas, such as national parks and wilderness areas, and special emphasis is given to protecting visibility in these areas. For more information on visibility see the final 2019 p.m. ISA.[187]

EPA is working to address visibility impairment. Reductions in air pollution from implementation of various programs associated with the Clean Air Act Amendments of 1990 provisions have resulted in substantial improvements in visibility and will continue to do so in the future. Nationally, because trends in haze are closely associated with trends in particulate sulfate and nitrate due to the relationship between their concentration and light extinction, visibility trends have improved as emissions of SO_2 and NO_X have decreased over time due to air pollution regulations such as the Acid Rain Program.[188] However between 1990 and 2018, in the western part of the country, changes in total light extinction were smaller, and the contribution of particulate organic matter to atmospheric light extinction was increasing due to increasing wildfire emissions.[189]

In the Clean Air Act Amendments of 1977, Congress recognized visibility's value to society by establishing a national goal to protect national parks and wilderness areas from visibility impairment caused by manmade pollution.[190] In 1999, EPA finalized the regional haze program to protect the visibility in Mandatory Class I Federal areas.[191] There are 156 national parks, forests and wilderness areas categorized as Mandatory Class I Federal areas.[192] These areas are defined in CAA section 162 as those national parks exceeding 6,000 acres, wilderness areas, and memorial parks exceeding 5,000 acres, and all international parks which were in existence on August 7, 1977.

[173] U.S. EPA (2021). Estimation of Population Size and Demographic Characteristics among People Living Near Truck Routes in the Conterminous United States. Memorandum to the Docket.

[174] FAF4 is a model from the USDOT's Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), which provides data associated with freight movement in the U.S. It includes data from the 2012 Commodity Flow Survey (CFS), the Census Bureau on international trade, as well as data associated with construction, agriculture, utilities, warehouses, and other industries. FAF4 estimates the modal choices for moving goods by trucks, trains, boats, and other types of freight modes. It includes traffic assignments, including truck flows on a network of truck routes. *https://ops.fhwa.dot.gov/freight/freight_analysis/faf/*.

[175] The same analysis estimated the population living within 100 meters of a FAF4 truck route is 41 million.

[176] EPA. (2011) Exposure Factors Handbook: 2011 Edition. Chapter 16. Online at *https://www.epa.gov/sites/production/files/2015-09/documents/efh-Chapter16.pdf*.

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[187] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

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[190] See CAA section 169(a).

[191] 64 FR 35714, July 1, 1999.

[192] 62 FR 38680–38681, July 18, 1997.

EPA has also concluded that $PM_{2.5}$ causes adverse effects on visibility in other areas that are not targeted by the Regional Haze Rule, such as urban areas, depending on $PM_{2.5}$ concentrations and other factors such as dry chemical composition and relative humidity (*i.e.,* an indicator of the water composition of the particles). The secondary (welfare-based) PM NAAQS provide protection against visibility effects. In recent PM NAAQS reviews, EPA evaluated a target level of protection for visibility impairment that is expected to be met through attainment of the existing secondary PM standards.

2. Plant and Ecosystem Effects of Ozone

The welfare effects of ozone include effects on ecosystems, which can be observed across a variety of scales, *i.e.,* subcellular, cellular, leaf, whole plant, population and ecosystem. When ozone effects that begin at small spatial scales, such as the leaf of an individual plant, occur at sufficient magnitudes (or to a sufficient degree), they can result in effects being propagated along a continuum to higher and higher levels of biological organization. For example, effects at the individual plant level, such as altered rates of leaf gas exchange, growth and reproduction, can, when widespread, result in broad changes in ecosystems, such as productivity, carbon storage, water cycling, nutrient cycling, and community composition.

Ozone can produce both acute and chronic injury in sensitive plant species depending on the concentration level and the duration of the exposure.[193] In those sensitive species,[194] effects from repeated exposure to ozone throughout the growing season of the plant can tend to accumulate, so even relatively low concentrations experienced for a longer duration have the potential to create chronic stress on vegetation.[195] [196] Ozone damage to sensitive plant species includes impaired photosynthesis and visible injury to leaves. The impairment of photosynthesis, the process by which the plant makes carbohydrates (its source of energy and food), can lead to reduced crop yields, timber production, and plant productivity and growth. Impaired photosynthesis can also lead to a reduction in root growth and carbohydrate storage below ground, resulting in other, more subtle plant and ecosystems impacts.[197] These latter impacts include increased susceptibility of plants to insect attack, disease, harsh weather, interspecies competition, and overall decreased plant vigor. The adverse effects of ozone on areas with sensitive species could potentially lead to species shifts and loss from the affected ecosystems,[198] resulting in a loss or reduction in associated ecosystem goods and services. Additionally, visible ozone injury to leaves can result in a loss of aesthetic value in areas of special scenic significance like national parks and wilderness areas and reduced use of sensitive ornamentals in landscaping.[199] In addition to ozone effects on vegetation, newer evidence suggests that ozone affects interactions between plants and insects by altering chemical signals (*e.g.,* floral scents) that plants use to communicate to other community members, such as attraction of pollinators.

The Ozone ISA presents more detailed information on how ozone affects vegetation and ecosystems.[200] [201] The Ozone ISA reports causal and likely causal relationships between ozone exposure and a number of welfare effects and characterizes the weight of evidence for different effects associated with ozone.[202] The Ozone ISA concludes that visible foliar injury effects on vegetation, reduced vegetation growth, reduced plant reproduction, reduced productivity in terrestrial ecosystems, reduced yield and quality of agricultural crops, alteration of below-ground biogeochemical cycles, and altered terrestrial community composition are causally associated with exposure to ozone. It also concludes that increased tree mortality, altered herbivore growth and reproduction, altered plant-insect signaling, reduced carbon sequestration in terrestrial ecosystems, and alteration of terrestrial ecosystem water cycling are likely to be causally associated with exposure to ozone.

3. Atmospheric Deposition

The Integrated Science Assessment for Oxides of Nitrogen, Oxides of Sulfur, and Particulate Matter—Ecological Criteria documents the ecological effects of the deposition of these criteria air pollutants.[203] It is clear from the body of evidence that NO_X, oxides of sulfur (SO_X), and PM contribute to total nitrogen (N) and sulfur (S) deposition. In turn, N and S deposition cause either nutrient enrichment or acidification depending on the sensitivity of the landscape or the species in question. Both enrichment and acidification are characterized by an alteration of the biogeochemistry and the physiology of organisms, resulting in harmful declines in biodiversity in terrestrial, freshwater, wetland, and estuarine ecosystems in the United States. Decreases in biodiversity mean that some species become relatively less abundant and may be locally extirpated. In addition to the loss of unique living species, the decline in total biodiversity can be harmful because biodiversity is an important determinant of the stability of ecosystems and their ability to provide socially valuable ecosystem services.

Terrestrial, wetland, freshwater, and estuarine ecosystems in the United States are affected by N enrichment/eutrophication caused by N deposition. These effects have been consistently documented across the United States for hundreds of species. In aquatic systems increased N can alter species assemblages and cause eutrophication. In terrestrial systems N loading can lead to loss of nitrogen-sensitive lichen species, decreased biodiversity of grasslands, meadows and other sensitive habitats, and increased potential for invasive species. For a broader explanation of the topics treated here, refer to the description in Chapter 4 of the RIA.

The sensitivity of terrestrial and aquatic ecosystems to acidification from N and S deposition is predominantly governed by geology. Prolonged exposure to excess nitrogen and sulfur

[193] 73 FR 16486, March 27, 2008.

[194] 73 FR 16491, March 27, 2008. Only a small percentage of all the plant species growing within the U.S. (over 43,000 species have been catalogued in the USDA PLANTS database) have been studied with respect to ozone sensitivity.

[195] U.S. EPA. Integrated Science Assessment (ISA) for Ozone and Related Photochemical Oxidants (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–20/012, 2020.

[196] The concentration at which ozone levels overwhelm a plant's ability to detoxify or compensate for oxidant exposure varies. Thus, whether a plant is classified as sensitive or tolerant depends in part on the exposure levels being considered.

[197] 73 FR 16492, March 27, 2008.

[198] 73 FR 16493–16494, March 27, 2008. Ozone impacts could be occurring in areas where plant species sensitive to ozone have not yet been studied or identified.

[199] 73 FR 16490–16497, March 27, 2008.

[200] U.S. EPA. Integrated Science Assessment (ISA) for Ozone and Related Photochemical Oxidants (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–20/012, 2020.

[201] U.S. EPA. Integrated Science Assessment (ISA) for Ozone and Related Photochemical Oxidants (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–20/012, 2020.

[202] The Ozone ISA evaluates the evidence associated with different ozone related health and welfare effects, assigning one of five ''weight of evidence'' determinations: causal relationship, likely to be a causal relationship, suggestive of a causal relationship, inadequate to infer a causal relationship, and not likely to be a causal relationship. For more information on these levels of evidence, please refer to Table II of the ISA.

[203] U.S. EPA. Integrated Science Assessment (ISA) for Oxides of Nitrogen, Oxides of Sulfur and Particulate Matter Ecological Criteria (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–20/278, 2020.

deposition in sensitive areas acidifies lakes, rivers, and soils. Increased acidity in surface waters creates inhospitable conditions for biota and affects the abundance and biodiversity of fishes, zooplankton, and macroinvertebrates and ecosystem function. Over time, acidifying deposition also removes essential nutrients from forest soils, depleting the capacity of soils to neutralize future acid loadings and negatively affecting forest sustainability. Major effects in forests include a decline in sensitive tree species, such as red spruce (Picea rubens) and sugar maple (Acer saccharum).

Building materials including metals, stones, cements, and paints undergo natural weathering processes from exposure to environmental elements (*e.g.,* wind, moisture, temperature fluctuations, sunlight, etc.). Pollution can worsen and accelerate these effects. Deposition of PM is associated with both physical damage (materials damage effects) and impaired aesthetic qualities (soiling effects). Wet and dry deposition of PM can physically affect materials, adding to the effects of natural weathering processes, by potentially promoting or accelerating the corrosion of metals, by degrading paints, and by deteriorating building materials such as stone, concrete, and marble.[204] The effects of PM are exacerbated by the presence of acidic gases and can be additive or synergistic due to the complex mixture of pollutants in the air and surface characteristics of the material. Acidic deposition has been shown to have an effect on materials including zinc/galvanized steel and other metal, carbonate stone (such as monuments and building facings), and surface coatings (paints).[205] The effects on historic buildings and outdoor works of art are of particular concern because of the uniqueness and irreplaceability of many of these objects. In addition to aesthetic and functional effects on metals, stone, and glass, altered energy efficiency of photovoltaic panels by PM deposition is also becoming an important consideration for impacts of air pollutants on materials.

4. Environmental Effects of Air Toxics

Emissions from producing, transporting, and combusting fuel contribute to ambient levels of pollutants that contribute to adverse effects on vegetation. VOCs, some of which are considered air toxics, have long been suspected to play a role in vegetation damage.[206] In laboratory experiments, a wide range of tolerance to VOCs has been observed.[207] Decreases in harvested seed pod weight have been reported for the more sensitive plants, and some studies have reported effects on seed germination, flowering, and fruit ripening. Effects of individual VOCs or their role in conjunction with other stressors (*e.g.,* acidification, drought, temperature extremes) have not been well studied. In a recent study of a mixture of VOCs including ethanol and toluene on herbaceous plants, significant effects on seed production, leaf water content, and photosynthetic efficiency were reported for some plant species.[208]

Research suggests an adverse impact of vehicle exhaust on plants, which has in some cases been attributed to aromatic compounds and in other cases to NO_X.[209] [210] [211] The impacts of VOCs on plant reproduction may have long-term implications for biodiversity and survival of native species near major roadways. Most of the studies of the impacts of VOCs on vegetation have focused on short-term exposure and few studies have focused on long-term effects of VOCs on vegetation and the potential for metabolites of these compounds to affect herbivores or insects.

III. Test Procedures and Standards

In applying heavy-duty criteria pollutant emission standards, EPA divides engines primarily into two types: Compression ignition (CI) (primarily diesel-fueled engines) and spark-ignition (SI) (primarily gasoline-fueled engines). The CI standards and requirements also apply to the largest natural gas engines. Battery-electric and fuel-cell vehicles are also subject to criteria pollutant standards and requirements. Criteria pollutant exhaust emission standards apply for four criteria pollutants: Oxides of nitrogen (NO_X), particulate matter (PM), hydrocarbons (HC), and carbon monoxide (CO).[212] In this Section III we describe new emission standards that will apply for these pollutants starting in MY 2027. We also describe new and updated test procedures we are finalizing in this rule.

Section III.A provides an overview of provisions that broadly apply for this final rule. Section III.B and Section III.D include the new laboratory-based standards and final updates to test procedures for heavy-duty compression-ignition and spark-ignition engines, respectively. Section III.C introduces the final off-cycle standards and test procedures that apply for compression-ignition engines and extend beyond the laboratory to on-the-road, real-world conditions. Section III.E describes the new refueling standards we are finalizing for certain heavy-duty spark-ignition engines. Each of these sections describe the final new standards and their basis, as well as describe the new test procedures and any updates to current test procedures, and describe our rationale for the final program, including feasibility demonstrations, available data, and comments received.

A. Overview

1. Migration and Clarifications of Regulatory Text

As noted in Section I of this preamble, we are migrating our criteria pollutant regulations for model year 2027 and later heavy-duty highway engines from their current location in 40 CFR Part 86, subpart A, to 40 CFR Part 1036.[213] Consistent with this migration, the compliance provisions discussed in this preamble refer to the regulations in their new location in part 1036. In general, this migration is not intended to change the compliance program specified in part 86, except as specifically finalized in this rulemaking. EPA submitted a memorandum to the docket describing how we proposed to migrate

[204] U.S. EPA. Integrated Science Assessment (ISA) for Particulate Matter (Final Report, 2019). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R–19/188, 2019.

[205] Irving, P.M., e.d. 1991. Acid Deposition: State of Science and Technology, Volume III, Terrestrial, Materials, Health, and Visibility Effects, The U.S. National Acid Precipitation Assessment Program, Chapter 24, page 24–76.

[206] U.S. EPA. (1991). Effects of organic chemicals in the atmosphere on terrestrial plants. EPA/600/3–91/001.

[207] Cape J.N., I.D. Leith, J. Binnie, J. Content, M. Donkin, M. Skewes, D.N. Price, A.R. Brown, A.D. Sharpe. (2003). Effects of VOCs on herbaceous plants in an open-top chamber experiment. Environ. Pollut. 124:341–343.

[208] Cape J.N., I.D. Leith, J. Binnie, J. Content, M. Donkin, M. Skewes, D.N. Price, A.R. Brown, A.D. Sharpe. (2003). Effects of VOCs on herbaceous plants in an open-top chamber experiment. Environ. Pollut. 124:341–343.

[209] Viskari E–L. (2000). Epicuticular wax of Norway spruce needles as indicator of traffic pollutant deposition. Water, Air, and Soil Pollut. 121:327–337.

[210] Ugrekhelidze D., F. Korte, G. Kvesitadze. (1997). Uptake and transformation of benzene and toluene by plant leaves. Ecotox. Environ. Safety 37:24–29.

[211] Kammerbauer H., H. Selinger, R. Rommelt, A. Ziegler-Jons, D. Knoppik, B. Hock. (1987). Toxic components of motor vehicle emissions for the spruce Picea abies. Environ. Pollut. 48:235–243.

[212] Reference to hydrocarbon (HC) standards includes nonmethane hydrocarbon (NMHC), nonmethane-nonethane hydrocarbon (NMNEHC) and nonmethane hydrocarbon equivalent (NMHCE). See 40 CFR 86.007–11.

[213] As noted in the following sections, we are proposing some updates to 40 CFR parts 1037, 1065, and 1068 to apply to other sectors in addition to heavy-duty highway engines.

certification and compliance provisions into 40 CFR part 1036.[214]

i. Compression- and Spark-Ignition Engines Regulatory Text

For many years, the regulations of 40 CFR part 86 have referred to ''diesel heavy-duty engines'' and ''Otto-cycle heavy-duty engines''; however, as we migrate the heavy-duty provisions of 40 CFR part 86, subpart A, to 40 CFR part 1036 in this rule, we proposed to refer to these engines as ''compression-ignition'' (CI) and ''spark-ignition'' (SI), respectively, which are more comprehensive terms and consistent with existing language in 40 CFR part 1037 for heavy-duty motor vehicle regulations. We also proposed to update the terminology for the primary intended service classes in 40 CFR 1036.140 to replace Heavy heavy-duty engine with Heavy HDE, Medium heavy-duty engine with Medium HDE, Light heavy-duty engine with Light HDE, and Spark-ignition heavy-duty engine with Spark-ignition HDE.[215] We received no adverse comment and are finalizing these terminology changes, as proposed. This final rule revises 40 CFR parts 1036 and 1037 to reflect this updated terminology. Throughout this preamble, reference to diesel and Otto-cycle engines and the previous service class nomenclature is generally limited to discussions relating to current test procedures and specific terminology used in 40 CFR part 86. Heavy-duty engines not meeting the definition of compression-ignition or spark-ignition are deemed to be compression-ignition engines for purposes of part 1036, per 40 CFR 1036.1(c) and are subject to standards in 40 CFR 1036.104.

ii. Heavy-Duty Hybrid Regulatory Text

Similar to our updates to more comprehensive and consistent terminology for CI and SI engines, as part of this rule we are also finalizing three main updates and clarifications to regulatory language for hybrid engines and hybrid powertrains. First, as proposed, we are finalizing an updated definition of ''engine configuration'' in 40 CFR 1036.801; the updated definition clarifies that an engine configuration includes hybrid components if it is certified as a hybrid engine or hybrid powertrain. Second, we are finalizing, as proposed, a clarification in 40 CFR 1036.101(b) that regulatory references in part 1036 to engines generally apply to hybrid engines and hybrid powertrains. Third, we are finalizing as proposed that manufacturers may optionally test the hybrid engine and powertrain together, rather than testing the engine alone. The option to test hybrid engine and powertrain together allows manufacturers to demonstrate emission performance of the hybrid technology that are not apparent when testing the engine alone. If the emissions results of testing the hybrid engine and powertrain together show NO_X emissions lower than the final standards, then EPA anticipates that manufacturers may choose to participate in the NO_X ABT program in the final rule (see preamble Section IV.G for details on the final ABT program).

We requested comment on our proposed clarification in 40 CFR 1036.101(b) that manufacturers may optionally test the hybrid engine and powertrain together, rather than testing the engine alone, and specifically, whether EPA should require all hybrid engines and powertrains to be certified together, rather than making it optional. For additional details on our proposed updates and clarifications to regulatory language for hybrid engines and hybrid powertrains, as well as our specific requests for comment on these changes, see the proposed rule preamble (87 FR 17457, March 28, 2022).

Several commenters support the proposal to allow manufacturers to certify hybrid powertrains with a powertrain test procedure, but urge EPA to continue to allow manufacturers to certify hybrid systems using engine dynamometer testing procedures. These commenters stated that the powertrain dynamometer test procedures produce emission results that are more representative of hybrid engine or powertrain on-road operation than engine-only testing, however, commenters also stated the proposed test cycles are not reflective of real-world applications where hybrid technology works well and urged EPA to finalize different duty-cycles. In contrast, one commenter pointed to data collected from light-duty hybrid electric vehicles in Europe that the commenter stated shows hybrid-electric vehicles (HEVs) emit at higher levels than demonstrated in current certification test procedures; based on those data the commenter stated that EPA should not allow HEVs to generate NO_X emissions credits. Separately, some commenters also stated that requiring powertrain testing for hybrid engines or hybrid powertrains certification would add regulatory costs or other logistical challenges.

After considering these comments, EPA has determined that powertrain testing for hybrid systems should remain an option in this final rule. This option allows manufacturers to demonstrate emission performance of the hybrid technology, without requiring added test burden or logistical constraints. We are therefore finalizing as proposed the allowance for manufacturers to test the hybrid engine and powertrain together. If testing the hybrid engine and hybrid powertrain together results in NO_X emissions that are below the final standards, then manufacturers can choose to certify to a FEL below the standard, and then generate NO_X emissions credits as provided under the final ABT program (see Section IV.G). We disagree with one commenter who asserted that manufacturers should not be allowed to generate NO_X emissions credits from HEVs based on data showing higher emissions from HEVs operating in the real-world compared to certification test data in Europe. Rather, we expect the powertrain test procedures we are finalizing will accurately reflect NO_X emissions from HEVs due to the specifications we are including in the final test procedures, which differ from the certification test procedures to which the commenter referred.[216] See preamble Section III.B.2.v for more details on the powertrain test procedures that we are finalizing.

Similarly, we disagree with those commenters urging EPA to finalize different duty-cycle tests to reflect hybrid real-world operations. While the duty-cycles suggested by commenters would represent some hybrid operations, they would not represent the duty-cycles of other hybrid vehicle types. See Section 3 of the Response to Comments document for additional details on our responses to comments on different duty-cycles for hybrid vehicles, and responses to other comments on hybrid engines and hybrid powertrains.

In addition to our three main proposed updates and clarifications to regulatory language for hybrid engines and hybrid powertrain, we also proposed that manufacturers would certify a hybrid engine or hybrid powertrain to criteria pollutant

[214] Stout, Alan; Brakora, Jessica. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Technical Issues Related to Migrating Heavy-Duty Highway Engine Certification Requirements from 40 CFR part 86, subpart A, to 40 CFR part 1036''. March 2022.

[215] This new terminology for engines is also consistent with the ''HDV'' terminology used for vehicle classifications in 40 CFR 1037.140.

[216] We note that the data provided by the commenter was specific to light-duty vehicles and evaluated CO_2 emissions, not criteria pollutant emissions. EPA proposed and is finalizing changes to the light-duty test procedures for HEVs; in this Section III we focus on heavy-duty test procedures. See preamble Section XI and RTC Section 32 for details on the light-duty test procedures for HEVs.

standards by declaring a primary intended service class of the engine configuration using the proposed, updated 40 CFR 1036.140.[217] Our proposal included certifying to the same useful life requirements of the primary intended service class, which would provide truck owners and operators with similar assurance of durability regardless of the powertrain configuration they choose. Finally, we proposed an update to 40 CFR 1036.230(e) such that engine configurations certified as a hybrid engine or hybrid powertrain may not be included in an engine family with conventional engines, which is consistent with the current provisions. We received no adverse comment and are finalizing as proposed these updates to 40 CFR 1036.140 and 1036.230(e).

iii. Heavy-Duty Zero Emissions Vehicles Regulatory Text

As part of this final rule we are also updating and consolidating regulatory language for battery-electric vehicles and fuel cell electric vehicles (BEVs and FCEVs), collectively referred to as zero emissions vehicles (ZEVs). For ZEVs, we are finalizing as proposed a consolidation and update to our regulations as part of a migration of heavy-duty vehicle regulations from 40 CFR part 86 to 40 CFR part 1037. In the HD GHG Phase 1 rulemaking, EPA revised the heavy-duty vehicle and engine regulations to make them consistent with our regulatory approach to electric vehicles (EVs) under the light-duty vehicle program. Specifically, we applied standards for all regulated criteria pollutants and GHGs to all heavy-duty vehicle types, including EVs.[218] Starting in MY 2016, criteria pollutant standards and requirements applicable to heavy-duty vehicles at or below 14,000 pounds gross vehicle weight rating (GVWR) in 40 CFR part 86, subpart S, applied to heavy-duty EVs above 14,000 pounds GVWR through the use of good engineering judgment (see current 40 CFR 86.016–1(d)(4)). Under the current 40 CFR 86.016–1(d)(4), heavy-duty vehicles powered solely by electricity are deemed to have zero emissions of regulated pollutants; this provision also provides that heavy-duty EVs may not generate NO_X or PM emission credits.

As proposed, this final rule consolidates certification requirements for ZEVs over 14,000 pounds GVWR in 40 CFR part 1037 such that manufacturers of ZEVs over 14,000 pounds GVWR will certify to meeting the emission standards and requirements of 40 CFR part 1037. There are no criterial pollutant emission standards in 40 CFR part 1037, so we state in a new 40 CFR 1037.102, with revisions from the proposed rule, that heavy-duty vehicles without propulsion engines are subject to the same criteria pollutant emission standards that apply for engines under 40 CFR part 86, subpart A, and 40 CFR part 1036. We further specify in the final 40 CFR 1037.102 that ZEVs are deemed to have zero tailpipe emissions of criteria pollutants. As discussed in Section IV.G, we are choosing not to finalize our proposal to allow manufacturers to generate NO_X emission credits from ZEVs if the vehicle met certain proposed requirements. We are accordingly carrying forward in the final 40 CFR 1037.102 a provisions stating that manufacturers may not generate emission credits from ZEVs. We are choosing not to finalize the proposed durability requirements for ZEVs, but we may choose in a future action to reexamine this issue. We are finalizing as proposed to continue to not allow heavy-duty ZEVs to generate PM emission credits since we are finalizing as proposed not to allow any manufacturer to generate PM emission credits for use in MY 2027 and later under the final ABT program presented in Section IV.G.

The provisions in existing and final 40 CFR 1037.5 defer to 40 CFR 86.1801–12 to clarify how certification requirements apply for heavy-duty vehicles at or below 14,000 pounds GVWR. Emission standards and certification requirements in 40 CFR part 86, subpart S, generally apply for complete heavy-duty vehicles at or below 14,000 pounds GVWR. We proposed to also apply emission standards and certification requirements under 40 CFR part 86, subpart S, for all incomplete vehicles at or below 14,000 pounds GVWR. We decided not to adopt this requirement and are instead continuing to allow manufacturers to choose whether to certify incomplete vehicles at or below 14,000 pounds GVWR to the emission standards and certification requirements in either 40 CFR part 86, subpart S, or 40 CFR part 1037.

2. Numeric Standards and Test Procedures for Compression-Ignition and Spark-Ignition Engines

As summarized in preamble Section I.B and detailed in this preamble Section III, we are finalizing numeric NO_X standards and useful life periods that are largely consistent with the most stringent proposed option for MY 2027. The specific standards are summarized in Section III.B, Section 0, Section III.D, and Section III.E. As required by CAA section 202(a)(3), EPA is finalizing new NO_X, PM, HC, and CO emission standards for heavy-duty engines that reflect the greatest degree of emission reduction achievable through the application of technology that we have determined would be available for MY 2027, and in doing so have given appropriate consideration to additional factors, namely lead time, cost, energy, and safety. For all heavy-duty engine classes, the final numeric NO_X standards for medium- and high-load engine operations match the most stringent standards proposed for MY 2027; for low-load operations we are finalizing the most stringent standard proposed for any model year (see III.B.2.iii for discussion).[219] For smaller heavy-duty engine service classes (*i.e.,* light and medium heavy-duty engines CI and SI heavy-duty engines), the numeric standards are combined with the longest useful life periods we proposed. For the largest heavy-duty engines (*i.e.,* heavy heavy-duty engines), the final numeric standards are combined with the longest useful life mileage that we proposed for MY 2027. The final useful life periods for the largest heavy-duty engines are 50 percent longer than today's useful life periods, which will play an important role in ensuring continued emissions control while the engines operate on the road. The final numeric emissions standards and useful life periods for all heavy-duty engines are based on further consideration of data included in the proposal from our engine demonstration programs that show the final emissions standards are feasible at the final useful life periods applicable to these each heavy-duty engine service class. Our assessment of the data available at the time of proposal is further supported by our evaluation of additional information and public comments stating that the proposed standards are feasible. Our technical assessments are primarily based on results from testing several diesel engine and aftertreatment systems at Southwest Research Institute and at EPA's National Vehicle and Fuel Emissions Laboratory (NVFEL), as well as heavy-duty gasoline engine testing conducted at NVFEL; we also

[217] The current provisions of 40 CFR 1036.140 distinguish classes based on engine characteristics and characteristics of the vehicles for which manufacturers intend to design and market their engines.

[218] 76 FR 57106, September 15, 2011.

[219] As proposed, we are finalizing a new test procedure for heavy-duty CI engines to demonstrate emission control when the engine is operating under low-load and idle conditions; this new test procedure does not apply to heavy-duty SI engines (see Section III.B.2.iii for additional discussion).

considered heavy-duty engine certification data submitted to EPA by manufacturers, ANPR and NPRM comments, and other data submitted by industry stakeholders or studies conducted by EPA, as more specifically identified in the sections that follow.

After further consideration of the data included in the proposal, as well as information submitted by commenters and additional data we collected since the time of proposal, we are finalizing two updates from our proposed testing requirements in order to ensure the greatest emissions reductions technically achievable are met throughout the final useful life periods; these updates are tailored to the larger engine classes (medium and heavy heavy-duty engines). First, we are finalizing a requirement for manufacturers to demonstrate before heavy heavy-duty engines are in-use that the emissions control technology is durable through a period of time longer than the final useful life mileage. For these largest engines with the longest useful life mileages, the extended laboratory durability demonstration will better ensure the final standards will be met throughout the regulatory useful life under real-world operations where conditions are more variable. Second, we are finalizing an interim in-use compliance allowance that applies when EPA evaluates whether heavy or medium heavy-duty engines are meeting the final standards after these engines are in use in the real-world. When combined with the final useful life values, we believe the interim in-use compliance allowance will address concerns raised in comments from manufacturers that the more stringent proposed MY 2027 standards would not be feasible to meet over the very long useful life periods of heavy heavy-duty engines, or under the challenging duty-cycles of medium heavy-duty engines. This interim, in-use compliance allowance is generally consistent with our past practice (for example, see 66 FR 5114, January 18, 2001); also consistent with past practice, the compliance allowance is included as an interim provision that we may reassess in the future through rulemaking based on the performance of emissions controls over the final useful life periods for medium and heavy heavy-duty engines.[220] To set standards that result in the greatest emission reductions achievable for medium and heavy heavy-duty engines, we considered additional data that we and others collected since the time of the proposal; these data show the significant technical challenge of maintaining very low NO_X emissions throughout very long useful life periods for heavy heavy-duty engines, and greater amounts of certain aging mechanisms over the long useful life periods of medium heavy-duty engines. In addition to these data, in setting the standards we gave appropriate consideration to costs associated with the application of technology to achieve the greatest emissions reductions in MY 2027 (*i.e.,* cost of compliance for manufacturers associated with the standards[221]) and other statutory factors, including energy and safety. We determined that for heavy heavy-duty engines the combination of: (1) The most stringent MY 2027 standards proposed, (2) longer useful life periods compared to today's useful life periods, (3) targeted, interim compliance allowance approach to in-use compliance testing, and (4) the extended durability demonstration for emissions control technologies is appropriate, feasible, and consistent with our authority under the CAA to set technology-forcing criteria pollutant standards for heavy-duty engines for their useful life.[222] Similarly, for medium heavy-duty engines we determined that the combination of the first three elements (*i.e.,* most stringent MY 2027 standards proposed, increase in useful life periods, and interim compliance allowance for in-use testing) is appropriate, feasible, and consistent with our CAA authority to set technology-forcing criteria pollutant standards for heavy-duty engines for their useful life.

In addition to the final standards for the defined duty cycle and off-cycle test procedures, the final standards include several other provisions for controlling emissions from specific operations in CI or SI engines. First, we are finalizing, as proposed, to allow CI engine manufacturers to voluntarily certify to idle standards using a new idle test procedure that is based on an existing California Air Resources Board (CARB) procedure.[223]

We are also finalizing two options for manufacturers to control engine crankcase emissions. Specifically, manufacturers will be required to either: (1) As proposed, close the crankcase, or (2) measure and account for crankcase emissions using an updated version of the current requirements for an open crankcase. We believe that either will ensure that the total emissions are accounted for during certification testing and throughout the engine operation during useful life. See Section III.B for more discussion on both the final idle and crankcase provisions.

For heavy-duty SI, we are finalizing as proposed a new refueling emission standard for incomplete vehicles above 14,000 lb GVWR starting in MY 2027.[224] The final refueling standard is based on the current refueling standard that applies to complete heavy-duty gasoline-fueled vehicles. Consistent with the current evaporative emission standards that apply for these same vehicles, we are finalizing a requirement that manufacturers can use an engineering analysis to demonstrate that they meet our final refueling standard. We are also adopting an optional alternative phase-in compliance pathway that manufacturers can opt into in lieu of being subject to this implementation date for all incomplete heavy-duty vehicles above 14,000 pounds GVWR (see Section III.E for details).

Consistent with our proposal, we are also finalizing several provisions to

[220] We plan to closely monitor the in-use emissions performance of model year 2027 and later engines to determine the long-term need for the interim compliance allowance. For example, we intend to analyze the data from the manufacturer run in-use testing program to compare how engines age in the field compared to how they age in the laboratory.

[221] More specifically, for this rule in setting the final standards and consistent with CAA section 202(a)(3)(A), the cost of compliance for manufacturers associated with the standards that EPA gave appropriate consideration to includes the direct manufacturing costs and indirect costs incurred by manufacturers associated with meeting the final standards over the corresponding final useful life values, given that this rule sets new more stringent standards through both the numeric level of the standard and the length of the useful life period.

[222] CAA section 202(a)(3)(A) is a technology-forcing provision and reflects Congress' intent that standards be based on projections of future advances in pollution control capability, considering costs and other statutory factors. See *National Petrochemical & Refiners Association* v. *EPA*, 287 F.3d 1130, 1136 (D.C. Cir. 2002) (explaining that EPA is authorized to adopt ''technology-forcing'' regulations under CAA section 202(a)(3)); *NRDC* v. *Thomas*, 805 F.2d 410, 428 n.30 (D.C. Cir. 1986) (explaining that such statutory language that ''seek[s] to promote technological advances while also accounting for cost does not detract from their categorization as technology-forcing standards''); see also *Husqvarna AB* v. *EPA*, 254 F.3d 195 (D.C. Cir. 2001) (explaining that CAA sections 202 and 213 have similar language and are technology-forcing standards). In this context, the term ''technology-forcing'' has a specific legal meaning and is used to distinguish standards that may require manufacturers to develop new technologies (or significantly improve existing technologies) from standards that can be met using existing off-the-shelf technology alone. Technology-forcing standards such as those in this final rule do not require manufacturers to use specific technologies.

[223] 13 CCR 1956.8 (a)(6)(C)—Optional NO_X idling emission standard.

[224] Some vehicle manufactures sell their engines or ''incomplete vehicles'' (*i.e.,* chassis that include their engines, the frame, and a transmission) to body builders who design and assemble the final vehicle.

reduce emissions from a broader range of engine operating conditions. First, we are finalizing new standards for our existing test procedures to reduce emissions under medium- and high-load operations (*e.g.,* when trucks are traveling on the highway). Second, we are finalizing new standards and a corresponding new test procedure to measure emissions during low-load operations (*i.e.,* the low-load cycle, LLC). Third, we are finalizing new standards and updates to an existing test procedure to measure emissions over the broader range of operations that occur when heavy-duty engines are operating on the road (*i.e.,* off-cycle).[225]

The new, more stringent numeric standards for the existing laboratory-based test procedures that measure emissions during medium- and high-load operations will ensure significant emissions reductions from heavy-duty engines. Without this final rule, these medium- and high-load operations are projected to contribute the most to heavy-duty NO_X emissions in 2045.

We are finalizing as proposed a new LLC test procedure, which will ensure demonstration of emission control under sustained low-load operations. After further consideration of data included in the proposal, as well as additional information from the comments summarized in this section, we are finalizing the most stringent numeric standard for the LLC that we proposed for any model year. As discussed in our proposal, data from our CI engine demonstration program showed that the lowest numeric NO_X standard proposed would be feasible for the LLC throughout a useful life period similar to the useful life we are finalizing for the largest heavy-duty engines. After further consideration of this data, and additional support from data collected since the time of proposal, we are finalizing the most stringent standard proposed for any model year.

We are finalizing new numeric standards and revisions to the proposed off-cycle test procedure. We proposed updates to the current off-cycle test procedure that included binning emissions measurements based on the type of operation the engine is performing when the measurement data is being collected. Specifically, we proposed that emissions data would be grouped into three bins, based on if the engine was operating in idle (Bin 1), low-load (Bin 2), or medium-to-high load (Bin 3) operation. Given the different operational profiles of each of the three bins, we proposed a separate standard for each bin. Based on further consideration of data included in the proposal, as well as additional support from our consideration of data provided by commenters, we are finalizing off-cycle standards for two bins, rather than three bins; correspondingly, we are finalizing a two-bin approach for grouping emissions data collected during off-cycle test procedures. Our evaluation of available information shows that two bins better represent the differences in engine operations that influence emissions (*e.g.,* exhaust temperature, catalyst efficiency) and ensure sufficient data is collected in each bin to allow for an accurate analysis of the data to determine if emissions comply with the standard for each bin. Preamble Section III.C further discusses the final off-cycle standards.

3. Implementation of the Final Program

As discussed in this section, we have evaluated the final standards in terms of technological feasibility, lead time, and stability, and given appropriate consideration to cost, energy, and safety, consistent with the requirements in CAA section 202(a)(3). The final standards are based on data from our CI and SI engine feasibility demonstration programs that was included in the proposal, and further supported by information submitted by commenters and additional data we collected since the time of proposal. Our evaluation of available data shows that the final standards and useful life periods are feasible and will result in the greatest emission reductions achievable for MY 2027, pursuant to CAA section 202(a)(3), giving appropriate consideration to cost, lead time, and other factors. We note that CAA section 202(a)(3) neither requires that EPA consider all the statutory factors equally nor mandates a specific method of cost analysis; rather EPA has discretion in determining the appropriate consideration to give such factors.[226] As discussed in the Chapter 3 of the RIA, the final standards are achievable without increasing the overall fuel consumption and CO_2 emissions of the engine (1) for each of the duty cycles (SET, FTP, and LLC), and (2) for the fuel mapping test procedures defined in 40 CFR 1036.535 and 1036.540.[227] Finally, the final standards will have no negative impact on safety, based on the existing use of these technologies in light-duty and heavy-duty engines on the road today (see section 3 of the Response to Comments document for additional discussion on our assessment that the final standards will have no negative impact on safety). This includes the safety of closed crankcase systems, which we received comment on. As discussed in Section 3 of the RTC, one commenter stated that requiring closed crankcases could increase the chance of engine run away caused by combustion of engine oil that could enter the intake from the closed-crankcase system. We disagree with the commenter since closed crankcase systems are used on engines today with no adverse effect on safety; however, we are providing flexibility for manufactures to meet the final standards regarding crankcase emissions (see preamble Section III.B.2.vi for details).

While we have referenced a technology pathway for complying with our standards (Chapter 3 of the RIA) that is consistent with CAA section 202(a)(3), there are other technology pathways that manufacturers may choose in order to comply with the performance-based final standards. We did not rely on alternative technology pathways in our assessment of the feasibility of the final standards, however, manufacturers may choose from any number of technology pathways to comply with the final standards (*e.g.,* alternative fuels, including biodiesel, renewable diesel, renewable natural gas, renewable propane, or hydrogen in combination with relevant emissions aftertreatment technologies, and electrification, including plug-in hybrid electric vehicles, battery-electric or fuel cell

[225] Duty-cycle test procedures measure emissions while the engine is operating over precisely defined duty cycles in an emissions testing laboratory and provide very repeatable emission measurements. ''Off-cycle'' test procedures measure emissions while the engine is not operating on a specified duty cycle; this testing can be conducted while the engine is being driven on the road (*e.g.,* on a package delivery route), or in an emission testing laboratory. Both duty-cycle and off-cycle testing are conducted pre-production (*e.g.,* for certification) or post-production to verify that the engine meets applicable duty-cycle or off-cycle emission standards throughout useful life (see Section III for more discussion).

[226] See, *e.g., Sierra Club* v. *EPA*, 325 F.3d 374, 378 (D.C. Cir. 2003) (explaining that similar technology forcing language in CAA section 202(l)(2) ''does not resolve how the Administrator should weigh all [the statutory] factors in the process of finding the 'greatest emission reduction achievable' ''); *Husqvarna AB* v. *EPA*, 254 F.3d 195, 200 (D.C. Cir. 2001) (explaining that under CAA section 213's similar technology-forcing authority that ''EPA did not deviate from its statutory mandate or frustrate congressional will by placing primary significance on the 'greatest degree of emission reduction achievable' '' or by considering cost and other statutory factors as important but secondary).

[227] The final ORVR requirements discussed in Section III.E will reduce fuel consumed from gasoline fuel engines, but these fuel savings will not be measured on the duty cycles since the test procedures for these tests measure tailpipe emissions and do not measure emissions from refueling. We describe our estimate of the fuel savings in Chapter 7 of the RIA.

electric vehicles). As noted in Section I, we are finalizing a program that will begin in MY 2027, which is the earliest year that standards can begin to apply under CAA section 202(a)(3)(C).[228] The final NO_X standards are a single-step program that reflect the greatest emission reductions achievable starting in MY 2027, giving appropriate consideration to costs and other factors. In this final rule, we are focused on achieving the greatest emission reductions achievable in the MY 2027 timeframe, and have applied our judgment in determining the appropriate standards for MY 2027 under this authority for a national program. As the heavy-duty industry continues to transition to zero-emission technologies, EPA could consider additional criteria pollutant standards for model years beyond 2027 in future rules.

In the event that manufacturers start production of some engine families sooner than four years from our final rule, we are finalizing a provision for manufacturers to split the 2027 model year, with an option for manufacturers to comply with the final MY 2027 standards for all engines produced for that engine family in MY 2027. Specifically, we are finalizing as proposed that a MY 2027 engine family that starts production within four years of the final rule could comply with the final MY 2027 standards for all engines produced for that engine family in MY2027, or could split the engine family by production date in MY 2027 such that engines in the family produced prior to four years after the date that the final rule is promulgated would continue to be subject to the existing standards.[229] [230] The split model year provision for MY 2027 provides assurance that all manufacturers, regardless of when they start production of their engine families, will have four years of lead time to the MY 2027 standards under this final rule, while also maximizing emission reductions, which is consistent with our CAA authority. This final rule is promulgated upon the date of signature, upon which date EPA also provided this signed final rule to manufacturers and other stakeholders by email and posted it on EPA's public website.[231]

4. Severability

This final rule includes new and revised requirements for numerous provisions under various aspects of the highway heavy-duty emission control program, including numeric standards, test procedures, regulatory useful life, emission-related warranty, and other requirements. Further, as explained in Sections I and XI, it modernizes and amends numerous other CFR parts for other standard-setting parts for various specific reasons. Therefore, this final rule is a multifaceted rule that addresses many separate things for independent reasons, as detailed in each respective section of this preamble. We intended each portion of this rule to be severable from each other, though we took the approach of including all the parts in one rulemaking rather than promulgating multiple rules to modernize each part of the program.

For example, the following portions of this rulemaking are mutually severable from each other, as numbered: (1) The emission standards in section III; (2) warranty in Section IV.B.1; (3) OBD requirements in Section IV.C; (4) inducements requirements in Section IV.D; (5) ABT program in Section IV.G; (6) the migration and clarification of regulatory text in Section III.A; and (7) other regulatory amendments discussed in Section XI. Each emission standard in Section III is also severable from each other emission standard, including for each duty-cycle, off-cycle, and refueling standard; each pollutant; and each primary intended service class. For example, the NO_X standard for the FTP duty-cycle for Heavy HDE is severable from all other emission standards. Each of the migration and clarification regulatory amendments in Section III.A is also severable from all the other regulatory amendments in that Section, and each of the regulatory amendments in Section XI is also severable from all the other regulatory amendments in that Section. If any of the above portions is set aside by a reviewing court, then we intend the remainder of this action to remain effective, and the remaining portions will be able to function absent any of the identified portions that have been set aside. Moreover, this list is not intended to be exhaustive, and should not be viewed as an intention by EPA to consider other parts of the rule not explicitly listed here as not severable from other parts of the rule.

B. Summary of Compression-Ignition Exhaust Emission Standards and Duty Cycle Test Procedures

EPA is finalizing new NO_X, PM, HC, and CO emission standards for heavy-duty compression-ignition engines that will be certified under 40 CFR part 1036.[232] [233] We are finalizing new emission standards for our existing laboratory test cycles (*i.e.,* SET and FTP) and finalizing new NO_X, PM, HC and CO emission standards based on a new LLC, as described in this section.[234] The standards for NO_X, PM, and HC are in units of milligrams/horsepower-hour instead of the grams/horsepower-hour used for existing standards because using units of milligrams better reflects the precision of the new standards, rather than adding multiple zeros after the decimal place. Making this change will require updates to how manufacturers report data to the EPA in the certification application, but it does not require changes to the test procedures that define how to determine emission values.

The final duty cycle emission standards in 40 CFR 1037.104 apply starting in model year 2027. This final rule includes new standards over the SET and FTP duty cycles currently used for certification, as well as new standards over a new LLC duty cycle to ensure manufacturers of compression-ignition engines are designing their engines to address emissions in during lower load operation that is not covered by the SET and FTP. The new standards are shown in Table III–1.

TABLE III–1—FINAL DUTY CYCLE EMISSION STANDARDS FOR LIGHT HDE, MEDIUM HDE, AND HEAVY HDE

Duty cycle	Model year 2027 and later			
	NO_X [a] mg/hp-hr	HC mg/hp-hr	PM mg/hp-hr	CO g/hp-hr
SET and FTP	35	60	5	6.0

[228] Section 202(a)(3)(C) requires that standards under 202(a)(3)(A) apply no earlier than 4 years after promulgation, and apply for no less than 3 model years.

[229] See 40 CFR 86.007–11.

[230] 40 CFR 1036.150(t).

[231] This final rule will also be published in the **Federal Register**, and the effective date runs from the date of publication as specified in the **DATES** section. Note, non-substantive edits from the Office of the Federal Register may appear in the published version of the final rule.

[232] See 40 CFR 1036.104.

[233] See 40 CFR 1036.605 and Section XI.B of this preamble for a discussion of engines installed in specialty vehicles.

[234] See 40 CFR 1036.104.

TABLE III–1—FINAL DUTY CYCLE EMISSION STANDARDS FOR LIGHT HDE, MEDIUM HDE, AND HEAVY HDE—Continued

Duty cycle	Model year 2027 and later			
	NO_X [a] mg/hp-hr	HC mg/hp-hr	PM mg/hp-hr	CO g/hp-hr
LLC	50	140	5	6.0

[a] An interim NO_X compliance allowance of 15 mg/hp-hr applies for any in-use testing of Medium HDE and Heavy HDE. Manufacturers will add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle Bin 2, for both in-use field testing and laboratory testing as described in 40 CFR part 1036, subpart E. Note, the NO_X compliance allowance doesn't apply to confirmatory testing described in 40 CFR 1036.235(c) or selective enforcement audits described in 40 CFR part 1068.

This Section III.B describes the duty cycle emission standards and test procedures we are finalizing for compression-ignition engines. We describe compression-ignition engine technology packages that demonstrate the feasibility of achieving these standards in Section III.B.3.ii. The proposed rule provided an extensive discussion of the rationale and information supporting the proposed duty cycle standards (87 FR 17460, March 28, 2022). Chapters 1, 2, and 3 of the RIA include additional information related to the range of technologies to control criteria emissions, background on applicable test procedures, and the full feasibility analysis for compression-ignition engines. See also section 3 of the Response to Comments for a detailed discussion of the comments and how they have informed this final rule.

As part of this rulemaking, we are finalizing an increase in the useful life for each engine class as described in Section IV.A. The emission standards outlined in this section will apply for the longer useful life periods and manufacturers will be responsible for demonstrating that their engines will meet these standards as part of the revisions to durability requirements described in Section IV.F. In Section IV.G, we discuss the updates to the ABT program, including updates to account for the three laboratory cycles (SET, FTP, and LLC) with unique standards.

1. Background on Existing Duty Cycle Test Procedures and Standards

We begin by providing background information on the existing duty cycle test procedures and standards as relevant to this final rule, including the SET and FTP standards and test procedures, powertrain and hybrid powertrain test procedures, test procedure adjustments to account for production and measurement variability, and crankcase emissions. Current criteria pollutant standards must be met by compression-ignition engines over both the SET and FTP duty cycles. The FTP duty cycles, which date back to the 1970s, are composites of a cold-start and a hot-start transient duty cycle designed to represent urban driving. There are separate FTP duty cycles for both SI and CI engines. The cold-start emissions are weighted by one-seventh and the hot-start emissions are weighted by six-sevenths.[235] The SET is a more recent duty cycle for diesel engines that is a continuous cycle with ramped transitions between the thirteen steady-state modes.[236] The SET does not include engine starting and is intended to represent fully warmed-up operating modes not emphasized in the FTP, such as more sustained high speeds and loads.

Emission standards for criteria pollutants are currently set to the same numeric value for SET and FTP test cycles, as shown in Table III–2. Manufacturers of compression-ignition engines have the option under the existing regulations to participate in our ABT program for NO_X and PM, as discussed in the background of Section IV.G.[237] These pollutants are subject to FEL caps under the existing regulations of 0.50 g/hp-hr for NO_X and 0.02 g/hp-hr for PM.[238]

TABLE III–2—EXISTING PART 86 DIESEL-CYCLE ENGINE STANDARDS OVER THE SET AND FTP DUTY CYCLES

NO_X [a] (g/hp-hr)	PM [b] (g/hp-hr)	HC (g/hp-hr)	CO (g/hp-hr)
0.20	0.01	0.14	15.5

[a] Engine families participating in the existing ABT program are subject to a FEL cap of 0.50 g/hp-hr for NO_X.
[b] Engine families participating in the existing ABT program are subject to a FEL cap of 0.02 g/hp-hr for PM.

EPA developed powertrain and hybrid powertrain test procedures for the HD GHG Phase 2 Heavy-Duty Greenhouse Gas rulemaking (81 FR 73478, October 25, 2016) with updates in the HD Technical Amendments final rule (86 FR 34321, June 29, 2021).[239] The powertrain and hybrid powertrain tests allow manufacturers to directly measure the effectiveness of the engine, the transmission, the axle and the integration of these components as an input to the Greenhouse gas Emission Model (GEM) for compliance with the greenhouse gas standards. As part of the technical amendments, EPA updated the powertrain test procedure to allow use of test cycles beyond the current GEM vehicle drive cycles, to include the SET and FTP engine-based test cycles and to facilitate hybrid powertrain testing (40 CFR 1036.510, 1036.512, and 1037.550).

These heavy-duty diesel-cycle engine standards are applicable for a useful life period based on the primary intended service class of the engine.[240] For certification, manufacturers must demonstrate that their engines will meet these standards throughout the useful life by performing a durability test and applying a deterioration factor (DF) to their certification value.[241] Additionally, manufacturers must adjust emission rates for engines with exhaust aftertreatment to account for infrequent

[235] See 40 CFR 86.007–11 and 40 CFR 86.008–10.
[236] See 40 CFR 86.1362.
[237] See 40 CFR 86.007–15.
[238] See 40 CFR 86.007–11.
[239] See 40 CFR 1037.550.
[240] 40 CFR 86.004–2.
[241] See 40 CFR 86.004–26(c) and (d) and 86.004–28(c) and (d).

regeneration events accordingly.[242] To account for variability in these measurements, as well as production variability, manufacturers typically add margin between the DF plus infrequent regeneration adjustment factor (IRAF) adjusted test result and the FEL. A summary of the margins manufacturers have added for MY 2019 and newer engines is summarized in Chapter 3.1.2 of the RIA.

Current regulations restrict the discharge of crankcase emissions directly into the ambient air. Blowby gases from gasoline engine crankcases have been controlled for many years by sealing the crankcase and routing the gases into the intake air through a positive crankcase ventilation (PCV) valve. However, in the past there have been concerns about applying a similar technology for diesel engines. For example, high PM emissions venting into the intake system could foul turbocharger compressors. As a result of this concern, diesel-fueled and other compression-ignition engines equipped with turbochargers (or other equipment) were not required to have sealed crankcases (see 40 CFR 86.007–11(c)). For these engines, manufacturers are allowed to vent the crankcase emissions to ambient air as long as they are measured and added to the exhaust emissions during all emission testing to ensure compliance with the emission standards. Because all new highway heavy-duty diesel engines on the market today are equipped with turbochargers, they are not required to have closed crankcases under the current regulations. Chapter 1.1.4 of the RIA describes EPA's recent test program to evaluate the emissions from open crankcase systems on two modern heavy-duty diesel engines. Results suggest HC and CO emitted from the crankcase can be a notable fraction of overall tailpipe emissions. By closing the crankcase, those emissions would be rerouted to the engine or aftertreatment system to ensure emission control.

2. Test Procedures and Standards

As described in Section III.B.3.ii, we have determined that the technology packages evaluated for this final action can achieve the new duty-cycle standards. We are finalizing a single set of standards that take effect starting in MY 2027, including not only new numerical standards for new and existing duty-cycles but also other new numerical standards for revised off-cycles test procedures and compliance provisions, longer useful life periods, and other requirements.

The final standards were derived to achieve the maximum feasible emissions reductions from heavy-duty diesel engines for MY 2027, considering lead time, stability, cost, energy, and safety. To accomplish this, we evaluated what operation made up the greatest part of the inventory, as discussed in Section VI.B, and what technologies can be used to reduce emissions in these areas. As discussed in Section I, we project that emissions from operation at low power, medium-to-high power, and mileages beyond the current regulatory useful life of the engine will account for the majority of heavy-duty highway emissions in 2045. To achieve reductions in these three areas, we identified options for cycle-specific standards to ensure that the maximum achievable reductions are seen across the operating range of the engine. As described in Section IV, we are finalizing an increase in the regulatory useful life periods for each heavy-duty engine class to ensure these new standards are met for a greater portion of the engine's operational life. Also as described in Section IV, we are separately lengthening the warranty periods for each heavy-duty engine class, which is expected to help to maintain the benefits of the emission controls for a greater portion of the engine's operational life.

To achieve the goal of reducing emissions across the operating range of the engine, we are finalizing standards for three duty cycles (SET, FTP, and LLC). In finalizing these standards, we assessed the performance of the best available aftertreatment systems under various operating conditions. For example, we observed that these systems are more effective at reducing NO_X emissions at the higher exhaust temperatures that occur at high engine power than they are at reducing NO_X emissions at low exhaust temperatures that occur at low engine power. To achieve the maximum NO_X reductions from the engine at maximum power, the aftertreatment system was designed to ensure that the downstream selective catalytic reduction (SCR) catalyst was properly sized, diesel exhaust fluid (DEF) was fully mixed with the exhaust gas ahead of the SCR catalyst and the diesel oxidation catalyst (DOC) was designed to provide a molar ratio of NO to NO_2 of near one. The final standards for the FTP and LLC are 80 to 90 percent, or more, lower as compared to current standards, which will contribute to reductions in emissions under low power operation and under cold-start conditions. The standards are achievable by utilizing cylinder deactivation (CDA), dual-SCR aftertreatment configuration, closed crankcase, and heated diesel exhaust fluid (DEF) dosing. To reduce emissions under medium to high power, the final standards for the SET are greater than 80 percent lower as compared to current standards. The SET standards are achievable by utilizing improvements to the SCR formulation, SCR catalyst sizing, and improved mixing of DEF with the exhaust. Further information about these technologies can be found in Chapters 1 and 3 of the RIA.

The final PM standards are set at a level that requires heavy-duty engines to maintain the emissions performance of current diesel engines. The final standards for HC and CO are set at levels that are equivalent to the maximum emissions reductions achievable by spark-ignition engines over the FTP, with the general intent of making the final standards fuel neutral.[243] [244] Compared to current standards, the final standards for the SET and FTP duty cycles are 50 percent lower for PM, 57 percent lower for HC, and 61 percent lower for CO. Each of these standards are discussed in more detail in the following sections.

For Heavy HDE, we are finalizing NO_X standards to a useful life of 650,000 miles with a durability demonstration out to 750,000 miles, as discussed later in Section III.B.2. We recognize the greater demonstration burden of a useful life of 650,000 miles for these engines, and after careful analysis are updating our DF demonstration provisions to include two options for an accelerated aging demonstration. However, we also are taking into account that extending a durability demonstration, given that it is conducted in the controlled laboratory environment, will better ensure the final standards will be met throughout the longer final regulatory useful life mileage of 650,000 miles when these engines are operating in the real-world where conditions are more variable. We are thus requiring the durability demonstration to show that the emission control system hardware is designed to comply with the NO_X standards out to 750,000 miles. As discussed further in Section III.B, the aging demonstration out to 750,000 miles in a controlled laboratory environment ensures that manufacturers are designing Heavy HDE to meet the

[242] See 40 CFR 1036.501(d).

[243] See Section III.D for a discussion of these standards as they relate to Spark-ignition HDE.

[244] See 65 FR 6728 (February 10, 2000) and 79 FR 23454 (April 28, 2014) for more discussion on the principle of fuel neutrality applied in recent rulemakings for light-duty vehicle criteria pollutant standards.

final standards out to the regulatory useful life of 650,000 miles once the engine is in the real-world, while reducing the risk of greater real world uncertainties impacting emissions at the longest useful life mileages in the proposed rule. This approach both sets standards that result in the maximum emission reductions achievable in MY 2027 while addressing the technical issues raised by manufacturers regarding various uncertainties in variability and the degradation of system performance over time due to contamination of the aftertreatment from, for example, fuel contamination (the latter of which is out of the manufacturer's control).

As discussed in Section III.B.3, we have assessed the feasibility of the standards for compression-ignition engines by testing a Heavy HDE equipped with cylinder CDA technology, closed crankcase, and dual-SCR aftertreatment configuration with heated DEF dosing. The demonstration work consisted of two phases. The first phase of the demonstration was led by CARB and is referred to as CARB Stage 3. In this demonstration the aftertreatment was chemically- and hydrothermally-aged to the equivalent of 435,000 miles. During this aging the emissions performance of the engine was assessed after the aftertreatment was degreened [245], at the equivalent of 145,000 miles, 290,000 miles and 435,000 miles. The second phase of the demonstration was led by EPA and is referred to as the EPA Stage 3 engine. In this phase, improvements were made to the aftertreatment by replacing the zone-coated catalyzed soot filter with a separate DOC and diesel particulate filter (DPF) that were chemically- and hydrothermally-aged to the equivalent of 800,000 miles and improving the mixing of the DEF with exhaust prior to the downstream SCR catalyst. The EPA Stage 3 engine was tested at an age equivalent to 435,000, 600,000, and 800,000 miles. We also tested two additional aftertreatment systems, referred to as ''System A'' and ''System B,'' which are each also a dual-SCR aftertreatment configuration with heated DEF dosing. However, they each have unique catalyst washcoat formulation and the ''System A'' aftertreatment has greater SCR catalyst volume. The details of these aftertreatment systems, along with the test results, can be found in RIA Chapter 3.

i. FTP

We are finalizing new emission standards for testing over the FTP duty cycle, as shown in Table III–3.[246] These brake-specific FTP standards apply across the Heavy HDE, Medium HDE, and Light HDE primary intended service classes over the useful life periods shown in Table III–4.[247] The numeric levels of the NO_X FTP standards at the time of certification are consistent with the most stringent proposed for MY 2027; as summarized in Section III.A.2 and detailed in this Section III.B we are also finalizing an interim, in-use compliance allowance for Medium and Heavy HDEs. The numeric level of the PM and CO FTP standards are the same as proposed, and the numeric level of the HC FTP standard is consistent with the proposed Option 1 standard starting in MY 2027. These standards have been shown to be feasible for compression-ignition engines based on testing of the CARB Stage 3 and EPA Stage 3 engine with a chemically- and hydrothermally-aged aftertreatment system.[248] The EPA Stage 3 engine, was aged to and tested at the equivalent of 800,000 miles.[249] EPA's System A demonstration engine, was aged to and tested at the equivalent of 650,000 miles.[250] The System B demonstration engine was not aged and was only tested after it was degreened. A summary of the data used for EPA's feasibility analysis can be found in Section III.B.3. See Section III.B.3 for details on how we addressed compliance margin when setting the standards, including discussion of the interim in-use testing allowance for Medium and Heavy HDE for determining the interim in-use testing standards for these primary intended service classes.

TABLE III–3—FINAL COMPRESSION-IGNITION ENGINE STANDARDS OVER THE SET AND FTP DUTY CYCLES

Model year	NO_X (mg/hp-hr)	HC (mg/hp-hr)	PM (mg/hp-hr)	CO (g/hp-hr)
2027 and later	[a] 35	60	5	6.0

[a] An interim NO_X compliance allowance of 15 mg/hp-hr applies for any in-use testing of Medium HDE and Heavy HDE. Manufacturers will add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle Bin 2, for both in-use field testing and laboratory testing as described in 40 CFR part 1036, subpart E. Note, the NO_X compliance allowance doesn't apply to confirmatory testing described in 40 CFR 1036.235(c) or selective enforcement audits described in 40 CFR part 1068.

TABLE III–4—USEFUL LIFE PERIODS FOR HEAVY-DUTY COMPRESSION-IGNITION PRIMARY INTENDED SERVICE CLASSES

Primary intended service class	Current (Pre-MY 2027)			Final MY 2027 and later		
	Miles	Years	Hours	Miles	Years	Hours
Light HDE [a]	110,000	10	.....	270,000	15	13,000
Medium HDE	185,000	10	.....	350,000	12	17,000
Heavy HDE	435,000	10	22,000	650,000	11	32,000

[a] Current useful life period for Light HDE for GHG emission standards is 15 years or 150,000 miles; we are not revising GHG useful life periods in this final rule. See 40 CFR 1036.108(d).

[245] Degreening is a process by which the catalyst is broken in and is critical in order to obtain a stable catalyst prior to assessing the catalyst's performance characteristics.

[246] See 40 CFR 1036.510 for the FTP duty-cycle test procedure.

[247] The same FTP duty-cycle standards apply for Spark-ignition HDE as discussed in Section III.D.

[248] See Section III.B.2 for a description of the engine.

[249] For the EPA Stage 3 engine, the data at the equivalent of 435,000 and 600,000 miles were included in the preamble of the NPRM and the data at the equivalent of 800,000 miles was added to the docket on May 5th, 2022.

[250] Due to the timing of when the data from the System A system were available, the data were added to the public docket prior to the signing of the final rule.

As further discussed in Section III.B.3, taking into account measurement variability of the PM measurement test procedure and the low numeric level of the new PM standards, we believe PM emissions from current diesel engines are at the lowest feasible level for standards starting in MY 2027. As summarized in Section III.B.3.ii.b, manufacturers are submitting certification data to the agency for current production engines well below the existing PM standards over the FTP duty cycle. Setting the new PM FTP standards lower than the existing FTP PM standards, at 5 mg/hp-hr (0.005 g/hp-hr), ensures that future engines will maintain the low level of PM emissions of the current engines and not increase PM emissions. We received comment stating that a 5 mg/hp-hr standard did not provide enough margin for some engine designs and that a 7.5 mg/hp-hr would be a more appropriate standard to maintain current PM emissions levels while providing enough margin to account for the measurement variability of the PM measurement test procedure. The reason submitted in comment to justify the 7.5 mg/hp-hr standard was that data from the Stage 3 testing at Southwest Research Institute (SwRI) shows that in some conditions PM values exceed the 5 mg/hp-hr emission standard. EPA took a further look at this data and determined that the higher PM emission data points occur immediately following DPF ash cleaning, and that the PM level returns to a level well below the 5 mg/hp-hr standards shortly after return to service once a soot cake layer reestablishes itself in the DPF. EPA concluded from this assessment that these very short-term elevations in PM that occur after required maintenance of the DPF should not be the basis for the stringency of the PM standards and that the standards are feasible.

As noted earlier in this section, we are finalizing HC and CO FTP standards based on the feasibility demonstration for SI engines. As summarized in Section III.B.3.ii.b, manufacturers are submitting data to the agency that show emissions performance for current production CI engines that are well below the current standards. Keeping FTP standards at the same value for all fuels is consistent with the agency's approach to previous criteria pollutant standards. See Section III.D for more information on how the numeric values of the HC and CO standards were determined.

In the NPRM, we did not propose any changes to the weighting factors for the FTP cycle for heavy-duty engines. The current FTP weighting of cold-start and hot-start emissions was promulgated in 1980 (45 FR 4136, January 21, 1980). It reflects the overall ratio of cold and hot operation for heavy-duty engines generally and does not distinguish by engine size or intended use. We received comment to change the weighting factors to reduce the effect of the cold start portion of the FTP on the composite FTP emission results or to add 300 seconds of idle before the first acceleration in the cold start FTP to reduce the emissions impact of the cold start on the first acceleration. Duty-cycles are an approximation of the expected real-world operation of the engine and no duty cycle captures all aspects of the real-world operation. Changing the cold/hot weighting factors would not fully capture all aspects of what really occurs in-use, and there is precedent in experience and historical approach with the current 1/7 cold and 6/7 hot weighting factors. Adding 300 seconds of idle to the beginning of the FTP would simply reduce the stringency of the standard by reducing the impact of cold start emissions, as the 300 seconds of idle would allow the aftertreatment to light off prior to the first major acceleration in the FTP. Although the case can be made that many vehicles idle for some amount of time after start up, any attempt to add idle time before the first acceleration is simply an approximation and this ''one size fits all'' approach doesn't afford an improvement over the current FTP duty-cycle, nor does it allow determination of cold start emissions where the vehicle is underway shortly after start up. After considering these comments we are also not including any changes to the weighting factors for the FTP duty-cycle in this final rule.

For Heavy HDE, we are finalizing test procedures for the determination of deterioration factors in 40 CFR 1036.245 that require these engines to be aged to an equivalent of 750,000 miles, which is 15 percent longer than the regulatory useful life of those engines. As explained earlier in this section, we are finalizing this requirement for Heavy HDE to ensure the final NO_X standard will be met through the lengthy regulatory useful life of 650,000 miles. See preamble Section IV.A for details on how we set the regulatory useful life for Heavy HDE.

ii. SET

We are finalizing new emissions standards for testing over the SET duty-cycle as shown in Table III–3. These brake-specific SET standards apply across the Heavy HDE, Medium HDE, and Light HDE primary intended service classes, as well as the SI HDE primary intended service class as discussed in Section III.D, over the same useful life periods shown in Table III–4. The numeric levels of the NO_X SET standards at the time of certification are consistent with the most stringent standard proposed for MY 2027.[251] The numeric level of the CO SET standard is consistent with the most stringent standard proposed for MY 2027 for all CI engine classes.[252] The numeric level of the PM SET standard is the same as proposed, and the numeric level of the HC SET standard is consistent with the proposed Option 1 standard starting in MY 2027. Consistent with our current standards, we are finalizing the same numeric values for the standards over the SET and FTP duty cycles for the CI engine classes. As with the FTP cycle, the standards have been shown to be feasible for compression-ignition engines based on testing of the CARB Stage 3 and EPA Stage 3 engines with a chemically- and hydrothermally-aged aftertreatment system. The EPA Stage 3 engine was aged to and tested at the equivalent of 800,000 miles.[253] EPA's Team A demonstration engine was aged to and tested at the equivalent of 650,000 miles.[254] See Section III.B.3 for details on how we addressed compliance margin when setting the standards, including discussion of the interim in-use testing allowance for Medium and Heavy HDEs for determining the interim in-use testing standards for these primary intended service classes. A summary of the data used for EPA's feasibility analysis can be found in Section III.B.3.

As with the PM standards for the FTP (see Section III.B.2.i), and as further discussed in Section III.B.3, taking into account measurement variability of the PM measurement test procedure and the low numeric level of the new PM standards, we believe PM emissions from current diesel engines are at the lowest feasible level for standards starting in MY 2027. Thus, the PM standard for the SET duty-cycle is intended to ensure that there is not an increase in PM emissions from future engines. We are finalizing new PM SET

[251] As discussed in Section III.B.3, we are finalizing an interim, in-use compliance allowance that applies when Medium and Heavy HDE are tested in-use.

[252] As explained in Section III.D.1.ii, the final Spark-ignition HDE CO standard for the SET duty-cycle is 14.4 g/hp-hr.

[253] For the EPA Stage 3 engine, the data at the equivalent of 435,000 and 600,000 miles were included in the preamble of the NPRM and the data at the equivalent of 800,000 miles was added to the docket on May 5th, 2022.

[254] Due to the timing of when the data from the System A system were available, the data were added to the public docket prior to the signing of the final rule.

standards of 5 mg/hp-hr for the same reasons outlined for the FTP in Section III.B.2.i. Also similar to the FTP (see Section III.B.2.i), we are finalizing HC and CO SET standards based on the feasibility demonstration for SI engines (see Section III.D).

We have also observed an industry trend toward engine down-speeding—that is, designing engines to do more of their work at lower engine speeds where frictional losses are lower. To better reflect this trend in our duty cycle testing, in the HD GHG Phase 2 final rule we promulgated new SET weighting factors for measuring CO_2 emissions (81 FR 73550, October 25, 2016). Since we believe these new weighting factors better reflect in-use operation of current and future heavy-duty engines, we are finalizing application of these new weighting factors to criteria pollutant measurement, as show in Table III–5, for NO_X and other criteria pollutants as well. To assess the impact of the new test cycle on criteria pollutant emissions, we analyzed data from the EPA Stage 3 engine that was tested on both versions of the SET. The data summarized in Section III.B.3.ii.a show that the NO_X emissions from the EPA Stage 3 engine at an equivalent of 435,000 miles are slightly lower using the SET weighting factors in 40 CFR 1036.510 versus the current SET procedure in 40 CFR 86.1362. The lower emissions using the SET cycle weighting factors in 40 CFR 1036.510 are reflected in the stringency of the final SET standards.

TABLE III–5—WEIGHTING FACTORS FOR THE SET

Speed/% load	Weighting factor (%)
Idle	12
A, 100	9
B, 50	10
B, 75	10
A, 50	12
A, 75	12
A, 25	12
B, 100	9
B, 25	9
C, 100	2
C, 25	1
C, 75	1
C, 50	1
Total	100

TABLE III–5—WEIGHTING FACTORS FOR THE SET—Continued

Speed/% load	Weighting factor (%)
Idle Speed	12
Total A Speed	45
Total B Speed	38
Total C Speed	5

iii. LLC

EPA is finalizing the addition of new standards for testing over the new low-load duty-cycle, that will require CI engine manufacturers to demonstrate that the emission control system maintains functionality during low-load operation where the catalyst temperatures have historically been found to be below the catalyst's operational temperature (see Chapter 2.2.2 of the RIA). We believe the addition of this LLC will complement the expanded operational coverage of our new off-cycle testing requirements (see Section III.C).

During ''Stage 2'' of the CARB Low NO_X Demonstration program, SwRI and NREL developed several candidate cycles with average power and duration characteristics intended to test current diesel engine emission controls under three low-load operating conditions: Transition from high- to low-load, sustained low-load, and transition from low- to high-load.[255] In September 2019, CARB selected the 92-minute ''LLC Candidate #7'' as the low load cycle they adopted for their Low NO_X Demonstration program and subsequent Omnibus regulation.[256] [257]

We are adopting CARB's Omnibus LLC as a new duty-cycle, the LLC. This cycle is described in Chapter 2 of the RIA for this rulemaking and the test procedures are specified in 40 CFR 1036.514. The LLC includes applying the accessory loads defined in the HD GHG Phase 2 rule, that were based on data submitted to EPA as part of the development of the HD GHG Phase 2. These accessory loads are 1.5, 2.5 and 3.5 kW for Light HDE, Medium HDE, and Heavy HDE engines, respectively. As detailed further in section 3 of the Response to Comments, we received comments that EPA should revise the accessory loads. One commenter provided specific recommendations for engines installed in tractors but in all cases commenters didn't provide data to support their comments; after consideration of these comments and further consideration of the basis of the proposal, we are finalizing the accessory loads for the LLC as proposed. To allow vehicle level technologies to be recognized on this cycle, we are including a powertrain test procedure option for the LLC. More information on the powertrain test procedure can be found in Section III.B.2.v. IRAF determination for the LLC follows the test procedures defined in 40 CFR 1036.580, which are the same test procedures used for the SET and FTP. The IRAF test procedures that apply to the SET and FTP in 40 CFR 1065.680 are appropriate for the LLC as the procedures in 40 CFR 1065.680 were developed to work with any engine-based duty-cycle. We are finalizing as proposed that, while the IRAF procedures in 40 CFR 1036.580 and 1065.680 require that manufacturers determine an IRAF for the SET, FTP, and LLC duty cycles, manufacturers may omit the adjustment factor for a given duty cycle if they determine that infrequent regeneration does not occur over the types of engine operation contained in the duty cycle as described in 40 CFR 1036.580(c).

The final emission standards for the LLC are presented in Table III–6, over the useful life periods shown in Table III–4. The numeric levels of the NO_X LLC standards at the time of certification are the most stringent proposed for any model year.[258] The numeric level of the PM and CO LLC standards are the same as proposed, and the numeric level of the HC LLC standard is consistent with the proposed Option 1 standard starting in MY 2027. As with the FTP cycle, these standards have been shown to be feasible for compression-ignition engines based on testing of the EPA Stage 3 demonstration engine with chemically- and hydrothermally-aged aftertreatment system, and for the LLC the data shows that the standards are feasible for all engine service classes with available margins between the data and the standards. The summary of this data along with how we addressed compliance margin can be found in Section III.B.3, including discussion of the interim in-use compliance allowance for Medium and Heavy HDEs for determining the interim in-use

[255] California Air Resources Board. ''Heavy-Duty Low NO_x Program Public Workshop: Low Load Cycle Development''. Sacramento, CA. January 23, 2019. Available online: *https://ww3.arb.ca.gov/msprog/hdlownox/files/workgroup_20190123/02-llc_ws01232019-1.pdf.*

[256] California Air Resources Board. Heavy-Duty Omnibus Regulation. Available online: *https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.*

[257] California Air Resources Board. ''Heavy-Duty Low NO_x Program: Low Load Cycle'' Public Workshop. Diamond Bar, CA. September 26, 2019. Available online: *https://ww3.arb.ca.gov/msprog/hdlownox/files/workgroup_20190926/staff/03_llc.pdf.*

[258] As summarized in Section III.A.2 and detailed in this Section III.B we are also finalizing an interim, in-use compliance allowance for medium and heavy heavy-duty engines.

standards for these primary intended service classes.

TABLE III–6—COMPRESSION-IGNITION ENGINE STANDARDS OVER THE LLC DUTY CYCLE

Model year	NO_X (mg/hp-hr)	PM (mg/hp-hr)	HC (mg/hp-hr)	CO (g/hp-hr)
2027 and later	[a] 50	5	140	6.0

[a] An interim NO_X compliance allowance of 15 mg/hp-hr applies for any in-use testing of Medium HDE and Heavy HDE. Manufacturers will add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle Bin 2, for both in-use field testing and laboratory testing as described in 40 CFR part 1036, subpart E. Note, the NO_X compliance allowance doesn't apply to confirmatory testing described in 40 CFR 1036.235(c) or selective enforcement audits described in 40 CFR part 1068.

We are finalizing an LLC PM standard of 5 mg/hp-hr for the same reasons outlined for the FTP in Section III.B.2.i. We are finalizing HC and CO standards based on data from the CARB and EPA Stage 3 engine discussed in Section III.B.3. We are finalizing the same numeric standard for CO on the LLC as we have for the SET and FTP cycles because the demonstration data from the EPA Stage 3 engine shows that CO emissions on the LLC are similar to CO emissions from the SET and FTP. We are finalizing HC standards that are different than the standards of the SET and FTP cycles, to reflect our assessment of the performance of the EPA Stage 3 engine on the LLC. The data discussed in Section III.B.3 of this preamble shows that the PM, HC, and CO standards are feasible for both current and future new engines.

iv. Idle

CARB currently has an optional idle test procedure and accompanying standard of 30 g/hr of NO_X for diesel engines to be ''Clean Idle Certified.''.[259] In the CARB Omnibus rule, the CARB lowered the optional NO_X standard to 10 g/hr for MY 2024 to MY 2026 engines and 5 g/hr for MY 2027 and beyond. In the NPRM, we proposed optional NO_X idle standards with a corresponding idle test procedure, with potentially different numeric levels of the NO_X idle standards for MY 2023, MY 2024 to MY 2026 engines, and for MY 2027 and beyond, that would allow compression ignition engine manufacturers to voluntarily choose to certify (*i.e.,* it would be optional for a manufacturer to include the idle standard in an EPA certification but once included the idle standard would become mandatory and full compliance would be required). We proposed to require that the brake-specific HC, CO, and PM emissions during the Clean Idle test may not exceed measured emission rates from the idle mode in the SET or the idle segments of the FTP, in addition to meeting the applicable idle NO_X standard. We requested comment on whether EPA should make the idle standards mandatory instead of voluntary for MY 2027 and beyond, as well as whether EPA should set clean idle standards for HC, CO, and PM emissions (in g/hr) rather than capping the idle emissions for those pollutants based on the measured emission levels during the idle mode in the SET or the idle segments of the FTP. We also requested comment on the need for EPA to define a label that would be put on the vehicles that are certified to the optional idle standard.

We received comments on the EPA's proposal to adopt California's Clean Idle NO_X standard as a voluntary emission standard for Federal certification.[260] All commenters provided general support for EPA's proposal to set idle standards for heavy duty engines, with some qualifications. Some commentors supported making idle standards mandatory, while others commented that the idle standards should be optional. With regard to the level of the idle standard, there was support from many commenters that the standards should be set at the Proposed Option 1 levels or lower, while several manufactures stated that 10 g/hr for certification and 15 g/hr in-use would be the lowest feasible standards for NO_X. One manufacturer commented that EPA must set standards that do not increase CO_2 emissions. EPA has considered these comments, along with the available data including the data from the EPA Stage 3 engine,[261] and we are finalizing optional idle standards in 40 CFR 1036.104(b) and a new idle test procedure in 40 CFR 1036.525. The standards are based on CARB's test procedure with revisions to not require the measurement of PM, HC and CO,[262] to allow compression-ignition engine manufacturers to voluntarily certify to an idle NO_X standard of 30.0 g/hr for MY 2024 to MY 2026, which is consistent with proposed Option 1 for MY 2023. For MY 2027 and beyond, the final NO_X idle standard is 10.0 g/hr, which is the same as proposed Option 2 for those MYs. Manufacturers certifying to the optional idle standard must comply with the standard and related requirements as if they were mandatory.

We received comments stating that the proposed PM, HC, and CO standards are unworkable since the standards are set at the level the engine emits at during idle over the engine SET and FTP duty cycles and that variability in the emissions between the different tests could cause the engine to fail the idle PM, HC, and CO standards. EPA recognized this issue in the proposal and requested comment on if EPA should instead set PM, HC, and CO standards that are fixed and not based on the emissions from the engine during the SET and FTP. EPA has considered these comments and we are not finalizing the proposed requirement to measure brake-specific HC, CO, and PM emissions during the Clean Idle test for comparison to emission rates from the idle modes in the SET or the idle segments of the FTP.[263] The measurement of these additional pollutants would create unnecessary test burden for the manufacturers at this time, especially with respect to measuring PM during idle segments of the SET or FTP as it would require running duplicate tests or adding a PM sampler. Further, setting the PM, HC and CO standards right at the idle emissions level of the engine on the SET and FTP could cause false failures due to test-to-test variability from either the SET or FTP, or the Clean Idle test itself.

[259] 13 CCR 1956.8(a)(6)(C)—Optional NO_X idling emission standard.

[260] See RTC section 3.

[261] See RIA Chapter 3 for a summary of the data collected with the EPA Stage 3 engine run on the Clean Idle test in three configurations. These data show that the MY 2027 and beyond, final NO_X idle standard of 10 g/hr is feasible through useful life with margin, and show that an additional 5 g/hr in-use margin is not justified.

[262] 86.1360–2007.B.4, California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles, April 18, 2019.

[263] See 40 CFR 1036.104(b).

Idle operation is included as part of off-cycle testing and the SET, FTP, and LLC duty cycles; standards for off-cycle and duty-cycle testing ensure that emissions of HC, CO, and PM are well controlled as aftertreatment temperatures are not as critical to controlling these pollutants over extended idle periods as they are for NO_X. We are therefore not requiring the measurement of these other pollutants to meet EPA voluntary clean idle standards.

We are finalizing a provision in new 40 CFR 1036.136 requiring engine manufacturers that certify to the Federal Clean Idle NO_X standard to create stickers to identify their engines as meeting the Federal Clean Idle NO_X standard. The regulatory provisions require that the stickers meet the same basic requirements that apply for stickers showing that engines meet CARB's Clean Idle NO_X standard. For example, stickers must be durable and readable throughout each vehicle's operating life, and the preferred placement for Clean Idle stickers is on the driver's side of the hood. Engine manufacturers must provide exactly the right number of these stickers to vehicle manufacturers so they can apply the stickers to vehicles with the engines that the engine manufacturer has certified to meet the Federal Clean Idle NO_X standard. If engine manufacturers install engines in their own vehicles, they must apply the stickers themselves to the appropriate vehicles. Engine manufacturers must keep the following records for at least five years: (1) Written documentation of the vehicle manufacturer's request for a certain number of stickers, and (2) tracking information for stickers the engine manufacturer sends and the date they sent them. 40 CFR 1036.136 also clarifies that the provisions in 40 CFR 1068.101 apply for the Clean Idle sticker in the same way that those provisions apply for emission control information labels. For example, manufacturing, selling, and applying false labels are all prohibited actions subject to civil penalties.

v. Powertrain

EPA recently finalized a separate rulemaking that included an option for manufacturers to certify a hybrid powertrain to the SET and FTP greenhouse gas engine standards by using a powertrain test procedure (86 FR 34321, June 29, 2021).[264] In this rulemaking, we are similarly finalizing as proposed that manufacturers may certify hybrid powertrains to criteria pollutant emissions standards by using the powertrain test procedure. In this section we describe how manufacturers would apply the powertrain test procedure to certify hybrid powertrains.

a. Development of Powertrain Test Procedures

Powertrain testing allows manufacturers to demonstrate emission benefits that cannot be captured by testing an engine alone on a dynamometer. For hybrid engines and powertrains, powertrain testing captures when the engine operates less or at lower power levels due to the use of the hybrid powertrain function. However, powertrain testing requires the translation of an engine test procedure to a powertrain test procedure. Chapter 2 of the RIA describes how we translated the SET, FTP, and LLC engine test cycles to the powertrain test cycles.[265] The two primary goals of this process were to make sure that the powertrain version of each test cycle was equivalent to each respective engine test cycle in terms of positive power demand versus time and that the powertrain test cycle had appropriate levels of negative power demand. To achieve this goal, over 40 engine torque curves were used to create the powertrain test cycles.

b. Testing Hybrid Engines and Hybrid Powertrains

As noted in the introduction of this Section III, we are finalizing clarifications in 40 CFR 1036.101 that manufacturers may optionally test the hybrid engine and hybrid powertrain to demonstrate compliance. We are finalizing as proposed with one clarification that the powertrain test procedures specified in 40 CFR 1036.510 and 1036.512, which were previously developed for demonstrating compliance with GHG emission standards on the SET and FTP test cycles, are applicable for demonstrating compliance with criteria pollutant standards on the SET and FTP test cycles. The clarification in 40 CFR 1036.510 provides direction that the idle points in the SET should be run as neutral or parked idle. In addition, for GHG emission standards we are finalizing updates to 40 CFR 1036.510 and 1036.512 to further clarify how to carry out the test procedure for plug-in hybrids. We have done additional work for this rulemaking to translate the LLC to a powertrain test procedure, and we are finalizing that manufacturers can similarly certify hybrid engines and hybrid powertrains to criteria pollutant emission standards on the LLC using the test procedures defined in 40 CFR 1036.514.

We are allowing manufacturers to use the powertrain test procedures to certify hybrid engine and powertrain configurations to all MY 2023 and later criteria pollutant engine standards. Manufacturers can choose to use either the SET duty-cycle in 40 CFR 86.1362 or the SET in 40 CFR 1036.510 in model years prior to 2027, and may use only the SET in 40 CFR 1036.510 for model year 2027 and beyond.[266] [267]

We are allowing the use of these procedures starting in MY 2023 for plug-in hybrids and, consistent with the requirements for light-duty plug-in hybrids, we are finalizing that the applicable criteria pollutant standards must be met under the worst-case conditions, which is achieved by testing and evaluating emission under both charge-depleting and charge-sustaining operation. This is to ensure that under all drive cycles the powertrain meets the criteria pollutant standards and is not based on an assumed amount of zero emissions range. We received comment stating that the charge-depleting and charge-sustaining operation should be weighted together for criteria pollutants as well as GHG pollutants, but consistent with the light-duty test procedure we want to ensure that criteria pollutant emissions are controlled under all conditions, which would include under conditions where the vehicle is not charged and is only operated in charge sustaining-operation.

We are finalizing changes to the test procedures defined in 40 CFR 1036.510 and 1036.512 to clarify how to weight together the charge-depleting and charge-sustaining greenhouse gas emissions for determining the greenhouse gas emissions of plug-in

[264] The powertrain test procedure was established in the GHG Phase 1 rulemaking but the recent rulemaking included adjustments to apply the test procedure to the engine test cycles.

[265] As discussed in Section III.B.1, as part of the technical amendments rulemaking, EPA finalized that manufacturers may use the powertrain test procedure for GHG emission standards on the FTP and SET engine-based test cycles. In this rulemaking we are extending this to allow the powertrain test procedure to be used for criteria emission standards on these test cycles and the LLC. As discussed in Section 2.ii, we are setting new weighting factors for the engine-based SET procedure for criteria pollutant emissions, which are reflected in the SET powertrain test cycle.

[266] We are allowing either the SET duty-cycle in 40 CFR 86.1362 or 40 CFR 1036.505 because the duty cycles are similar and, as shown in Chapter 3.1.2 of the RIA, the criteria pollutant emissions level of current production engines is similar between the two cycles.

[267] Prior to MY 2027, only manufacturers choosing to participate in the 2026 Service Class Pull Ahead Credits, Full Credits, or Partial Credits pathways under the Transitional Credits Program need to conduct LLC powertrain testing (see Section IV.G for details on).

hybrids for the SET and FTP duty cycles. This weighting is done using an application specific utility factor curve that is approved by EPA. We are also finalizing a provision to not apply the cold and hot weighting factors for the determination of the FTP composite emission result for greenhouse gas pollutants because the charge-depleting and sustaining test procedures finalized in 40 CFR 1036.512 include both cold and hot start emissions by running repeat FTP cycles back-to-back. By running back-to-back FTPs, the finalized test procedure captures both cold and hot emissions and their relative contribution to daily greenhouse gas emissions per unit work, removing the need for weighting the cold and hot emissions.

We are finalizing the application of the powertrain test procedure only for hybrid powertrains, to avoid having two different testing pathways (engine only and powertrain) for non-hybrid engines for the same standards. That said, we recognize there may be other technologies where the emissions performance is not reflected on the engine test procedures, so in such cases manufacturers may seek approval from EPA to use the powertrain test procedure for non-hybrid engines and powertrains consistent with 40 CFR 1065.10(c)(1).

Finally, for all pollutants, we requested comment on if we should remove 40 CFR 1037.551 or limit the use of it to only selective enforcement audits (SEAs). 40 CFR 1037.551 was added as part of the HD GHG Phase 2 rulemaking to provide flexibility for an SEA or a confirmatory test, by allowing just the engine of the powertrain to be tested. Allowing just the engine to be tested over the engine speed and torque cycle that was recorded during the powertrain test enables the testing to be conducted in more widely available engine dynamometer test cells, but this flexibility could increase the variability of the test results. We didn't receive any comments on this topic and, for the reason just stated, we are limiting the use of 40 CFR 1037.551 to SEA testing.

vi. Crankcase Emissions

During combustion, gases can leak past the piston rings sealing the cylinder and into the crankcase. These gases are called blowby gases and generally include unburned fuel and other combustion products. Blowby gases that escape from the crankcase are considered crankcase emissions (see 40 CFR 86.402–78). Current regulations restrict the discharge of crankcase emissions directly into the ambient air. Blowby gases from gasoline engine crankcases have been controlled for many years by sealing the crankcase and routing the gases into the intake air through a PCV valve. However, in the past there have been concerns about applying a similar technology for diesel engines. For example, high PM emissions venting into the intake system could foul turbocharger compressors. As a result of this concern, diesel-fueled and other compression-ignition engines equipped with turbochargers (or other equipment) were not required to have sealed crankcases (see 40 CFR 86.007–11(c)). For these engines, manufacturers were allowed to vent the crankcase emissions to ambient air as long as they are measured and added to the exhaust emissions during all emission testing to ensure compliance with the emission standards.

Because all new highway heavy-duty diesel engines on the market today are equipped with turbochargers, they are not required to have closed crankcases under the current regulations. We estimate approximately one-third of current highway heavy-duty diesel engines have closed crankcases, indicating that some heavy-duty engine manufacturers have developed systems for controlling crankcase emissions that do not negatively impact the turbocharger. EPA proposed provisions in 40 CFR 1036.115(a) to require a closed crankcase ventilation system for all highway compression-ignition engines to prevent crankcase emissions from being emitted directly to the atmosphere starting for MY 2027 engines.[268] Comments were received regarding concerns closing the crankcase that included coking, degraded performance and turbo efficiencies leading to increased CO_2 emissions, secondary damage to components, and increased engine-out PM (see section 3 of the Response to Comments document for further details). After considering these comments, we are finalizing a requirement for manufacturers to use one of two options for controlling crankcase emissions, either: (1) As proposed, closing the crankcase, or (2) an updated version of the current requirements for an open crankcase that includes additional requirements for measuring and accounting for crankcase emissions. We believe that either approach is appropriate, so long as the total emissions are accounted for during certification and in-use testing through useful life (including full accounting for crankcase emission deterioration).

a. Closed Crankcase Option

As EPA explained at proposal, the environmental advantages to closing the crankcase are twofold. While the exception in the current regulations for certain compression-ignition engines requires manufacturers to quantify their engines' crankcase emissions during certification, they report non-methane hydrocarbons in lieu of total hydrocarbons. As a result, methane emissions from the crankcase are not quantified. Methane emissions from diesel-fueled engines are generally low; however, they are a concern for compression-ignition-certified natural gas-fueled heavy-duty engines because the blowby gases from these engines have a higher potential to include significant methane emissions. We note that in the HD GHG Phase 2 rule we set methane standards which required natural gas engines to close the crankcase in order to comply with the methane standard. EPA proposed to require that all natural gas-fueled engines have closed crankcases in the HD GHG Phase 2 rulemaking, but opted to wait to finalize any updates to regulations in a future rulemaking, where we could then propose to apply these requirements to natural gas-fueled engines and to the diesel fueled engines that many of the natural gas-fueled engines are based off of (81 FR 73571, October 25, 2016).

In addition to our concern of unquantified methane emissions, we believe another benefit to closed crankcases would be reduced engine wear due to improved engine component durability. We know that the performance of piston seals reduces as the engine ages, which would allow more blowby gases and could increase crankcase emissions. While crankcase emissions are currently included in the durability tests that estimate an engine's deterioration at useful life, those tests were not designed to capture the deterioration of the crankcase. These unquantified age impacts continue throughout the operational life of the engine. Closing crankcases could be a means to ensure those emissions are addressed long-term to the same extent as other exhaust emissions.

After considering all of the manufacturer concerns, we still believe, noting that one-third of current highway heavy-duty diesel engines have closed crankcases, that improvements in the design of engine hardware would allow manufacturers to close the crankcase, with the potential for increased maintenance intervals on some

[268] We proposed to move the current crankcase emissions provisions to a new paragraph (u) in the interim provisions of 40 CFR 1036.150, which would apply through model year 2026.

components. For these reasons, EPA is finalizing provisions in 40 CFR 1036.115(a) to require a closed crankcase ventilation system as one of two options for all highway compression-ignition engines to control crankcase emissions for MY 2027 and later engines.

b. Open Crankcase Option

Given consideration of the concerns from commenters regarding engine hardware durability associated with closing the crankcase, we have decided to finalize an option that allows the crankcase to remain open. This option requires manufacturers of compression ignition engines that choose to leave the crankcase open to account for any increase in the contribution of crankcase emissions (due to reduction in performance of piston seals, etc.) to the total emissions from the engine throughout the engine's useful life. Manufacturers that choose to perform engine dynamometer-based testing out to useful life will provide a deterioration factor that includes deteriorated crankcase emissions because the engine components will be aged out to the engine's useful life. Manufacturers that choose to use the accelerated aging option in 40 CFR 1036.245(b), where the majority of the emission control system aging is done, must use good engineering judgment to determine the impact of engine deterioration on crankcase emissions and adjust the tailpipe emissions at useful life to reflect this deterioration. For example, manufacturers may determine deteriorated crankcase emissions from the assessment of field-aged engines.

Manufacturers who choose this option must also account for crankcase criteria pollutant emissions during any manufacturer run in-use testing to determine the overall compliance of the engine as described in 40 CFR 1036.415(d)(2). The crankcase emissions must be measured separately from the tailpipe emissions or be routed into the exhaust system, downstream from the last catalyst in the aftertreatment system, to ensure that there is proper mixing of the two streams prior to the sample point. In lieu of these two options, manufacturers may use the contribution of crankcase emissions over the FTP duty-cycle at useful life from the deterioration factor determination testing in 40 CFR 1036.245, as described in 40 CFR 1036.115(a) and add them to the binned emission results determined in 40 CFR 1036.530.

Chapter 1.1.4 of the RIA describes EPA's recent test program to evaluate the emissions from open crankcase systems on two modern heavy-duty diesel engines. Results suggest HC and CO emitted from the crankcase can be a notable fraction of overall tailpipe emissions. By closing the crankcase, those emissions would be rerouted to the engine or aftertreatment system to ensure control of the crankcase emissions. If a manufacturer chooses the option to keep the crankcase open, overall emission control will still be achieved, but the manufacturer will have to design and optimize the emission control system for lower tailpipe emissions to offset the emissions from the crankcase as the total emissions are accounted for both in-use and at useful life.

3. Feasibility of the Diesel (Compression-Ignition) Engine Standards

i. Summary of Technologies Considered

Our finalized standards for compression-ignition engines are based on the performance of technology packages described in Chapters 1 and 3 of the RIA for this rulemaking. Specifically, we are evaluating the performance of next-generation catalyst formulations in a dual SCR catalyst configuration with a smaller SCR catalyst as the first substrate in the aftertreatment system for improved low-temperature performance, and a larger SCR catalyst downstream of the diesel particulate filter to improve NO_X conversion efficiency during high power operation and to allow for passive regeneration of the particulate filter.[269] Additionally, the technology package includes CDA that reduces the number of active cylinders, resulting in increased exhaust temperatures for improved catalyst performance under light-load conditions and can be used to reduce fuel consumption and CO_2 emissions. The technology package also includes the use of a heated DEF injector for the upfront SCR catalyst; the heated DEF injector allows DEF injection at temperatures as low as approximately 140°C. The heated DEF injector also improves the mixing of DEF and exhaust gas within a shorter distance than with unheated DEF injectors, which enables the aftertreatment system to be packaged in a smaller space. Finally, the technology package includes hardware needed to close the crankcase of diesel engines.

[269] As described in Chapter 3 of the RIA, we are evaluating 3 different aftertreatment systems that contain different catalyst formulation.

ii. Summary of Feasibility Analysis

a. Projected Technology Package Effectiveness and Cost

Based upon data from EPA's and CARB's Stage 3 Heavy-duty Low NO_X Research Programs (see Chapter 3.1.1.1 and Chapter 3.1.3.1 of the RIA), an 80 percent reduction in the Heavy HDE NO_X standard as compared to the current NO_X standard is technologically feasible when using CDA or other valvetrain-related air control strategies in combination with dual SCR systems, and closed crankcase. As noted in the proposal, EPA continued to evaluate aftertreatment system durability via accelerated aging of advanced emissions control systems as part of EPA's diesel engine demonstration program that is described in Chapter 3 of the RIA. In assessing the technical feasibility of each of our final standards, we have taken into consideration the emissions of the EPA Stage 3 engine and other available data, the additional emissions from infrequent regenerations, the final longer useful life, test procedure variability, emissions performance of other child engines in an engine family, production and engine variability, fuel and DEF quality, sulfur, soot and ash levels on the aftertreatment, aftertreatment aging due to severe-service operation, aftertreatment packaging and lead time for manufacturers.

Manufacturers are required to design engines that meet the duty cycle and off-cycle standards throughout the engines' useful life. In recognition that emissions performance will degrade over time, manufacturers generally design their engines to perform significantly better than the standards when first sold to ensure that the emissions are below the standard throughout useful life even as the emissions controls deteriorate. As discussed in this section and in Chapter 3 of the RIA and shown in Table III–12 and Table III–13, some manufactures have submitted certification data with zero emissions (with rounding), which results in a margin at 100 percent of the FEL, while other manufacturers have margin that is less than 25 percent of the FEL.

To assess the feasibility of the final MY 2027 standards for Light, Medium, and Heavy HDE at the corresponding final useful lives, EPA took into consideration and evaluated the data from the EPA Stage 3 engine as well as other available data and comments received on the proposed standards. See section 3 of the Response to Comment document for further information on the comments received and EPA's detailed response.

As discussed in Section III.B.2, the EPA Stage 3 engine includes improvements beyond the CARB Stage 3 engine, namely replacing the zone-coated catalyzed soot filter with a separate DOC and DPF and improving the mixing of the DEF with exhaust for the downstream SCR catalyst. These improvements lowered the emissions on the SET, FTP, and LLC below what was measured with the CARB Stage 3 engine. The emissions for the EPA Stage 3 engine on the SET, FTP, and LLC aged to an equivalent of 435,000, 600,000 and 800,000 miles are shown in Table III–7, Table III–8, and Table III–9. To account for the IRAF for both particulate matter and sulfur on the aftertreatment system, we assessed and determined it was appropriate to rely on an analysis by SwRI that is summarized in Chapter 3 of the RIA. In this analysis SwRI determined that IRAF NO_X emissions were at 2 mg/hp-hr for both the SET and FTP cycles and 5 mg/hp-hr for the LLC. To account for the crankcase emissions, we assessed and determined it was appropriate to rely on an analysis by SwRI that is summarized in Chapter 3 of the RIA. In this analysis, SwRI determined that the NO_X emissions from the crankcase were at 6 mg/hp-hr for the LLC, FTP, and SET cycles.

To determine whether or how to account for the effects of test procedure variability, emissions performance of other ratings in an engine family, production and engine variability, fuel and DEF quality, sulfur, soot and ash levels on the aftertreatment, aftertreatment aging due to severe-service operation, and aftertreatment packaging—and given the low level of the standards under consideration—EPA further assessed two potential approaches after taking into consideration comments received. The first approach considered was assigning standard deviation and offsets to each of these effects and then combining them using a mathematical method similar to what one commenter presented in their comments to the NPRM.[270] The second approach considered was defining the margin as a percentage of the standards, similar to assertions by two commenters. We considered both of these approaches, the comments and supporting information submitted, historical approaches by EPA to compliance margin in previous heavy-duty criteria pollutant standards rules, and the data collected from the EPA Stage 3 engine and other available data, to determine the numeric level of each standard over the corresponding useful life that is technically feasible.

For the first approach, we determined that a minimum of 15 mg/hp-hr of margin between an emission standard and the NO_X emissions of the EPA Stage 3 engine for each of the duty cycles was appropriate.[271] For the second approach, we first assessed the average emissions rates from the EPA Stage 3 engine at the respective aged miles. For Light HDEs, we looked at the data at the equivalent of 435,000 miles. For the Medium and Heavy HDEs standards the interpolated emissions performance at 650,000 miles was determined from the tests at the equivalent of 600,000 and 800,000 miles, which is shown in Table III–10.[272] Second, the average emissions values were then adjusted to account for the IRAF and crankcase emissions from the EPA Stage 3 engine. Third, we divided the adjusted emissions values by 0.55 to calculate an emission standard that would provide 45 percent margin to the standard. We determined it would be appropriate to apply a 45 percent margin in this case after evaluating the margin in engines that meet the current standards as outlined in RIA chapter 3 and in CARB's comment to the NPRM and considering the level of the standards in this final rule. Our determination is based on our analysis that the certification data from engines meeting today's standards shows that more than 80 percent of engine families are certified with less than 45 percent compliance margin. For Light HDEs, we took the resulting values from the third step of our approach and rounded them. EPA then also checked that each of these values for each of the duty cycles (resulting from the second approach) provided a minimum of 15 mg/hp-hr of margin between those values and the NO_X emissions of the EPA Stage 3 engine (consistent with the first approach). For Light HDEs, we determined those resulting values were appropriate final numeric emission standards (as specified in Preamble Section III.B.2). The last step of checking that the Light HDE standards provide a minimum of 15 mg/hp-hr of NO_X margin was to ensure that the margin determined from the percent of the standard (the second approach to margin) also provided the margin that we determined under the first approach to margin. For Light HDEs, given the level of the final standards and the length of the final useful life mileages, we determined that this approach to margin was appropriate for both certification and in-use testing of engines.

Given the very long useful life mileages for Heavy HDE and greater amounts of certain aging mechanisms over the long useful life periods of Medium HDE, we determined that a different application of considering these two approaches to margin was appropriate. The in-use standards of Medium and Heavy HDEs were determined using the second approach for determining margin. The certification standards where then determined by subtracting the margin from the first approach (15 mg/hp-hr) from the in-use standards.

Separating the standards from the level that applies for in-use testing was appropriate because we recognize that laboratory aging of the engine doesn't fully capture all the sources of deterioration of the aftertreatment that can occur once the engine enters the real-world and those uncertainties would be most difficult for these engine classes at the level of the final standards and the final useful life mileages. Some of these effects are SCR sulfation, fuel quality, DEF quality, sensor variability, and field aging from severe duty cycles. Thus, the last step in determining the standards for Medium and Heavy HDE was to subtract the 15 mg/hp-hr from the rounded value that provided 45 percent margin to the Stage 3 data. We determined each of the resulting final duty cycle NO_X standards for Medium and Heavy HDE that must be demonstrated at the time of certification out to 350,000 and 750,000 miles, respectively, are feasible with enough margin to account for test procedure variability. We determined this by comparing the EPA Stage 3 emissions results at 800,000 miles (Table III–9) after adjusting for IRAF and crankcase emissions to each of the NO_X standards in Section III.B.2. The EPA Stage 3 NO_X emissions results at 800,000 miles adjusted for IRAF and crankcase emissions are 26 mg/hp-hr for the SET, 33 mg/hp-hr for the FTP, and 33 mg/hp-hr for the LLC. For any in-use testing of Medium and Heavy HDEs, a 15 mg/hp-hr compliance allowance is added to the applicable standard, in consideration of the other sources of variability and deterioration of the aftertreatment that can occur once the engine enters the real world.

[270] See RIA Chapter 3 for the details on this analysis.

[271] See RIA Chapter 3 for the details on how the margin of 15 mg/hp-hr was defined.

[272] See RIA Chapter 3.1.1.2 for additional information on why each aging test point was used for each primary intended service class. We note that we received data claimed as confidential business information from a manufacturer on August 2, 2022, and considered that data as part of this assessment to use the EPA Stage 3 data at the equivalent of 650,000 miles for setting the Medium HDE standards. The data were added to the docket prior to the signing of the final rule. See also U.S. EPA. Stakeholder Meeting Log. December, 2022.

As explained in the proposal, our technology cost analysis included an increased SCR catalyst volume from what was used on the EPA and CARB Stage 3 engines. By increasing the SCR catalyst volume, the NO_X reduction performance of the aftertreatment system should deteriorate slower than what was demonstrated with the EPA Stage 3 engine. The increase in total SCR catalyst volume relative to the EPA and CARB Stage 3 SCR was approximately 23.8 percent. We believe this further supports our conclusion that the final standards are achievable in MY 2027, including for the final useful life of 650,000 miles for Heavy HDEs. In addition to NO_X, the final HC and CO standards are feasible for CI engines on all three cycles. This is shown in Table III–10, where the demonstrated HC and CO emission results are below the final standards discussed in Section III.B.2. The final standard for PM of 5 mg/hp-hr for the SET, FTP, and LLC continue to be feasible with the additional technology and control strategies needed to meet the final NO_X standards, as seen by the PM emissions results in Table III–10. As discussed in Section III.B.2, taking into account measurement variability of the PM measurement test procedure, we believe PM emissions from current diesel engines are at the lowest feasible level for standards starting in MY 2027.

TABLE III–7—STAGE 3 ENGINE EMISSIONS AT 435,000 MILE EQUIVALENT TEST POINT WITHOUT ADJUSTMENTS FOR IRAF OR CRANKCASE EMISSIONS

Duty cycle	NO_X (mg/hp-hr)	PM (mg/hp-hr)	NMHC (nonmethane hydrocarbon) (mg/hp-hr)	CO (g/hp-hr)	CO_2 (g/hp-hr)	N_2O (g/hp-hr)
SET [a]	17	1	1	0.030	455	0.024
FTP	20	2	12	0.141	514	0.076
LLC	29	3	35	0.245	617	0.132

[a] Using the weighting factors in our finalized test procedures (40 CFR 1036.510).

TABLE III–8—STAGE 3 ENGINE EMISSIONS AT 600,000 MILE EQUIVALENT TEST POINT WITHOUT ADJUSTMENTS FOR IRAF OR CRANKCASE EMISSIONS

Duty cycle	NO_X (mg/hp-hr)	PM (mg/hp-hr)	NMHC (mg/hp-hr)	CO (g/hp-hr)	CO_2 (g/hp-hr)	N_2O (g/hp-hr)
SET [a]	24	1	1	0.015	460	0.030
FTP	27	1	9	0.144	519	0.058
LLC	33	4	16	0.153	623	0.064

[a] Using the weighting factors in our finalized test procedures (40 CFR 1036.510).

TABLE III–9—STAGE 3 ENGINE EMISSIONS AT 800,000 MILE EQUIVALENT TEST POINT WITHOUT ADJUSTMENTS FOR IRAF OR CRANKCASE EMISSIONS

Duty cycle	NO_X (mg/hp-hr)	PM (mg/hp-hr)	NMHC (mg/hp-hr)	CO (g/hp-hr)	CO_2 (g/hp-hr)	N_2O (g/hp-hr)
SET [a]	30	2	1	0.023	458	0.028
FTP	37	1	14	0.149	520	0.092
LLC	34	1	40	0.205	629	0.125

[a] Using the weighting factors in our finalized test procedures (40 CFR 1036.510).

TABLE III–10—STAGE 3 ENGINE EMISSIONS AT INTERPOLATED AT 650,000 MILE EQUIVALENT WITHOUT ADJUSTMENTS FOR IRAF OR CRANKCASE EMISSIONS

Duty cycle	NO_X (mg/hp-hr)	PM (mg/hp-hr)	NMHC (mg/hp-hr)	CO (g/hp-hr)	CO_2 (g/hp-hr)	N_2O (g/hp-hr)
SET [a]	26	1	1	0.017	460	0.030
FTP	30	1	10	0.145	519	0.067
LLC	33	3	22	0.166	625	0.079

[a] Using the weighting factors in our finalized test procedures (40 CFR 1036.510).

In addition to evaluating the feasibility of the new criteria pollutant standards, we also evaluated how CO_2 was impacted on the CARB Stage 3 engine (which is the same engine that was used for EPA's Stage 3 engine with modifications to the aftertreatment system and engine calibration to lower NO_X emissions). We did this by evaluating how CO_2 emissions changed from the base engine over the SET, FTP, and LLC, as well as the fuel mapping test procedures defined in 40 CFR 1036.535 and 1036.540. For all three cycles the CARB Stage 3 engine emitted CO_2 with no measurable difference compared to the base 2017 Cummins X15 engine. Specifically, we compared the CARB Stage 3 engine including the 0-hour (degreened) aftertreatment with the 2017 Cummins X15 engine including degreened aftertreatment and found the percent reduction in CO_2 was

0 percent for the SET, 1 percent for the FTP, and 1 percent for the LLC.[273]

We note that while the data from the EPA Stage 3 engine (the same engine as the CARB Stage 3 engine but after SwRI made changes to the thermal management strategies) at the equivalent age of 435,000 miles showed an increase in CO_2 emissions for the SET, FTP, and LLC of 0.6, 0.7 and 1.3 percent respectively, which resulted in the CO_2 emissions for the EPA Stage 3 engine being higher than the 2017 Cummins X15 engine, this is not directly comparable because the baseline 2017 Cummins X15 aftertreatment had not been aged to an equivalent of 435,000 miles.[274] As discussed in Chapter 3 of the RIA, aging the EPA Stage 3 engine included exposing the aftertreatment to ash, that increased the back pressure on the engine, which contributed to the increase in CO_2 emissions from the EPA Stage 3 engine. We would expect the same increase in backpressure and in CO_2 emissions from the 2017 Cummins X15 engine if the aftertreatment of the 2017 Cummins X15 engine was aged to an equivalent of 435,000 miles.

To evaluate how the technology on the CARB Stage 3 engine compares to the 2017 Cummins X15 engine with respect to the HD GHG Phase 2 vehicle CO_2 standards, both engines were tested on the fuel mapping test procedures defined in 40 CFR 1036.535 and 1036.540. These test procedures define how to collect the fuel consumption data from the engine for use in GEM. For these tests the CARB Stage 3 engine was tested with the development aged aftertreatment.[275] The fuel maps from these tests were run in GEM and the results from this analysis showed that the EPA and CARB Stage 3 engine emitted CO_2 at the same rate as the 2017 Cummins X15 engine. The details of this analysis are described in Chapter 3.1 of the RIA.

The technologies included in the EPA Stage 3 engine were selected to both demonstrate the lowest criteria pollutant emissions and have a negligible effect on GHG emissions. Manufactures may choose to use other technologies to meet the final standards, but manufacturers will still also need to comply with the GHG standards that apply under HD GHG Phase 2. We have, therefore, not projected an increase in GHG emissions resulting from compliance with the final standards.

Table III–11 summarizes the incremental direct manufacturing costs for the final standards, from the baseline costs shown in Table III–15. These values include aftertreatment system, closed crankcase, and CDA costs. As discussed in Chapter 7 of the RIA, the direct manufacturing costs include the technology costs plus some costs to improve the durability of the technology through regulatory useful life. The details of this analysis can be found in Chapters 3 and 7 of the RIA.[276] The cost of the final standards and useful life periods are further accounted for in the indirect costs as discussed in Chapter 7 of the RIA.[277]

TABLE III–11—INCREMENTAL DIRECT MANUFACTURING COST OF FINAL STANDARDS FOR THE AFTERTREATMENT, CLOSED CRANKCASE, AND CDA TECHNOLOGY

[2017 $]

Light HDE	Medium HDE	Heavy HDE	Urban bus
$1,957 ...	$1,817	$2,316	$1,850

b. Baseline Emissions and Cost

The basis for our baseline technology assessment is the data provided by manufacturers in the heavy-duty in-use testing program. This data encompasses in-use operation from nearly 300 Light HDE, Medium HDE, and Heavy HDE vehicles. Chapter 5 of the RIA describes how the data was used to update the MOVES model emissions rates for HD diesel engines. Chapter 3 of the RIA summarizes the in-use emissions performance of these engines.

We also evaluated the certification data submitted to the agency. The data includes test results adjusted for IRAF and FEL that includes adjustments for deterioration and margin. The certification data, summarized in Table III–12 and Table III–13, shows that manufacturers vary in their approach to how much margin is built into the FEL. Some manufactures have submitted certification data with zero emissions (with rounding), which results in a margin at 100 percent of the FEL, while other manufacturers have margin that is less than 25 percent of the FEL.

TABLE III–12—SUMMARY OF CERTIFICATION DATA FOR FTP CYCLE

	NO_X (g/hp-hr)	PM (g/hp-hr)	NMHC (g/hp-hr)	CO (g/hp-hr)	N_2O (g/hp-hr)
Average	0.13	0.00	0.01	0.18	0.07
Minimum	0.05	0.00	0.00	0.00	0.04
Maximum	0.18	0.00	0.04	1.10	0.11

TABLE III–13—SUMMARY OF CERTIFICATION DATA FOR SET CYCLE

	NO_X (g/hp-hr)	PM (g/hp-hr)	NMHC (g/hp-hr)	CO (g/hp-hr)	N_2O (g/hp-hr)
Average	0.11	0.00	0.01	0.00	0.06
Minimum	0.00	0.00	0.00	0.00	0.00
Maximum	0.18	0.00	0.04	0.20	0.11

[273] See Chapter 3 of the RIA for the CO_2 emissions of the 2017 Cummins X15 engine and the CARB Stage 3 engine.

[274] As part of the agency's diesel demonstration program, we didn't age the aftertreatment of the base 2017 Cummins X15 engine since the focus of this program was to demonstrate emissions performance of future technologies and due to resource constraints. Thus, there isn't data directly comparable to the baseline engine at each aging step.

[275] The CARB Stage 3 0-hour (degreened) aftertreatment could not be used for these tests, because it had already been aged past the 0-hour point when these tests were conducted.

[276] See RIA Chapter 3 for the details of the cost for the aftertreatment and CDA, which are the drivers for why the incremental direct manufacturing cost is lowest for Medium HDE.

[277] See Table III–3 for the final useful life values and Section IV.B.1 for the final emissions warranty periods.

In addition to analyzing the on-cycle certification data submitted by manufacturers, we tested three modern HD diesel engines on an engine dynamometer and analyzed the data. These engines were a 2018 Cummins B6.7, 2018 Detroit DD15 and 2018 Navistar A26. These engines were tested on cycles that range in power demand from the creep mode of the Heavy Heavy-Duty Diesel Truck (HHDDT) schedule to the HD SET cycle defined in 40 CFR 1036.510. Table III–14 summarizes the range of results from these engines on the SET, FTP, and LLC. As described in Chapter 3 of the RIA, the emissions of current production heavy-duty engines vary from engine to engine but the largest difference in NO_X between engines is seen on the LLC.

TABLE III–14—RANGE OF NO_X EMISSIONS FROM MY2018 HEAVY-DUTY DIESEL ENGINES

NO_X (g/hp-hr)	SET in 40 CFR 86.1333	SET in 40 CFR 1036.510	FTP composite	LLC
Minimum	0.01	0.01	0.10	0.35
Maximum	0.12	0.05	0.15	0.81
Average	0.06	0.03	0.13	0.59

Table III–15 summarizes the baseline sales-weighted total aftertreatment cost of Light HDEs, Medium HDEs, Heavy HDEs and urban bus engines. The details of this analysis can be found in Chapters 3 and 7 of the RIA.

TABLE III–15—BASELINE DIRECT MANUFACTURING AFTERTREATMENT COST

[2017 $]

Light HDE	Medium HDE	Heavy HDE	Urban bus
$2,585	$2,536	$3,761	$2,613

C. Summary of Compression-Ignition Off-Cycle Standards and Off-Cycle Test Procedures

In this Section 0, we describe the final off-cycle standards and test procedures that will apply for model year 2027 and later heavy-duty compression-ignition engines. The final off-cycle standards and test procedures cover the range of operation included in the duty cycle test procedures and operation that is outside of the duty cycle test procedures for each regulated pollutant (NO_X, HC, CO, and PM). As described in Section III.C.1, our current not-to-exceed (NTE) test procedures were not designed to capture and control low-load operation. In contrast to the current NTE approach that evaluates engine operation within the NTE zone and excludes operation out of the NTE zone, we are finalizing a moving average window (MAW) approach that divides engine operation into two categories (or ''bins'') based on the time-weighted average engine power of each MAW of engine data. See Section III.C.2 for a discussion of the derivation of the final off-cycle standards for each bin. For bin 1, the NO_X emission standard is 10.0 g/hr. The final off-cycle standards for bin 2 are shown in Table III–16.

TABLE III–16—FINAL OFF-CYCLE BIN 2 STANDARDS FOR LIGHT HDE, MEDIUM HDE, AND HEAVY HDE

NO_X (mg/hp-hr)	HC (mg/hp-hr)	PM (mg/hp-hr)	CO (g/hp-hr)
58 [a]	120	7.5	9

[a] An interim NO_X compliance allowance of 15 mg/hp-hr applies for any in-use testing of Medium HDE and Heavy HDE. Manufacturers will add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle testing, with both field testing and laboratory testing.

The proposed rule provided an extensive discussion of the rationale and information supporting the proposed off-cycle standards (87 FR 17472, March 28, 2022). Chapters 2 and 3 of the RIA include additional information including background on applicable test procedures and the full feasibility analysis for compression-ignition engines. See also section 11.3 of the Response to Comments for a detailed discussion of the comments and how they have informed this final rule.

1. Existing NTE Standards and Need for Changes to Off-Cycle Test Procedures

Heavy-duty CI engines are currently subject to Not-To-Exceed (NTE) standards that are not limited to specific test cycles, which means they can be evaluated not only in the laboratory but also in-use. NTE standards and test procedures are generally referred to as ''off-cycle'' standards and test procedures. These off-cycle emission standards are 1.5 (1.25 for CO) times the laboratory certification standard for NO_X, HC, PM and CO and can be found in 40 CFR 86.007–11.[278] NTE standards have been successful in broadening the types of operation for which manufacturers design their emission controls to remain effective, including steady cruise operation. However, there remains a significant proportion of vehicle operation not covered by NTE standards.

[278] As noted in Section IV.G, manufacturers choosing to participate in the existing or final averaging, banking, and trading program agree to meet the family emissions limit (FEL) declared whenever the engine is tested over the applicable duty- or off-cycle test procedure. The FELs serves as the emission standard for compliance testing instead of the standards specified in 40 CFR 86.007–11 or 40 CFR 1036.104(a); thus, the existing off-cycle standards are 1.5 (1.25 for CO) times the FEL for manufacturers who choose to participate in ABT.

Compliance with an NTE standard is based on emission test data (whether collected in a laboratory or in use) analyzed pursuant to 40 CFR 86.1370 to identify NTE events, which are intervals of at least 30 seconds when engine speeds and loads remain in the NTE control area or ''NTE zone''. The NTE zone excludes engine operation that falls below certain torque, power, and speed values.[279] The NTE procedure also excludes engine operation that occurs in certain ambient conditions (*i.e.,* high altitudes, high intake manifold humidity), or when aftertreatment temperatures are below 250 °C. Collected data is considered a valid NTE event if it occurs within the NTE zone, lasts at least 30 seconds, and does not occur during any of the exclusion conditions (ambient conditions or aftertreatment temperature).

The purpose of the NTE test procedure is to measure emissions during engine operation conditions that could reasonably be expected to occur during normal vehicle use; however, only data in a valid NTE event is then compared to the NTE emission standard. Our analysis of existing heavy-duty in-use vehicle test data indicates that less than ten percent of a typical time-based dataset are part of valid NTE events, and hence subject to the NTE standards; the remaining test data are excluded from consideration. We also found that emissions are high during many of the excluded periods of operation, such as when the aftertreatment temperature drops below the 250 °C exclusion criterion. Our review of in-use data indicates that extended time at low load and idle operation results in low aftertreatment temperatures, which in turn lead to diesel engine SCR-based emission control systems not functioning over a significant fraction of real-world operation.[280] [281] [282] Test data collected as part of EPA's manufacturer-run in-use testing program indicate that low-load operation could account for greater than 50 percent of the NO_X emissions from a vehicle over a given workday.[283]

For example, 96 percent of tests in response to 2014, 2015, and 2016 EPA in-use testing orders passed with NO_X emissions for valid NTE events well below the 0.3 g/hp-hr NO_X NTE standard. When we used the same data to calculate NO_X emissions over all operation measured, not limited to valid NTE events, the NO_X emissions were more than double those within the valid NTE events (0.5 g/hp-hr).[284] The results were even higher when we analyzed the data to consider only NO_X emissions that occur during low load events.

EPA and others have compared the performance of US-certified engines and those certified to European Union emission standards and concluded that the European engines' NO_X emissions are lower in low-load conditions, but comparable to US-certified engines subject to MY 2010 standards under city and highway operation.[285] This suggests that manufacturers are responding to the European certification standards by designing their emission controls to perform well under low-load operations, as well as highway operations.

The European Union ''Euro VI'' emission standards for heavy-duty engines require manufacturers to check for ''in-service conformity'' by operating their engines over a mix of urban, rural, and motorway driving on prescribed routes using portable emission measurement system (PEMS) equipment to measure emissions.[286] [287] Compliance is determined using a work-based windows approach where emissions data are evaluated over segments or ''windows.'' A window consists of consecutive 1 Hz data points that are summed until the engine performs an amount of work equivalent to the European transient engine test cycle (World Harmonized Transient Cycle).

EPA is finalizing new off-cycle test procedures similar to the European Euro VI in-service conformity program, with key distinctions that build upon the Euro VI approach, as discussed in the following section. This new approach will require manufacturers to account for a relatively larger proportion of engine operation and thereby further ensure that real-world emissions meet the off-cycle standards.

2. Off-Cycle Standards and Test Procedures

We are replacing the NTE test procedures and standards (for NO_X, PM, HC and CO) for model year 2027 and later engines. Under the final new off-cycle standards and test procedures, engine operation and emissions test data must be assessed in test intervals that consist of 300-second moving average windows (MAWs) of continuous engine operation. Our evaluation accounts for our current understanding that shorter windows are more sensitive to measurement variability and longer windows make it difficult to distinguish between duty cycles. In contrast to the current NTE approach that divides engine operation into two categories (in the NTE zone and out of the NTE zone), this approach will divide engine operation into two categories (or ''bins'') based on the time-weighted average engine power of each MAW of engine data, with some limited exclusions from the two bins, as described in more detail in the following discussion.

In the NPRM, we requested comment on the proposed off-cycle standards and test procedures, including the 300 second length of the window. We first note that commenters broadly agree that the current NTE methodology should be revised, and that a MAW structure is preferable for off-cycle standards. Some commenters were concerned that individual seconds of data would be ''smeared,'' with the same 1-Hz data appearing in both bins as the 300 second windows are placed in the appropriate bin. We are finalizing the window length that we proposed, as the 300 second length provides an adequate averaging time to smooth any anomalous emission events and we anticipate that the final bin structure described in Section III.C.2.i. should also help address these concerns. See Response to Comments Section 11.1 through 11.3 for further details on these comments and EPA's response to these comments.

Although this program has similarities to the European Euro VI approach, we are not limiting our off-

[279] Specifically, engine operations are excluded if they fall below 30 percent of maximum torque, 30 percent of maximum power, or 15 percent of the European Stationary Cycle speed.

[280] Hamady, Fakhri, Duncan, Alan. ''A Comprehensive Study of Manufacturers In-Use Testing Data Collected from Heavy-Duty Diesel Engines Using Portable Emissions Measurement System (PEMS)''. 29th CRC Real World Emissions Workshop, March 10–13, 2019.

[281] Sandhu, Gurdas, et al. ''Identifying Areas of High NO_X Operation in Heavy-Duty Vehicles''. 28th CRC Real-World Emissions Workshop, March 18–21, 2018.

[282] Sandhu, Gurdas, et al. ''In-Use Emission Rates for MY 2010+ Heavy-Duty Diesel Vehicles''. 27th CRC Real-World Emissions Workshop, March 26–29, 2017.

[283] Sandhu, Gurdas, et al. ''Identifying Areas of High NO_X Operation in Heavy-Duty Vehicles''. 28th CRC Real-World Emissions Workshop, March 18–21, 2018.

[284] Hamady, Fakhri, Duncan, Alan. ''A Comprehensive Study of Manufacturers In-Use Testing Data Collected from Heavy-Duty Diesel Engines Using Portable Emissions Measurement System (PEMS)''. 29th CRC Real World Emissions Workshop, March 10–13, 2019.

[285] Rodriguez, F.; Posada, F. ''Future Heavy-Duty Emission Standards An Opportunity for International Harmonization''. The International Council on Clean Transportation. November 2019. Available online: *https://theicct.org/sites/default/files/publications/Future%20_HDV_standards_opportunity_20191125.pdf.*

[286] COMMISSION REGULATION (EU) No 582/2011, May 25, 2011. Available online: *https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02011R0582-20180118&from=EN.*

[287] COMMISSION REGULATION (EU) 2018/932, June 29, 2018. Available online: *https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32018R0932&from=EN.*

cycle standards and test procedures to operation on prescribed routes. Our current NTE program is not limited to prescribed routes, and we would consider it an unnecessary step backward to change that aspect of the procedure.

In Section IV.G, we discuss the final rule updates to the ABT program to account for these new off-cycle standards.

i. Moving Average Window Operation Bins

The final bin structure includes two bins of operation that represent two different domains of emission performance. Bin 1 represents extended idle operation and other very low load operation where engine exhaust temperatures may drop below the optimal temperature for aftertreatment function. Bin 2 represents higher power operation including much of the operation currently covered by the NTE. Operation in bin 2 naturally involves higher exhaust temperatures and catalyst efficiencies. Because this approach divides 300 second windows into bins based on time-averaged engine power of the window, any of the bins could include some idle or high-power operation. Like the duty cycle standards, we believe more than a single standard is needed to apply to the entire range of operation that heavy-duty engines experience. A numerical standard that is technologically feasible under worst case conditions such as idle would necessarily be much higher than the levels that are achievable when the aftertreatment is functioning optimally. Section III.C.2.iii includes the final numeric off-cycle standards.

Given the challenges of measuring engine power directly in-use, we are using the CO_2 emission rate (grams per second) as a surrogate for engine power in defining the bins for an engine. We are further normalizing CO_2 emission rates relative to the nominal maximum CO_2 rate of the engine. So, if an engine with a maximum CO_2 emission rate of 50 g/sec was found to be emitting CO_2 at a rate of 10 g/sec, its normalized CO_2 emission rate would be 20 percent. The maximum CO_2 rate is defined as the engine's rated maximum power multiplied by the engine's CO_2 family certification level (FCL) for the FTP certification cycle.

In the proposal, we requested comment on whether the maximum CO_2 mass emission rate should instead be determined from the steady-state fuel mapping procedure in 40 CFR 1036.535 or the torque mapping procedure defined in 40 CFR 1065.510. After considering comments, EPA is finalizing the use of the CO_2 emission rate as a surrogate for engine power with the proposed approach to determining the maximum CO_2 mass emission rate. We have two main reasons for finalizing the determination of maximum CO_2 mass emission rate as proposed. First, the FTP FCL and maximum engine power are already reported to the EPA, so no new requirements are needed under the finalized approach. Second, our assessment of the finalized approach has shown that this approach for the determination of maximum CO_2 mass emission rate matches well with the other options we requested comment on. EPA believes that using the CO_2 emission rate will automatically account for additional fuel usage not directly used for driveshaft torque and minimizes concerns about the accuracy and data alignment in the use of broadcast torque. EPA acknowledges that there is some small variation in efficiency, and thus CO_2 emissions rates, among engines. However, the test procedure accounts for improvements to the engine efficiency by using the FTP FCL to convert CO_2 specific NO_X to work specific NO_X. This is because the FTP FCL captures the efficiency of the engine over a wide range of operation, from cold start, idle and steady-state higher power operation. Furthermore, the FTP FCL can also capture the CO_2 improvements from hybrid technology when the powertrain test option described in preamble Section III.B.2.v is utilized.

The bins are defined as follows:

- *Bin 1:* 300 second windows with normalized average CO_2 rate ≤6 percent.
- *Bin 2:* 300 second windows with normalized average CO_2 rate >6 percent.

The bin cut point of six percent is near the average power of the low-load cycle. In the NPRM, we proposed a three-bin structure and requested comment on the proposed number of bins and the value of the cut point(s). After considering comments, EPA agrees with commenters to the extent the commenters recommend combining the proposed bins 2 and 3 into a single ''non-idle'' bin 2. Results from the EPA Stage 3 real world testing indicate that emissions in bins 2 and 3 (expressed as emissions/normalized CO_2) are substantially similar, minimizing the advantage of separating these modes of operation. See Response to Comments Section 11.1 for further details on these comments and EPA's response to these comments.

To ensure that there is adequate data in each of the bins to compare to the off-cycle standards, the final requirements specify that there must be a minimum of 2,400 moving average windows in bin 1 and 10,000 moving average windows in bin 2. In the NPRM, we proposed a minimum of 2,400 windows for all bins and requested comment on the appropriate minimum number of windows required to sufficiently reduce variability in the results while not requiring an unnecessary number of shift days to be tested to meet the requirement. EPA received comments both supporting the proposed 2,400 window minimum and supporting an increase to 10,000 windows total for the non-idle bins (now a single bin 2 in this final rule). After considering comments, we believe requiring a minimum of 10,000 windows in final bin 2 to define a valid test is appropriate. Analysis of data from the EPA Stage 3 off-cycle test data has shown that emissions are stable after 6,000 windows of data at moderate temperatures but NO_X emissions under low ambient temperatures need closer to 10,000 windows to be stable. EPA believes the larger number of required windows will better characterize the emissions performance of the engine.

If during the first shift day any of the bins do not include at least the minimum number of windows, then the engine will need to be tested for additional day(s) until the minimum requirement is met. Additionally, the engine can be idled at the end of the shift day to meet the minimum window count requirement for the idle bin. This is to ensure that even for duty cycles that do not include significant idle operation the minimum window count requirement for the idle bin can be met without testing additional days.

We received comments on the timing and duration of the optional end-of-day idle. After considering comments, the final requirements specify that the ability to add idle time is restricted to the end of the shift day, and manufacturers may extend this end-of-day idle period to be as long as they choose. Additional idle in the middle of the shift day is contrary to the intent of real-world testing, and the end of the shift day is the only realistic time to add windows. Since idle times of varying lengths are encountered in real-world operation, we do not think that requiring a specific length of idle time would necessarily make the resulting data set more representative.

As described further in section III.C.2.ii, after consideration of comment, EPA is including requirements in 40 CFR 1036.420 that specify that during the end-of-day idle period, when testing vehicles with automated engine shutdown features, manufacturers will be required to override the automated shutdown feature where possible. This will ensure

that the test data will contain at least 2,400 windows in the idle bin, which otherwise would be unobtainable. For automated shutdown features that cannot be overridden, the manufacturer may populate the bin with zero emission values for idle until exactly 2,400 windows are achieved.

ii. Off-Cycle Test Procedures

The final off-cycle test procedures include measuring off-cycle emissions using the existing test procedures that specify measurement equipment and the process of measuring emissions during testing in 40 CFR part 1065. Part 1036, subpart E contains the process for recruiting test vehicles, how to test over the shift day, how to evaluate the data, what constitutes a valid test, and how to determine if an engine family passes. Measurements may use either the general laboratory test procedures or the field-testing procedures in 40 CFR part 1065, subpart J. However, we are finalizing special calculations for bin 2 in 40 CFR 1036.530 that will supersede the brake-specific emission calculations in 40 CFR part 1065. The test procedures require second-by-second measurement of the following parameters:

- Molar concentration of CO_2 (ppm)
- Molar concentration of NO_X (ppm)
- Molar concentration of HC (ppm)
- Molar concentration of CO (ppm)
- Concentration of PM (g/m^3)
- Exhaust flow rate (m^3/s)

Mass emissions of CO_2 and each regulated pollutant are separately determined for each 300-second window and are binned based on the normalized CO_2 rate for each window.

Additionally, EPA agrees with commenters that the maximum allowable engine coolant temperature at the start of the day should be raised to 40 degrees Celsius and we are finalizing this change in 40 CFR 1036.530. In the NPRM, we proposed 30 °C which is 86 °F. It is possible that ambient temperatures in some regions of the United States won't drop below this overnight. We are therefore finalizing 40 °C which is 104 °F as this should ensure that high overnight ambient temperatures do not prevent a manufacturer from testing a vehicle.

The standards described in Section III.C.2.iii are expressed in units of g/hr for bin 1 and mg/hp-hr for bin 2. However, unlike most of our exhaust standards, the hp-hr values for the off-cycle standards do not refer to actual brake work. Rather, they refer to nominal equivalent work calculated proportional to the CO_2 emission rate. Thus, in 40 CFR 1036.530 the NO_X emissions (''e'') in g/hp-hr are calculated as:

$$e\left(\frac{mg}{\mathrm{hp}\cdot\mathrm{hr}}\right) = \frac{Sum\ of\ Window\ NOx\ mass\ per\ Bin}{Sum\ of\ Window\ CO_2\ mass\ per\ Bin}\cdot\frac{FTP\ CO_2\ mass}{FTP\ work}$$

The final requirements include a limited number of exclusions (six total) in 40 CFR 1036.530(c)(3) that exclude some data from being subject to the off-cycle standards. The first exclusion in 40 CFR 1036.530(c)(3)(i) is for data collected during periodic PEMS zero and span drift checks or calibrations, where the emission analyzers and/or flow meter are not available to measure emissions during that time and these checks/calibrations are needed to ensure the robustness of the data.

The second exclusion in 40 CFR 1036.530(c)(3)(ii) is for data collected anytime the engine is off during the course of the shift day, with modifications from proposal that (1) this exclusion does not include engine off due to automated stop-start, and (2) specific requirements for vehicles with stop-start technology. In the NPRM, we proposed excluding data for vehicles with stop-start technology when the engine was off and requested comment on the appropriateness of this exclusion. We received comment suggesting provisions for vehicles equipped with automated stop-start technology. After considering comments, EPA has included in the final rule requirements applicable when testing vehicles with automatic engine shutdown (AES) and/or stop-start technology. Under the final requirements, the manufacturer shall disable AES and/or stop-start if it is not tamper resistant as described in 40 CFR 1036.415(g), 1036.420(c), and 1036.530(c)(3). If stop-start is tamper resistant, the 1-Hz emission rate for all GHG and criteria pollutants shall be set to zero when AES and/or stop-start is active and the engine is off, and these data are included in the normal windowing process (*i.e.,* the engine-off data are not treated as exclusions). If at the end of the shift day there are not 2,400 windows in bin 1 for a vehicle with AES and/or stop-start technology, the manufacturer must populate the bin with additional windows with the emission rate for each GHG and criteria pollutant set to zero to achieve exactly 2,400 idle bin windows. This process accounts for manufacturers who implement a start/stop mode that cannot be overridden and applies the windowing and binning process in a way that is similar to the process applied to a conventionally idling vehicle.

The third exclusion in 40 CFR 1036.530(c)(3)(iii) is for data collected during infrequent regeneration events. The data collected for the test order may not collect enough operation to properly weight the emissions rates during an infrequent regeneration event with emissions that occur without an infrequent regeneration event.

The fourth exclusion in 40 CFR 1036.530(c)(3)(iv) is for data collected when ambient temperatures are below 5 °C (this aspect includes some modifications from proposal), or when ambient temperatures are above the altitude-based value determined using Equation 40 CFR 1036.530–1. The colder temperatures can significantly inhibit the engine's ability to maintain aftertreatment temperature above the minimum operating temperature of the SCR catalyst while the higher temperature conditions at altitude can limit the mass airflow through the engine, which can adversely affect the engine's ability to reduce engine out NO_X through the use of exhaust gas recirculation (EGR). In addition to affecting EGR, the air-fuel ratio of the engine can decrease under high load, which can increase exhaust temperatures above the conditions where the SCR catalyst is most efficient at reducing NO_X. However, we also do not want to select temperature limits that overly exclude operation, such as setting a cold temperature limit so high that it excludes important initial cold start operation from all tests, or a number of return to service events. These are important operational regimes, and the MAW protocol is intended to capture emissions over the entire operation of the vehicle. The final rule strikes an appropriate balance between these considerations.

In the NPRM, we proposed excluding data when ambient temperatures were below −7 °C and requested comment on the appropriateness of this exclusion. Several comments disagreed with the proposed low temperature exclusion level and recommended a higher

temperature of 20 °C as well as additional exemptions for coolant and oil temperatures, and recommended low temperature exclusion temperatures that ranged from 20 to 70 °C. After considering comments, we adjusted the final ambient temperature exclusion to 5 °C. We have additionally incorporated a temperature-based adjustment to the final numerical NO_X standards, as described in Section III.C.iii. However, we have not incorporated exclusions based on coolant and oil temperatures. These changes are supported by data recently generated from testing at SwRI with the EPA Stage 3 engine at low temperatures over the CARB Southern Route Cycle and Low Load Cycle. This testing consisted of operation of the engine over the duty-cycle with the test cell ambient temperature set at 5 °C with air flow moving over the aftertreatment system to simulate the airflow over the aftertreatment during over the road operation. The results indicated that there were cold ambient air temperature effects on aftertreatment temperature that reduced NO_X reduction efficiency, which supports that the temperature should be increased. With these changes, our analysis, as described in section III.C, shows that the off-cycle standards are achievable for MY 2027 and later engines down to 5 °C, taking into account the temperature-based adjustment to the final numerical standards. We have concerns about whether the off-cycle standards could be met below 5 °C after taking a closer look at all data regarding real world effects and based on this we are exempting data from operation below 5 °C from being subject to the standards.

The fifth exclusion in 40 CFR 1036.530(c)(3)(v) is for data collected where the altitude is greater than 5,500 feet above sea level for the same reasons as for the high temperatures at altitude exclusion.

The sixth exclusion in 40 CFR 1036.530(c)(3)(vi) is for data collected when any approved Auxiliary Emission Control Device (AECD) for emergency vehicles are active because the engines are allowed to exceed the emission standards while these AECDs are active.

To reduce the influence of environmental conditions on the accuracy and precision of the PEMS for off-cycle in-use testing, we are adding additional changes to those proposed in requirements in 40 CFR 1065.910(b). These requirements are to minimize the influence of temperature, electromagnetic frequency, shock, and vibration on the emissions measurement. If the design of the PEMS or the installation of the PEMS does not minimize the influence of these environmental conditions, the final requirements specify that the PEMS must be installed in an environmental chamber during the off-cycle test to minimize these effects.

iii. Off-Cycle Standards

For NO_X, we are finalizing separate standards for distinct modes of operation. To ensure that the duty-cycle NO_X standards and the off-cycle NO_X standards are set at the same relative stringency level, the bin 1 standard is proportional to the Voluntary Idle standard discussed in Section III.B.2.iv, and the bin 2 standard is proportional to a weighted combination of the LLC standard discussed in Section III.B.2.iii and the SET standard discussed in Section III.B.2.ii. For bin 1, the NO_X emission standard for all CI primary intended service classes is 10.0 g/hr starting in model year 2027. For PM, HC and CO we are not setting standards for bin 1 because the emissions from these pollutants are very small under idle conditions and idle operation is extensively covered by the SET, FTP, and LLC duty cycles discussed in Section III.B.2. The combined NO_X bin 2 standard is weighted at 25 percent of the LLC standard and 75 percent of the SET standard, reflecting the nominal flow difference between the two cycles. For HC, the bin 2 standard is also set at values proportional to a 25 percent/75 percent weighted combination of the LLC standard and the SET standard.[288] For PM and CO, the SET, FTP, and LLC standards are the same numeric value, so bin 2 is proportional to that numeric standard. The numerical values of the off-cycle standards for bin 2 are shown in Table III–17.

The final numerical off-cycle bin 1 NO_X standard reflect a conformity factor of 1.0 times the Clean Idle standard discussed in Section III.B.2.iv. The final numerical off-cycle bin 2 standards for all pollutants reflect a conformity factor of 1.5 times the duty-cycle standards set for the LLC and SET cycles discussed in Section III.B.2.ii and Section III.B.2.iii. Additionally, as discussed in Section III.B.2, the in-use NO_X off-cycle standard for Medium and Heavy HDE reflects an additional 15 mg/hp-hr NO_X allowance above the bin 2 standard. Similar to the duty cycle standards, the off-cycle standards were set at a level that resulted in at least 40 percent compliance margin for the EPA Stage 3 engine. We requested and received comments on the appropriate scaling factors or other approaches to setting off-cycle standards. After consideration of the comments, we believe the final numerical standards are feasible and appropriate for certification and in-use testing. We note that the final standards are similar, but not identical to, the options proposed in the NPRM. As with the duty cycle standards discussed in Preamble Section III.B, the data from the EPA Stage 3 engine supported the most stringent numeric standards we proposed under low-load operation and the most stringent numeric standards we proposed for MY 2027 under high load operation. More discussion of the feasibility of these standards can be found in the following discussion and in Section III.C.3 and Response to Comments Section 11.3.1.

TABLE III–17—OFF-CYCLE BIN 2 STANDARDS

NO_X (mg/hp-hr)	HC (mg/hp-hr)	PM (mg/hp-hr)	CO (g/hp-hr)
58 [a]	120	7.5	9

[a] An interim NO_X compliance allowance of 15 mg/hp-hr applies for any in-use testing of Medium HDE and Heavy HDE. Manufacturers will add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle Bin 2, for both in-use field testing and laboratory testing as described in 40 CFR 1036, subpart E. Note, the NO_X compliance allowance doesn't apply to confirmatory testing described in 40 CFR 1036.235(c) or selective enforcement audits described in 40 CFR part 1068.

In the proposal, we requested comment on the in-use test conditions over which engines should be required to comply with the standard, asking commentors to take into consideration any tradeoffs that broader or narrower

[288] See Preamble Section III.B.2 for the HC standards for the SET and LLC.

conditions might have on the stringency of the standard we set. After considering comments on low ambient air temperature and the available data from the low-temperature Stage 3 testing at SwRI described in section III.C.2.ii, we are also incorporating an adjustment to the numerical off-cycle bin 1 and bin 2 standards for NO_X as a function of ambient air temperature below 25 °C. The results demonstrated higher NO_X emissions at low temperatures, indicating that standards should be numerically higher to account for real-world temperature effects on the aftertreatment system. To determine the magnitude of this adjustment, we calculated the increase in the Stage 3 engine NO_X emissions over the CARB Southern Route Cycle at low temperature over the NO_X emissions at 25 °C. These values were linearly extrapolated to determine the projected increase at 5 °C versus 25 °C. Table III–18 presents the numerical value of each off-cycle bin 1 and bin 2 NO_X standard at both 25 °C and 5 °C.

Under the final requirements in 40 CFR 1036.104, the ambient temperature adjustment is applied based on the average 1-Hz ambient air temperature during the shift day for all data not excluded under 40 CFR 1036.530(c), calculated as the time-averaged temperature of all included data points. If this average temperature is 25 °C or above, no adjustment to the standard is made. If the average temperature is below 25 °C, the applicable NO_X standard is calculated using the equations in Table 3 to paragraph (a)(3) of 40 CFR 1036.104 Table III–18 for the appropriate service class and bin.

TABLE III–18—TEMPERATURE ADJUSTMENTS TO THE OFF-CYCLE NO_X STANDARDS

Service class	Applicability	Bin	NO_X standard at 25 °C	NO_X standard at 5 °C	Applicable unit
All	All	1	10	[a] 15	g/hr.
Light HDE	Certification & In-use	2	58	[a] 102	mg/hp-hr.
Medium and Heavy HDE	Certification	2	58	[a] 102	mg/hp-hr.
Medium and Heavy HDE	In-Use	2	[a] 73	[a] 117	mg/hp-hr.

[a] The Bin 1 and Bin 2 ambient temperature adjustment and the NO_X compliance allowance for in-use testing do not scale with the FEL_{FTPNO_x}.

3. Feasibility of the Diesel (Compression-Ignition) Off-Cycle Standards

i. Technologies

As a starting point for our determination of the appropriate numeric levels of the off-cycle emission standards, we considered whether manufacturers could meet the duty-cycle standard corresponding to the type of engine operation included in a given bin,[289] as follows:

- Bin 1 operation is generally similar to operation at idle and the lower speed portions of the LLC.
- Bin 2 operation is generally similar to operation over the LLC, the FTP and much of the SET.

An important question is whether the off-cycle standards would require technology beyond what we are projecting would be necessary to meet the duty-cycle standards. As described in this section, we do not expect the off-cycle standards to require different technologies.

This is not to say that we expect manufacturers to be able to meet these standards with no additional work. Rather, we project that the off-cycle standards can be met primarily through additional effort to calibrate the duty-cycle technologies to function properly over the broader range of in-use conditions. We also recognize that manufacturers can choose to include additional technology, if it provided a less expensive or otherwise preferred option.

When we evaluated the technologies discussed in Section III.B.3.i with emissions controls that were designed to cover a broad range of operation, it was clear that we should set the off-cycle standards to higher numerical values than the duty-cycle standards to take into account the broader operations covered by the off-cycle test procedures. Section III.C.3.ii explains how the technology and controls performed when testing with the off-cycle test procedures over a broad range of operation. The data presented in Section III.C.3.ii shows that even though there are similarities in the operation between the duty cycles (SET, FTP, and LLC) and the off-cycle bins 1 and 2, the broader range of operation covered by the off-cycle test procedure results in a broader range of emissions performance, which justifies setting the numeric off-cycle standards higher than the corresponding duty cycle standards for equivalent stringency. In addition to this, the off-cycle test procedures and standards cover a broader range of ambient temperature and pressure, which can also increase the emissions from the engine as discussed in Section III.C.2.ii.

ii. Summary of Feasibility Analysis

To identify appropriate numerical levels for the off-cycle standards, we evaluated the performance of the EPA Stage 3 engine in the laboratory on five different cycles that were created from field data of HD engines that cover a range of off-cycle operation. These cycles are the CARB Southern Route Cycle, Grocery Delivery Truck Cycle, Drayage Truck Cycle, Euro-VI ISC Cycle (EU ISC) and the Advanced Collaborative Emissions Study (ACES) cycle. The CARB Southern Route Cycle is predominantly highway operation with elevation changes resulting in extended motoring sections followed by high power operation. The Grocery Delivery Truck Cycle represents goods delivery from regional warehouses to downtown and suburban supermarkets and extended engine-off events characteristic of unloading events at supermarkets. Drayage Truck Cycle includes near dock and local operation of drayage trucks, with extended idle and creep operation. Euro-VI ISC Cycle is modeled after Euro VI ISC route requirements with a mix of 30 percent urban, 25 percent rural and 45 percent highway operation. ACES Cycle is a 5-mode cycle developed as part of ACES program. Chapter 3 of the RIA includes figures that show the engine speed, engine torque and vehicle speed of the cycles.

The engine was initially calibrated to minimize NO_X emissions for the dynamometer duty cycles (SET, FTP, and LLC). It was then further calibrated to achieve more optimal performance over off-cycle operation. The test results shown in Table III–19 provide a reasonable basis for evaluating the feasibility of controlling off-cycle emissions to a useful life of 435,000 miles and 800,000 miles. Additionally,

[289] See preamble Section III.B.3 for details on EPA's assessment of the feasibility of the duty-cycle standards.

the engine tested did not include the SCR catalyst volume that is included in our cost analysis and that we determined should enable lower bin 2 NO_X emissions, further supporting that the final standards are feasible. Additionally, the 800,000 mile aged aftertreatment was tested over the CARB Southern Route Cycle with an ambient temperature between 2 °C and 9 °C (6.8 °C average), the average of which is slightly above the 5 °C minimum ambient temperature that the final requirements specify as the level below which test data are excluded.[290] The summary of the results is in Chapter 3 of the RIA. For Light HDE standards, we looked at the data at the equivalent of 435,000 miles.[291] For the Medium and Heavy HDE standards we looked at the data at the equivalent of 800,000 miles.[292]

TABLE III–19—EPA STAGE 3 NO_X EMISSIONS OFF-CYCLE OPERATION WITHOUT ADJUSTMENTS FOR CRANKCASE EMISSIONS

Equivalent miles, ambient T (°C)	Bin No.	CARB southern route cycle	Grocery deliv. cycle	ACES	EU ISC	Drayage
435,000, 25 °C	1 (g/hr)	0.7	1.0	0.9	0.4	0.3
	2 (mg/hp-hr)	32	21	20	31	19
800,000, 25 °C	1 (g/hr)	0.7	3.3	1.5	0.4	1.1
	2 (mg/hp-hr)	47	32	34	32	28
800,000, 2 to 9 °C	1 (g/hr)	1.4	Not tested			
	2 (mg/hp-hr)	87	Not tested			

a. Bin 1 Evaluation

Bin 1 includes the idle operation and some of the lower speed operation that occurs during the FTP and LLC. However, it also includes other types of low-load operation observed with in-use vehicles, such as operation involving longer idle times than occur in the LLC. To ensure that the bin 1 standard is feasible, we set the idle bin standard at the level projected to be achievable engine-out with exhaust temperatures below the aftertreatment light-off temperature. As can be seen from the results in Table III–19, the EPA Stage 3 engine performed well below the bin 1 NO_X standards. The summary of the results is located in Chapter 3 of the RIA.

For bin 1 we are finalizing NO_X standard at a level above what we have demonstrated because there are conditions in the real world that may prevent the emissions control technology from being as effective as demonstrated with the EPA Stage 3 engine. For example, under extended idle operation the EGR rate may need to be reduced to maintain engine durability. Under extended idle operation with cold ambient temperatures, the aftertreatment system can lose NO_X reduction efficiency which can also increase NO_X emissions. Taking this under consideration, as well as other factors, we believe that the final bin 1 NO_X standard in Table III–17 is the lowest achievable standard in MY 2027.

b. Bin 2 Evaluations

As can be seen see from the results in Table III–19, the NO_X emissions from the Stage 3 engine in bin 2 were below the final off-cycle standards for each of the off-cycle duty-cycles. The HC and CO emissions measured for each of these off-cycle duty cycles were well below the final off-cycle standards for bin 2. PM emissions were not measured during the off-cycle tests, but based on the effectiveness of DPFs over all engine operation as seen with the SET, FTP, and LLC, our assessment is that the final PM standards in Bin 2 are feasible. The summary of the results is located in Chapter 3 of the RIA.

For bin 2, all the 25 °C off-cycle duty cycles at a full useful life of 800,000 miles had emission results below the NO_X certification standard of 58 mg/hp-hr shown in Table III–19. Additionally, the CARB Southern Route Cycle run at ambient temperatures under 10 °C had emission results below the Heavy HDE NO_X in-use off-cycle standard of 106 mg/hp-hr which is the standard at 10 °C as determined from Equation 40 CFR 1036.104–2. While this cycle was run at temperatures above the minimum ambient temperature exclusion limit of 5 °C that we are finalizing, we expect actual HDIUT testing to be less severe than the demonstration. Nonetheless, since the results of the low ambient temperature testing demonstrated higher NO_X emissions at low temperatures, as shown in Table III–19, we have finalized standards that are numerically higher at lower temperatures to account for real-world temperature effects on the aftertreatment system.

In the NPRM, we requested comment on the numerical values of the off-cycle standards, as well as the overall structure of the off-cycle program. We received comments recommending both lower and higher numerical standards than were proposed. After considering comments, we believe the off-cycle standards that we are finalizing are appropriate and feasible values. See Response to Comments Section 11.3.1 for further details on these comments and EPA's response to these comments.

4. Compliance and Flexibilities for Off-Cycle Standards

Given the similarities of the off-cycle standards and test procedures to the current NTE requirements that we are

[290] The low ambient temperature exclusion was raised from the proposed level of −7 °C to 5 °C, since engines can continue to use EGR to reduce NO_X without the use of an EGR cooler bypass at and above 5 °C. See RIA Chapter 3.1.1.2.2 for a summary of data from the EPA Stage 3 engine with three different idle calibrations.

[291] See Section III.B.3.ii for an explanation on why we determined data at the equivalent of 435,000 miles was appropriate for determining the feasibility of the Light HDE standards.

[292] Similar to our reasoning in Section III.B.3.ii for using the interpolated data at the equivalent of 650,000 miles to determine the feasibility of the duty cycle standards for Medium and Heavy HDE, we determined the data at the equivalent of 800,000 was appropriate for determining the feasibility of the Medium and Heavy HDE off-cycle standards. The one difference is that emission data was not collected at the equivalent of 600,000 miles. Therefore, we used the data at the equivalent of 800,000 miles (rather than assuming the emissions performance changed linearly and interpolating the emissions from the data at the equivalent of 435,000 and 800,000 miles) to determine the emissions performance at the equivalent of 650,000 miles. We think it's appropriate to use the data at the equivalent of 800,000 miles (rather than the interpolated data at the equivalent of 650,000 miles) to account for uncertainties in real world performance, particularly given the significant increases in useful life, decreases in the numeric levels of the standards, and the advanced nature of the technologies.

replacing starting in MY 2027, we evaluated the appropriateness of applying the current NTE compliance provisions to the off-cycle standards we are finalizing and determined which final compliance requirements and flexibilities are applicable to the new final off-cycle standards, as discussed immediately below.

i. Relation of Off-Cycle Standards To Defeat Devices

CAA section 203 prohibits bypassing or rendering inoperative a certified engine's emission controls. When the engine is designed or modified to do this, the engine is said to have a defeat device. With today's engines, the greatest risks with respect to defeat devices involve manipulation of the engine's electronic controls. EPA refers to an element of design that manipulates emission controls as an Auxiliary Emission Control Device (AECD).[293] Unless explicitly permitted by EPA, AECDs that reduce the effectiveness of emission control systems under conditions which may reasonably be expected to be encountered in normal vehicle operation and use are prohibited as defeat devices under current 40 CFR 86.004–2.

For certification, EPA requires manufacturers to identify and describe all AECDs.[294] For any AECD that reduces the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use, manufacturers must provide a detailed justification.[295] We are migrating the definition of defeat device from 40 CFR 86.004–2 to 40 CFR 1036.115(h) and clarifying that an AECD is not a defeat device if such conditions are substantially included in the applicable procedure for duty-cycle testing as described in 40 CFR 1036, subpart F. Such AECDs are not treated as defeat devices because the manufacturer shows that their engines are able to meet standards during duty-cycle testing while the AECD is active. The AECD might reduce the effectiveness of emission controls, but not so much that the engine fails to meet the standards that apply.

We do not extend this same treatment to off-cycle testing, for two related reasons. First, we can have no assurance that the AECD is adequately exercised during any off-cycle operation to support the conclusion that the engine will consistently meet emission standards over all off-cycle operation. Second, off-cycle testing may involve operation over an infinite combination of engine speeds and loads, so excluding AECDs from consideration as defeat devices during off-cycle testing would make it practically impossible to conclude that an engine has a defeat device.

If an engine meets duty-cycle standards and the engine has no defeat devices, we should be able to expect engines to achieve a comparable level of emission control for engine operation that is different than what is represented by the certification duty cycles. The off-cycle standards and measurement procedures allow for a modest increase in emissions for operation that is different than the duty cycle, but manufacturers may not change emission controls to increase emissions to the off-cycle standard if those controls were needed to meet the duty-cycle standards. The finalized off-cycle standards are set at a level that is feasible under all operating conditions, so we expect that under much of the engine operation the emissions are well below the final off-cycle standards.

ii. Heavy-Duty In-Use Testing Program

Under the current manufacturer-run heavy-duty in-use testing (HDIUT) program, EPA annually selects engine families to evaluate whether engines are meeting current emissions standards. Once we submit a test order to the manufacturer to initiate testing, it must contact customers to recruit vehicles that use an engine from the selected engine family. The manufacturer generally selects five unique vehicles that have a good maintenance history, no malfunction indicators on, and are within the engine's regulatory useful life for the requested engine family. The tests require use of portable emissions measurement systems (PEMS) that meet the requirements of 40 CFR part 1065, subpart J. Manufacturers collect data from the selected vehicles over the course of a day while they are used for their normal work and operated by a regular driver, and then submit the data to EPA. Compliance is currently evaluated with respect to the NTE standards.

With some modifications from proposal, we are continuing the HDIUT program, with compliance with respect to the new off-cycle standards and test procedures added to the program beginning with MY 2027 engines. As proposed, we are not carrying forward the Phase 2 HDIUT requirements in 40 CFR 86.1915 once the NTE phases out after MY 2026. Under the current NTE based off-cycle test program, if a manufacturer is required to test ten engines under Phase 1 testing and less than eight fully comply with the vehicle pass criteria in 40 CFR 86.1912, we could require the manufacturer to initiate Phase 2 HDIUT testing which would require manufacturers to test an additional 10 engines. After consideration of comments, we are generally finalizing our overall long term HDIUT program's engine testing steps and pass/fail criteria as proposed; however, EPA believes that an interim approach in the initial two years of the program is appropriate, as manufacturers transition to the final standards, test procedures, and requirements, while still providing overall compliance assurance during that transition. More specifically, we are finalizing that compliance with the off-cycle standards would be determined by testing a maximum of fifteen engines for MYs 2027 and MY 2028 under the interim provisions, and ten engines for MYs 2029 and later. As noted in the proposal, the testing of a maximum of ten engines was the original limit under Phase 1 HDIUT testing in 40 CFR 86.1915. Similar to the current Phase 1 HDIUT requirements in 40 CFR 86.1912, the finalized 40 CFR 1036.425 and finalized interim provision in 40 CFR 1036.150(z) require initially testing five engines. Various outcomes are possible based on the observed number of vehicle passes or failures from manufacturer-run in-use testing, as well as other supplemental information. Under the interim provisions for MYs 2027 and 2028, if four of the first test vehicles meet the off-cycle standards, testing stops, and no other action is required of the manufacturer for that diesel engine family. For MYs 2029 and later, if five of the first test vehicles meet the off-cycle standards, testing stops, and no other action is required of the manufacturer for that diesel engine family. For MYs 2027 and 2028, if two of those engines do not comply fully with the off-cycle bin standards, the manufacturer would then test five additional engines for a total of ten. For MYs 2029 and later, if one of those engines does not comply fully with the off-cycle bin standards, the manufacturer would then test a sixth engine. For MYs 2027 and 2028, if eight of the ten engines tested pass, testing stops, and no other action is required of the manufacturer for that diesel engine family under the program for that model

[293] 40 CFR 86.082–2 defines Auxiliary Emission Control Device (AECD) to mean ''any element of design which senses temperature, vehicle speed, engine RPM, transmission gear, manifold vacuum, or any other parameter for the purpose of activating, modulating, delaying, or deactivating the operation of any part of the emission control system.''

[294] See 40 CFR 86.094–21(b)(1)(i)(A).

[295] See definition of ''defeat device'' in 40 CFR 86.004–2.

year. For MYs 2029 and later, if five of the six engines tested pass, testing stops, and no other action is required of the manufacturer for that diesel engine family under the program for that model year. For MYs 2027 and 2028, if three or more of the first ten engines tested do not pass, the manufacturer may test up to five additional engines until a maximum of fifteen engines have been tested. For MYs 2029 and later, when two or more of the first six engines tested do not pass, the manufacturer must test four additional engines until a total of ten engines have been tested. If the arithmetic mean of the emissions from the ten, or up to fifteen under the interim provisions, engine tests determined in § 1036.530(g), or § 1036.150(z) under the interim provisions, is at or below the off-cycle standard for each pollutant, the engine family passes and no other action is required of the manufacturer for that diesel engine family. If the arithmetic mean of the emissions from the ten, or up to fifteen under the interim provisions, engines for either of the two bins for any of the pollutants is above the respective off-cycle bin standard, the engine family fails and the manufacturer must join EPA in follow-up discussions to determine whether any further testing, investigations, data submissions, or other actions may be warranted. Under the final requirements, the manufacturer may accept a fail result for the engine family and discontinue testing at any point in the sequence of testing the specified number of engines.

We received comment on the elimination of Phase 2 testing. See Response to Comment Section 11.5.1 for further information on these comments and EPA's response to these comments. As noted in the preceding paragraphs, we are finalizing elimination of Phase 2 testing. However, we also are clarifying what happens when an engine family fails under the final program. In such a case, three outcomes are possible. First, we may ultimately decide not to take further action if no nonconformity is indicated after a thorough evaluation of the causes or conditions that caused vehicles in the engine family to fail the off-cycle standards, and a review of any other supplemental information obtained separately by EPA or submitted by the manufacturer shows that no significant nonconformity exists. Testing would then stop, and no other action would be required of the manufacturer for that diesel engine family under the program for that year. Second, we may seek some form of remedial action from the manufacturer based on our evaluation of the test results and review of other supplemental information. Third, and finally, in situations where a significant nonconformity is observed during testing, we may order a recall action for the diesel engine family in question if the manufacturer does not voluntarily initiate an acceptable remedial action.

In the NPRM, we proposed allowing manufacturers to test a minimum of 2 engines using PEMS, in response to a test order program, provided they measure, and report in-use data collected from the engine's on-board NO_X measurement system. EPA received comments expressing concerns on the feasibility of this alternate in-use testing option. Given meaningful uncertainties in whether technological advancement of measurement capabilities of these sensors will occur by MY 2027, at this time, EPA is not including the proposed option in 40 CFR 1036.405(g) and not finalizing this alternative test program option in this action. The final in-use option for manufacturers to show compliance with the off-cycle standard will require the use of currently available PEMS to measure criteria pollutant emissions, with the sampling and measurement of emission concentrations in a manner similar to the current NTE in-use test program as described in 40 CFR part 1036, subpart E, and Section III.C of this preamble. See Response to Comment Section 11.5.3 for further information on these comments and EPA's response to these comments.

In the NPRM, we proposed to not carry forward the provision in 40 CFR 86.1908(a)(6) that considers an engine misfueled if operated on a biodiesel fuel blend that is either not listed as allowed or otherwise indicated to be an unacceptable fuel in the vehicle's owner or operator manual. We also proposed in 40 CFR 1036.415(c)(1) to allow vehicles to be tested for compliance with the new off-cycle standards on any commercially available biodiesel fuel blend that meets the specifications for ASTM D975 or ASTM D7467.

We received comments on these proposed requirements. After considering the comments, we have altered provisions in the final rule from what was proposed. EPA agrees with the commenters' recommendation to restrict in-use off-cycle standards testing on vehicles that have been fueled with biodiesel to those that are either expressly allowed in the vehicle's owner or operator manual or not otherwise indicated as an unacceptable fuel in the vehicle's owner or operator manual or in the engine manufacturer's published fuel recommendations. EPA believes, as explained in section IV.H of this preamble, that data show biodiesel is compliant with ASTM D975, D7467 and D6751, that the occurrence of metal contamination in the fuel pool is extremely low, and that the metal content of biodiesel is low. However, EPA understands that manufacturers have little control over the quality of fuel that their engines will encounter over years of in-use operation.[296] To address uncertainties, EPA is modifying the proposed approach to in-use off-cycle standards testing and will allow manufacturers to continue to exempt engines from in-use off-cycle standards testing if the engine is being operated on biofuel that exceeds the manufacturers maximum allowable biodiesel percentage usable in their engines, as specified in the engine owner's manual. See 40 CFR 1036.415(c)(1).

EPA requested comment on a process for a manufacturer to receive EPA approval to exempt test results from in-use off-cycle standards testing from being considered for potential recall if an engine manufacturer can show that the vehicle was historically fueled with biodiesel blends whose B100 blendstock did not meet the ASTM D6751–20a limit for Na, K, Ca, and/or Mg metal (metals which are a byproduct of biodiesel production) or contaminated petroleum based fuels (*i.e.* if the manufacturer can show that the vehicle was misfueled), and the manufacturer can show that misfueling lead to degradation of the emission control system performance. 40 CFR 1068.505 describes how recall requirements apply for engines that have been properly maintained and used. Given the risk of metal contamination from biofuels and in some rare cases petroleum derived fuels, EPA will be willing to engage with any information manufacturers can share to demonstrate that the fueling history caused an engine to be noncompliant based on improper maintenance or use. It is envisioned that this engagement would include submission by the manufacturer of a comparison of the degraded emission control system to a representative compliant system of similar miles with respect to content of the contaminant, including an analysis of the level of the poisoning agents on the catalysts in the engine's aftertreatment system. This

[296] At this time, as explained in the proposed rule, EPA did not propose and is not taking final action to regulate biodiesel blend metal content because the available data does not indicate that there is widespread off-specification biodiesel blend stock or biodiesel blends in the marketplace. EPA also notes that the request to set a maximum nationwide biodiesel percentage of 20 percent is outside the scope of this final rule.

process addresses concerns expressed by a commentor who stated that it would be difficult if not impossible for a manufacturer to provide ''proof of source'' of the fuel contamination that led to the degradation in catalyst performance. This clarifies that the manufacturer must only determine the amount of poisoning agent present versus a baseline aftertreatment system.

In the NPRM, we requested comment on the need to measure PM emissions during in-use off-cycle testing of engines that comply with MY 2027 or later standards if they are equipped with a DPF. PEMS measurement is more complicated and time-consuming for PM measurements than for gaseous pollutants such as NO_X and eliminating it for some or all of in-use off-cycle standards testing would provide significant cost savings. We received comments both in support of and in opposition to continuing to require measurement of PM during in-use off-cycle standards testing. After considering these comments, EPA believes that historic test results from the manufacturer run in-use test program indicate that there is not a PM compliance problem for properly maintained engines. Additionally, we believe that removing the requirement for in-use off-cycle PM standards testing will not lead manufacturers to stop using wall flow DPF technology to meet the PM standards. Therefore, EPA is not including the proposed requirement for manufacturers to measure PM in the final 40 CFR 1036.415(d)(1) but is modifying that requirement from proposal to include a final provision in this paragraph that EPA may request PM measurement and that manufacturers must provide that measurement if EPA requests it. Generally, EPA expects that test orders issued by EPA under 40 CFR 1036.405 will not include a requirement to measure PM.

Furthermore, EPA received comments on the subject of the need to measure NMHC emissions during in-use off-cycle testing of engines that comply with MY 2027 or later standards. After considering comments, EPA believes that historic test results from the manufacturer run in-use test program indicate that there is not an NMHC compliance problem for properly maintained engines. EPA is not including the proposed requirement for manufacturers to measure NMHC in the final 40 CFR 1036.415(d)(1) but is modifying that requirement from proposal to include a provision in this paragraph that EPA may request NMHC measurement and that manufacturers must provide that measurement if EPA requests it. Generally, EPA expects that test orders issued by EPA under 40 CFR 1036.405 will not include a requirement to measure NMHC. See Response to Comment Section 11.5.5 for further information on these comments and EPA's response to comments on the subject of in-use off-cycle standards PM and NMHC testing.

iii. PEMS Accuracy Margin

EPA worked with engine manufacturers on a joint test program to establish measurement allowance values to account for the measurement uncertainty associated with in-use testing in the 2007-time frame for gaseous emissions and the 2010-time frame for PM emissions to support NTE in-use testing.[297] [298] [299] PEMS measurement allowance values in 40 CFR 86.1912 are 0.01 g/hp-hr for HC, 0.25 g/hp-hr for CO, 0.15 g/hp-hr for NO_X, and 0.006 g/hp-hr for PM. We are maintaining the same values for HC, CO, and PM in this rulemaking. For NO_X we are finalizing an off-cycle NO_X accuracy margin (formerly known as measurement allowance) that is 5 percent of the off-cycle standard for a given bin. This final accuracy margin is supported by PEMS accuracy margin work at SwRI. The SwRI PEMS accuracy margin testing was done on the Stage 3 engine, which was tested over five field cycles with three different commercially available PEMS. EPA's conclusion after assessing the results of that study, was that accuracy margins set at 0.4 g/hr for bin 1 and 5 mg/hp-hr for bin 2 were appropriate.

The accuracy margins we are finalizing differ from the 10 percent of the standard margin proposed in the NPRM, which was based on an earlier study by JRC. This SwRI PEMS accuracy margin study was on-going at the time the NPRM was published, and the results were only available post-NPRM publication.[300] However, the NPRM did note that we would consider the results of the SwRI PEMS study when they became available, and that the final off-cycle bin NO_X standards could be higher or lower than what we proposed. EPA requested and received comments on the value of the PEMS accuracy margin for NO_X; some commenters encouraged EPA to account for the SwRI PEMS accuracy work that was carried out on the Stage 3 engine. We initially planned to consider the results of this work and this was further supported through recommendations by some commentors; thus, we believe that incorporating the results of the latest study to determine an off-cycle NO_X accuracy margin is appropriate. The SwRI PEMS study is further discussed in RIA Chapter 2. The study consisted of testing the Stage 3 engine with three commercially available PEMS units over 19 different tests. These tests were 6 to 9 hours long, covering a wide range of field operation. In addition, the Stage 3 engine was tested in three different configurations to cover the range of emissions levels expected from an engine both meeting and failing the final standards. We believe, based on this robust data set that was evaluating using the finalized test procedures, the SwRI study provides a more accurate assessment of PEMS measurement uncertainty from field testing of heavy-duty engines than what was determined from the JRC study that we relied on in the proposal for the proposed 10 percent margin. See Response to Comment Section 11.6 for further information on these comments and EPA's response to these comments.

It should be noted that our off-cycle test procedures already include a linear zero and span drift correction over at least the shift day, and we are finalizing requirements for at least hourly zero drift checks over the course of the shift day on purified air. We believe that the addition of these checks and the additional improvements we implemented helped facilitate a measurement error that is lower than the analytically derived JRC value of 10 percent.[301]

We are updating 40 CFR 1065.935 to require hourly zeroing of the PEMS analyzers using purified air for all analyzers. We are also updating the drift limits for NO_X analyzers to improve data quality. Specifically, for NO_X analyzers, we are requiring an hourly or more frequent zero verification limit of 2.5 ppm, a zero-drift limit over the entire shift day of 10 ppm, and a span drift limit between the beginning and end of the shift day or more frequent span verification(s) of ±4 percent of the

[297] Feist, M.D.; Sharp, C.A; Mason, R.L.; and Buckingham, J.P. Determination of PEMS Measurement Allowances for Gaseous Emissions Regulated Under the Heavy-Duty Diesel Engine In-Use Testing Program. SwRI 12024, April 2007.

[298] Feist, M.D.; Mason, R.L.; and Buckingham, J.P. Additional Analyses of the Monte Carlo Model Developed for the Determination of PEMS Measurement Allowances for Gaseous Emissions Regulated Under the Heavy-Duty Diesel Engine In-Use Testing Program. SwRI® 12859. July 2007.

[299] Khalek, I.A.; Bougher, T.L.; Mason, R.L.; and Buckingham, J.P. PM-PEMS Measurement Allowance Determination. SwRI Project 03.14936.12. June 2010.

[300] The data and the results from the study were added to the public docket prior to the signing of the final rule.

[301] Giechaskiel B., Valverde V., Clairotte M. 2020 Assessment of Portable Emissions Measurement Systems (PEMS) Measurement Uncertainty. JRC124017, EUR 30591 EN. *https://publications.europa.eu/en/publications.*

measured span value. In the NPRM, we requested comment on the test procedure updates in 40 CFR 1065.935 and any changes that would reduce the PEMS measurement uncertainty. We received no comments on this topic other than a few minor edits and are finalizing these updates with minor edits for clarification.

iv. Demonstrating Off-Cycle Standards for Certification

Consistent with current certification requirements in 40 CFR 86.007–21(p)(1), we are finalizing a new paragraph in 40 CFR 1036.205(p) that requires manufacturers to provide a statement in their application for certification that their engine complies with the off-cycle standards, along with testing or other information to support that conclusion. We are finalizing this provision as proposed.

D. Summary of Spark-Ignition HDE Exhaust Emission Standards and Test Procedures

This section summarizes the exhaust emission standards, test procedures, and other requirements and flexibilities we are finalizing for certain spark-ignition (SI) heavy-duty engines. The exhaust emission provisions in this section apply for SI engines installed in vehicles above 14,000 lb GVWR and incomplete vehicles at or below 14,000 lb GVWR, but do not include engines voluntarily certified to or installed in vehicles subject to 40 CFR part 86, subpart S.

As described in this Section III.D, Spark-ignition HDE certification will continue to be based on emission performance in lab-based engine dynamometer testing, which will include a new SET duty cycle to address high load operation. High load temperature protection and idle emission control requirements are also added to supplement our current FTP and new SET duty cycles. We are also lengthening the useful life and emissions-related warranty periods for all heavy-duty engines, including Spark-ignition HDE, as detailed in Sections IV.A and IV.B.1 of this preamble.

The final exhaust emission standards in 40 CFR 1037.104 apply starting in MY 2027. This final rule includes new standards over the FTP duty cycle currently used for certification, as well as new standards over the SET duty cycle to ensure manufacturers of Spark-ignition HDE are designing their engines to address emissions in during operation that is not covered by the FTP. The new standards are shown in Table III–20.

TABLE III–20—FINAL DUTY CYCLE EMISSION STANDARDS FOR SPARK-IGNITION HDE

Duty cycle	Model year 2026 and earlier[a]				Model year 2027 and later			
	NO_X (mg/hp-hr)	HC (mg/hp-hr)	PM (mg/hp-hr)	CO (g/hp-hr)	NO_X (mg/hp-hr)	HC (mg/hp-hr)	PM (mg/hp-hr)	CO (g/hp-hr)
SET	.....	.....	.....	.....	35	60	5	14.4
FTP	200	140	10	14.4	35	60	5	6.0

[a] Current emission standards for NO_X, HC, and PM were converted from g/hp-hr to mg/hp-hr to compare with the final standards.

Our proposal included two options of fuel-neutral standards that applied the same numerical standards across all primary intended service classes. The proposed NO_X and PM standards for the SET and FTP duty cycles were based on the emission performance of technologies evaluated in our HD CI engine technology demonstration program.[302] We based the proposed SET and FTP standards for HC and CO on HD SI engine performance.

Three organizations specifically expressed support for adopting the standards of proposed Option 1 for Spark-ignition HDE. The final standards are based largely on the emission levels of proposed Option 1, with some revisions to account for a single-step program, starting in MY 2027. Some organizations commented that the proposed SI standards were challenging enough to need the flexibility of ABT for HC and CO. Consistent with the proposal for this rule, we are finalizing an ABT program for NO_X credits only and are discontinuing the current options for manufacturers to generate HC and PM credits. We did not request comment on and are not finalizing an option for manufacturers to generate credits for CO. See Section IV.G of this preamble and section 12 of the Response to Comments document for more information on the final ABT program.

We are remaining generally consistent with a fuel neutral approach in the final SET and FTP standards, with the exception of CO for Spark-ignition HDE over the new SET duty cycle. We expand on our rationale for this deviation from fuel neutrality in Section III.D.1 where we also describe our rationale for the final program, including a summary of the feasibility demonstration, available data, and comments received.

After considering comments, we are revising three other proposed provisions for Spark-ignition HDE as described in Section . Two new requirements in 40 CFR 1036.115(j) focus on ensuring catalyst efficiency at low loads and proper thermal management at high loads. We are finalizing, with additional clarification, a new OBD flexibility for ''sister vehicles''. We did not propose and are not finalizing separate off-cycle standards, manufacturer-run in-use testing requirements, or a low-load duty cycle for Spark-ignition HDE at this time.[303]

The proposed rule provided an extensive discussion of the rationale and information supporting the proposed standards (87 FR 17479, March 28, 2022). The RIA includes additional information related to the range of technologies to control criteria emissions, background on applicable test procedures, and the full feasibility analysis for Spark-ignition HDE. See also section 3 of the Response to Comments for a detailed discussion of the comments and how they have informed this final rule.

1. Basis of the Final Exhaust Emission Standards and Test Procedures

EPA conducted a program with SwRI to better understand the emissions performance limitations of current heavy-duty SI engines as well as investigate the feasibility of advanced three-way catalyst aftertreatment and technologies and strategies to meet our proposed exhaust emission standards.[304] Our demonstration included the use of advanced catalyst

[302] Our assessment of the projected technology package for compression-ignition engines is based on both CARB's and EPA's technology demonstration programs. See Section III.B for a description of those technologies and test programs.

[303] See section 3 of the Response to Comments document for more information.

[304] Ross, M. (2022). Heavy-Duty Gasoline Engine Low NO_X Demonstration. Southwest Research Institute. Final Report EPA Contract 68HERC20D0014.

technologies artificially aged to the equivalent of 250,000 miles and engine downspeeding. Our feasibility analyses for the exhaust emission standards are based on the SwRI demonstration program. Feasibility of the FTP standards is further supported by compliance data submitted by manufacturers for the 2019 model year. We also support the feasibility of the SET standards using engine fuel mapping data from a test program performed by the agency as part of the HD GHG Phase 2 rulemaking. See Chapter 3.2 of the RIA for more details related to the SwRI demonstration program and the two supporting datasets.

Results from our SI HDE technology demonstration program (see Table III–21 and Table III–22) show that the NO_X standards based on our CI engine feasibility analysis are also feasible for SI HDEs over the SET and FTP duty cycles. The NO_X standard was achieved in this test program by implementing an advanced catalyst with minor catalyst system design changes, and NO_X levels were further improved with engine down-speeding. The emission control strategies that we evaluated did not specifically target PM emissions, but we note that PM emissions remained low in our demonstration. We project SI HDE manufacturers will maintain near-zero PM levels with limited effort. The following sections discuss the feasibility of the HC and CO standards over each of the duty cycles and the basis for our final numeric standards' levels.

i. Federal Test Procedure and Standards for Spark-Ignition HDE

After considering comments, we are finalizing FTP standards that differ from our proposed options for Spark-ignition HDE. We are finalizing standards of 35 mg/hp-hr NO_X, 5 mg/hp-hr PM, 60 mg/hp-hr HC, and 6.0 g/hp-hr CO over the FTP duty cycle in a single step for MY 2027 and later engines. The NO_X and HC standards match the MY 2027 step of proposed Option 1; the PM and CO standards match the MY 2031 step of Option 1. All of these standards were demonstrated to be technologically feasible in EPA's SI engine test program.

As shown in Table III–21, use of advanced catalysts provided NO_X emission levels over the FTP duty cycle well below today's standards and below the certification levels of some of the best performing engines certified in recent years.[305] Engine down-speeding further decreased CO emissions while maintaining NO_X, NMHC, and PM control. Engine down-speeding also resulted in a small improvement in fuel consumption over the FTP duty cycle, with fuel consumption being reduced from 0.46 to 0.45 lb/hp-hr. See Chapter 3.2.3 of the RIA for an expanded description of the test program and results.

TABLE III–21—EXHAUST EMISSION RESULTS FROM FTP DUTY CYCLE TESTING IN THE HD SI TECHNOLOGY DEMONSTRATION

	NO_X (mg/hp-hr)	PM (mg/hp-hr)	HC (mg/hp-hr)	CO (g/hp-hr)
Current Standards MY 2026 and earlier	200	10	140	14.4
Final Standards MY 2027 and later	35	5	60	6
Test Program Base Engine with Advanced Catalyst [a]	19	4.8	32	4.9
Test Program Down-sped Engine with Advanced Catalyst [b]	18	4.5	35	0.25

[a] Base engine's manufacturer-stated maximum test speed is 4715 RPM; advanced catalyst aged to 250,000 miles.
[b] Down-sped engine's maximum test speed lowered to 4000 RPM; advanced catalyst aged to 250,000 miles.

All SI HDEs currently on the market use a three-way catalyst (TWC) to simultaneously control NO_X, HC, and CO emissions.[306] We project most manufacturers will continue to use TWC technology and will also adopt advanced catalyst washcoat technologies and refine their existing catalyst thermal protection (fuel enrichment) strategies to prevent damage to engine and catalyst components over the longer useful life period we have finalized. We expect manufacturers, who design and have full access to the engine controls, could achieve similar emission performance as we demonstrated by adopting other, more targeted approaches, including a combination of calibration changes, optimized catalyst location, and fuel control strategies that EPA was unable to evaluate in our demonstration program due to limited access to proprietary engine controls.

In the proposal we described how the FTP duty cycle did not sufficiently incentivize SI HDE manufacturers to address fuel enrichment and the associated CO emissions that are common under higher load operations in the real-world. In response to our proposed rule, one manufacturer shared technical information with us regarding an SI engine architecture under development that is expected to reduce or eliminate enrichment and the associated CO emissions.[307] The company indicated that the low CO emissions may come at the expense of HC emission reduction in certain operation represented by the FTP duty cycle, and reiterated their request for an 80 mg/hp-hr HC standard, as was stated in their written comments. We are not finalizing an HC standard of 80 mg/hp-hr as requested in comment. For the FTP duty cycle, the EPA test program achieved HC levels more than half of the requested level without compromising NO_X or CO emission control (see Table III–21), which clearly demonstrates feasibility.

While we demonstrated emission levels below the final standards of 60 mg HC/hp-hr and 35 mg NO_X/hp-hr over the FTP duty cycle in our SI HDE testing program, we expect manufacturers to apply a compliance margin to their certification test results to account for uncertainties, such as production variation. Additionally, we believe manufacturers would have required additional lead time to implement the demonstrated emission levels broadly across all heavy-duty SI engine platforms for the final useful life periods. Since we are finalizing a single-step program starting in MY 2027, as discussed in Section III.A.3 of this preamble, we continue to consider 60 mg HC/hp-hr and 35 mg NO_X/hp-hr the appropriate level of the standards for

[305] As presented in Chapter 3.2 of the RIA, MY 2019 gasoline-fueled HD SI engine certification results included NO_X levels ranging from 40 to 240 mg/hp-hr at a useful life of 110,000 miles. MY 2019–2021 alternative-fueled (CNG, LPG) HD SI engine certification results included NOx levels ranging from 6 to 70 mg/hp-hr at the same useful life.

[306] See Chapter 1.2 of the RIA for a detailed description of the TWC technology and other strategies HD SI manufacturers use to control criteria emissions.

[307] U.S. EPA. Stakeholder Meeting Log. December 2022.

that model year, as proposed in the MY 2027 step of proposed Option 1.

ii. Supplemental Emission Test and Standards for Spark-Ignition HDE

The existing SET duty cycle, currently only applicable to CI engines, is a ramped modal cycle covering 13 steady-state torque and engine speed points that is intended to exercise the engine over sustained higher load and higher speed operation. Historically, in light of the limited range of applications and sales volumes of SI heavy-duty engines, especially compared to CI engines, we believed the FTP duty cycle was sufficient to represent the high-load and high-speed operation of SI engine-powered heavy-duty vehicles. As the market for SI engines increases for use in larger vehicle classes, these engines are more likely to operate under extended high-load conditions. To address these market shifts, we proposed to apply the SET duty cycle and new SET standards to Spark-ignition HDE, starting in model year 2027. This new cycle would ensure that emission controls are properly functioning in the high load and speed conditions covered by the SET.

We are finalizing the addition of the SET duty cycle for the Spark-ignition HDE primary intended service class, as proposed.[308] We requested comment on revisions we should consider for the CI-based SET procedure to adapt it for SI engines. We received no comments on changes to the procedure itself and the SET standards for Spark-ignition HDE are based on the same SET procedure as we are finalizing for heavy-duty CI engines. After considering comments, we are finalizing SET standards that differ from our proposed options for Spark-ignition HDE.

The EPA HD SI technology demonstration program evaluated emission performance over the SET duty cycle. As shown in Table III–22, the NO_X and NMHC emissions over the SET duty cycle were substantially lower than the emissions from the FTP duty cycle (see Table III–21). Lower levels of NMHC were demonstrated, but at the expense of increased CO emissions in those higher load operating conditions. Engine down-speeding improved CO emissions significantly, while NO_X, NMHC, and PM remained low.[309] The considerably lower NO_X and HC in our SET duty cycle demonstration results leave enough room for manufacturers to calibrate the tradeoff in TWC emission control of NO_X, HC, and CO to continue to fine-tune CO. See Chapter 3.2 of the RIA for an expanded description of the test program and results.

TABLE III–22—EXHAUST EMISSION RESULTS FROM SET DUTY CYCLE TESTING IN THE HD SI TECHNOLOGY DEMONSTRATION

	NO_X (mg/hp-hr)	PM (mg/hp-hr)	HC (mg/hp-hr)	CO (g/hp-hr)
Final Standards MY 2027 and later	35	5	60	14.4
Test Program Base Engine with Advanced Catalyst [a]	8	[c] 7	6	36.7
Test Program Down-sped Engine with Advanced Catalyst [b]	5	3	1	7.21

[a] Base engine's manufacturer-stated maximum test speed is 4715 RPM; advanced catalyst aged to 250,000 miles.
[b] Down-sped engine's maximum test speed lowered to 4000 RPM; advanced catalyst aged to 250,000 miles.
[c] As noted in Chapter 3.2 of the RIA, the higher PM value was due to material separating from the catalyst mat during the test and is not indicative of the engine's ability to control engine-generated PM emissions at the higher load conditions of the SET.

Similar to our discussion related to the FTP standards, we expect manufacturers, who design and have full access to the engine controls, could achieve emission levels comparable to or lower than our feasibility demonstration over the SET duty cycle by adopting other approaches, including a combination of calibration changes, optimized catalyst location, and fuel control strategies that EPA was unable to evaluate due to limited access to proprietary engine controls. In fact, we are aware of advanced engine architectures that can reduce or eliminate enrichment, and the associated CO emissions, by maintaining closed loop operation.[310]

We proposed Spark-ignition HDE standards for HC and CO emissions on the SET cycle that were numerically equivalent to the respective proposed FTP standards. Our intent was to ensure that SI engine manufacturers utilize emission control hardware and calibration strategies to control emissions during high load operation to levels similar to the FTP duty cycle.[311] We retain this approach for HC, but, after considering comments, the final CO standard is revised from that proposed. One commenter indicated that manufacturers would need CO credits to achieve the proposed standards. Another commenter suggested that EPA underestimated the modifications manufacturers would need to make to fully transition away from the fuel enrichment strategies they currently use to protect their engines. The same commenter requested that EPA delay the SET to start in model year 2031 or temporarily exclude the highest load points over the test to provide additional lead time for manufacturers.

We are not finalizing an option for manufacturers to generate CO credits. We believe a delayed implementation of SET, as requested, would further delay manufacturers' motivation to focus on high load operation to reduce enrichment and the associated emissions reductions that would result. Additionally, our objective for adding new standards over the SET duty cycle is to capture the prolonged, high-load operation not currently represented in the FTP duty cycle, and the commenter's recommendation to exclude the points of highest load would be counter to that objective.

We agree with commenters that the new SET duty cycle and standards will be a challenge for heavy-duty SI manufacturers but maintain that setting a feasible technology-forcing CO standard is consistent with our authority under the CAA. After further considering the comments and assessing CO data from the EPA heavy-duty SI test program, the final new CO standard we

[308] See our updates to the SET test procedure in 40 CFR 1036.505.

[309] Engine down-speeding also resulted in a small improvement in brake specific fuel consumption over the SET duty cycle reducing from 0.46 to 0.44 lb/hp-hr.

[310] See Chapter 1 of the RIA for a description of fuel enrichment, when engine operation deviates from closed loop, and its potential impact on emissions.

[311] Test results presented in Chapter 3.2 of the RIA indicate that these standards are achievable when the engine controls limit fuel enrichment and maintain closed loop control of the fuel-air ratio.

are adopting is less stringent than proposed to provide manufacturers additional margin for ensuring compliance with that pollutant's standard over the new test procedure for Spark-ignition HDE. Given this final standard, we determined that neither ABT or more lead time are appropriate or required. The Spark-ignition HDE standard for CO emissions on the SET duty-cycle established in this final rule is numerically equivalent to the current FTP standard of 14.4 g/hp-hr.

2. Other Provisions for Spark-Ignition HDE

This Section III.D.2 describes other provisions we proposed and are finalizing with revisions from proposal in this rule. The following three provisions address information manufacturers will share with EPA as part of their certification and we are adding clarification where needed after considering comments. See also section 3 of the Response to Comments for a detailed discussion of the comments summarized in this section and how they have informed the updates we are finalizing for these three provisions.

Idle Control for Spark-Ignition HDE

We proposed to add a new paragraph at 40 CFR 1036.115(j)(1) to require manufacturers to show how they maintain a catalyst bed temperature of 350 °C in their application for certification or get approval for an alternative strategy that maintains low emissions during idle. As described in Chapter 3.2 of the RIA, prolonged idling events may allow the catalyst to cool and reduce its efficiency, resulting in emission increases until the catalyst temperatures increase. Our recent HD SI test program showed idle events that extend beyond four minutes allow the catalyst to cool below the light-off temperature of 350 °C. The current heavy-duty SET and FTP duty cycles do not include sufficiently long idle periods to represent these real-world conditions where the exhaust system cools below the catalyst's light-off temperature.

We continue to believe that a 350 °C lower bound for catalysts will sufficiently ensure emission control is maintained during idle without additional manufacturer testing. We are finalizing the 350 °C target and the option for manufacturers to request approval for a different strategy, as proposed. We are revising the final requirement from our proposal to also allow manufacturers to request approval of a temperature lower than 350 °C, after considering comments that requested that we replace the 350 °C temperature with the more generic ''light-off temperature'' to account for catalysts with other formulations or locations relative to the engine.

i. Thermal Protection Temperature Modeling Validation

The existing regulations require manufacturers to report any catalyst protection strategy that reduces the effectiveness of emission controls as an AECD in their application for certification.[312] The engine controls used to implement these strategies often rely on a modeling algorithm to predict high exhaust temperatures and to disable the catalyst, which can change the emission control strategy and directly impact real world emissions. The accuracy of these models used by manufacturers is critical in both ensuring the durability of the emission control equipment and preventing excessive emissions that could result from unnecessary or premature activation of thermal protection strategies.

To ensure that a manufacturer's model accurately estimates the temperatures at which thermal protection modes are engaged, we proposed a validation process during certification in a new paragraph 40 CFR 1036.115(j)(2) to demonstrate the model performance.

Several commenters opposed the proposed requirement that manufacturers demonstrate a 5 °C accuracy between modelled and actual exhaust and emission component temperatures and expressed concern with the ability to prove correlation at this level and lack of details on the procedure for measuring the temperatures. Our final, revised approach still ensures EPA has the information needed to appropriately assess a manufacturer's AECD strategy, without a specific accuracy requirement.

Our final 40 CFR 1036.115(j)(2) clarifies that the new validation process is a requirement in addition to the requirements for any SI engine applications for certification that include an AECD for thermal protection.[313] Instead of the proposed 5 °C accuracy requirement, a manufacturer will describe why they rely on any AECDs, instead of other engine designs, for thermal protection of catalyst or other emission-related components. They will also describe the accuracy of any modeled or measured temperatures used to activate the AECD. Instead of requiring manufacturers to submit second-by-second data upfront in the application for certification to demonstrate a specific accuracy requirement is met, the final requirement gives EPA discretion to request the information at certification. We note that our final revised requirements apply the same validation process for modeled and measured temperatures that activate an AECD and that this requirement would not apply if manufacturers certify their engines without an AECD for enrichment as thermal protection.

ii. OBD Flexibilities

In recognition that there can be some significant overlap in the technologies and emission control systems adopted for products in the chassis-certified and engine-certified markets, we proposed an OBD flexibility to limit the data requirements for engine-certified products that use the same engines and generally share similar emission controls (*i.e.,* are ''sister vehicles'') with chassis-certified products. Specifically, in a new 40 CFR 1036.110(a)(2), we proposed to allow vehicle manufacturers the option to request approval to certify the OBD of their SI, engine-certified products using data from similar chassis-certified Class 2b and Class 3 vehicles that meet the provisions of 40 CFR 86.1806–17.

Two organizations commented in support of the proposed OBD flexibility and with one suggesting some revisions to the proposed regulatory language. The commenter suggested that the expression 'share essential design characteristics' was too vague, and requested EPA provide more specific information on what EPA will use to make their determination. We disagree that more specific information is needed. We are relying on the manufacturers to identify the design characteristics and justify their request as part of the certification process. We are adjusting the final regulatory text to clarify how the vehicles above and below 14,000 lbs GVWR must use the same engine and share similar emission controls, but are otherwise finalizing this OBD flexibility as proposed.

E. Summary of Spark-Ignition HDV Refueling Emission Standards and Test Procedures

All sizes of complete and incomplete heavy-duty vehicles have been subject to evaporative emission standards for many years. Similarly, all sizes of complete heavy-duty vehicles are subject to refueling standards. We most

[312] See 40 CFR 86.094–21(b)(1)(i) and our migration of those provisions to final 40 CFR 1036.205(b).

[313] These requirements are in place today under existing 40 CFR 86.094–21(b)(1)(i), which have been migrated to 40 CFR 1036.205(b) in this final rule.

recently applied the refueling standards to complete heavy-duty vehicles above 14,000 pounds GVWR starting with model year 2022 (81 FR 74048, Oct. 25, 2016).

We proposed to amend 40 CFR 1037.103 to apply the same refueling standard of 0.20 grams hydrocarbon per gallon of dispensed fuel to incomplete heavy-duty vehicles above 14,000 pounds GVWR starting with model year 2027 over a useful life of 150,000 miles or 15 years (whichever comes first). We further proposed to apply the same testing and certification procedures that currently apply for complete heavy-duty vehicles. We are adopting this standard and testing and certification procedures as proposed, with some changes to the proposed rule as noted in this section. As noted in 40 CFR 1037.103(a)(2), the standards apply for vehicles that run on gasoline, other volatile liquid fuels, and gaseous fuels.

The proposed rule provided an extensive discussion of the history of evaporative and refueling standards for heavy-duty vehicles, along with rationale and information supporting the proposed standards (87 FR 17489, March 28, 2022). The RIA includes additional information related to control technology, feasibility, and test procedures. See also section 3 of the Response to Comments for a detailed discussion of the comments and the changes we made to the proposed rule.

Some commenters advocated for applying the refueling standards also to incomplete heavy-duty vehicles at or below 14,000 pounds GVWR. Specifically, some manufacturers commented that they would need a phase-in schedule that allowed more lead time beyond the proposed MY 2027 start of the refueling standards for incomplete vehicles above 14,000 pounds GVWR, and that EPA should consider a longer phase-in that also included refueling standards for incomplete vehicles at or below 14,000 pounds GVWR. In EPA's judgment, the design challenge for meeting the new refueling standards will mainly involve larger evaporative canisters, resizing purge valves, and recalibrating for higher flow of vapors from the evaporative canister into the engine's intake. Four years of lead time is adequate for designing, certifying, and implementing these design solutions. We are therefore finalizing the proposed start of refueling standards in MY 2027 for all incomplete heavy-duty vehicles above 14,000 pounds GVWR.

At the same time, as manufacturers suggested, expanding the scope of certification over a longer time frame may be advantageous for implementing design changes across their product line in addition to the environmental gain from applying refueling controls to a greater number of vehicles. We did not propose refueling standards for vehicles at or below 14,000 pounds GVWR and we therefore do not adopt such standards in this final rule. However, the manufacturers' suggestion to consider a package of changes to both expand the scope of the standards and increase the lead time for meeting standards has led us to adopt an optional alternative phase-in. Under the alternative phase-in compliance pathway, instead of certifying all vehicles above 14,000 pounds GVWR to the refueling standard in MY 2027, manufacturers can opt into the alternate phase-in that applies for all incomplete heavy-duty vehicles, regardless of GVWR. The alternative phase-in starts at 40 percent of production in MYs 2026 and 2027, followed by 80 percent of production in MYs 2028 and 2029, ramping up to 100 percent of production in MY 2030. Phase-in calculations are based on projected nationwide production volume of all incomplete heavy-duty vehicles subject to refueling emission standards under 40 CFR 86.1813–17. Specifying the phase-in schedule in two-year increments allows manufacturers greater flexibility for integrating emission controls across their product line.

Manufacturers may choose either schedule of standards; however, they must satisfy at least one of the two. That is, if manufacturers do not certify all their incomplete heavy-duty vehicles above 14,000 pounds GVWR to the refueling standards in MY 2027, the alternate phase-in schedule described in 40 CFR 86.1813–17(b) becomes mandatory to avoid noncompliance. Conversely, if manufacturers do not meet the alternative phase-in requirement for MY 2026, they must certify all their incomplete heavy-duty vehicles above 14,000 pounds GVWR to the refueling standard in MY 2027 to avoid noncompliance. See the final 40 CFR 86.1813–17(b) for the detailed specifications for the alternative phase-in schedule.

We received several comments suggesting that we adjust various aspects of the testing and certification procedures for heavy-duty vehicles meeting the evaporative and refueling standards. Consideration of these comments led us to include some changes from proposal for the final rule. First, we are revising 40 CFR 1037.103 to add a reference to the provisions from 40 CFR part 86, subpart S, that are related to the refueling standards. This is intended to make clear that the overall certification protocol from 40 CFR part 86, subpart S, applies for heavy-duty vehicles above 14,000 pounds GVWR (see also existing 40 CFR 1037.201(h)). This applies, for example, for durability procedures, useful life, and information requirements for certifying vehicles. Along those lines, we are adding provisions to 40 CFR 86.1821–01 to clarify how manufacturers need to separately certify vehicles above 14,000 pounds GVWR by dividing them into different families even if they have the same design characteristics as smaller vehicles. This is consistent with the way we have been certifying vehicles to evaporative and refueling standards.

Second, we are modifying the test procedures for vehicles with fuel tank capacity above 50 gallons. These vehicles have very large quantities of vapor generation and correspondingly large evaporative and refueling canisters. The evaporative test procedures call for manufacturers to design their vehicles to purge a canister over about 11 miles of driving (a single FTP duty cycle) before the diurnal test, which requires the vehicle to control the vapors generated over two simulated hot summer days of parking. We share manufacturers' concern that the operating characteristics of these engines and vehicles do not support achieving that level of emission control. We are therefore revising the two-day diurnal test procedure at 40 CFR 86.137–94(b)(24) and the Bleed Emission Test Procedure at 40 CFR 86.1813–17(a)(2)(iii) to include a second FTP duty cycle with an additional 11 miles of driving before starting the diurnal measurement procedure.

Third, manufacturers pointed out that the existing test procedures don't adequately describe how to perform a refueling emission measurement with vehicles that have two fuel tanks with separate filler necks. We are amending the final rule to include a provision to direct manufacturers to use good engineering judgment for testing vehicles in a dual-tank configuration. It should be straightforward to do the testing with successive refills for the two tanks and combining the measured values into a single result. Rather than specifying detailed adjustments to the procedure, allowing manufacturers the discretion to perform that testing and computation consistent with good engineering judgment will be enough to ensure a proper outcome.

Table III–23 summarizes the cost estimations for the different technological approaches to controlling refueling emissions that EPA evaluated. See Chapter 3.2.3.2 of the RIA for the

details. In calculating the overall cost, we used $25 (2019 dollars), the average of both approaches, to represent the cost for manufacturers to adopt the additional canister capacity and hardware to meet our new refueling emission standards for incomplete vehicles above 14,000 lb GVWR. See also Section V of this preamble for a summary of our overall program cost and Chapter 7 of the RIA for more details on our overall program cost.

TABLE III–23—SUMMARY OF PROJECTED PER-VEHICLE COSTS TO MEET THE REFUELING EMISSION STANDARDS

	Liquid seal		Mechanical seal	
	New canister	Dual existing canisters in series	New canister	Dual existing canisters in series
Additional Canister Costs	$20	$15	$8	$8
Additional Tooling[a]	0.50		0.50	
Flow Control Valves	6.50		6.50	
Seal	0	0	10	
Total	27	22	25	

[a] Assumes the retooling costs are spread over a five-year period.

Incomplete vehicles above 14,000 lb GVWR with dual fuel tanks may require some unique accommodations to adopt onboard refueling vapor recovery (ORVR) systems. A chassis configuration with dual fuel tanks would need separate canisters and separate filler pipes and seals for each fuel tank. Depending on the design, a dual fuel tank chassis configuration may require a separate purge valve for each fuel tank. We assume manufacturers will install one additional purge valve for dual fuel tank applications that also incorporate independent canisters for the second fuel tank/canister configuration, and that manufacturers adopting a mechanical seal in their filler pipe will install an anti-spitback valve for each filler pipe. See Chapter 1.2.4.5 of the RIA for a summary of the design considerations for these fuel tank configurations. We did not include an estimate of the impact of dual fuel tank vehicles in our cost analysis of the new refueling emission standards, as the population of these vehicles is very low and we expect minimal increase in the total average costs.

IV. Compliance Provisions and Flexibilities

EPA certification is a fundamental requirement of the Clean Air Act for manufacturers of heavy-duty highway engines. EPA has employed significant discretion over the past several decades in designing and updating many aspects of our heavy-duty engine and vehicle certification and compliance programs. In the following sections, we discuss several revised provisions that we believe will increase the effectiveness of our regulations.

As noted in Section I, we are migrating our criteria pollutant regulations for model years 2027 and later heavy-duty highway engines from their current location in 40 CFR part 86, subpart A, to 40 CFR part 1036.[314] Consistent with this migration, the compliance provisions discussed in this section refer to the final regulations in their new location in part 1036. In general, this migration is not intended to change the compliance program specified in part 86, except as specifically finalized in this rulemaking. See Section III.A.1.

A. Regulatory Useful Life

Useful life represents the period over which emission standards apply for certified engines, and, practically, any difference between the regulatory useful life and the generally longer operational life of in-use engines represents miles and years of operation without an assurance that emission standards will continue to be met. In addition to promulgating new emission standards and promulgating new and updating existing test procedures described in Section III, we are updating regulatory useful life periods to further assure emission performance of heavy-duty highway engines. In this section, we present the updated regulatory useful life periods we are finalizing in this rule. In Section IV.A.1, we present our revised useful life periods that will apply for the new exhaust emission standards for criteria pollutants, OBD, and requirements related to crankcase emissions. In Section IV.A.2, we present the useful life periods that will apply for the new refueling emission standards for certain Spark-ignition HDE. As described in Section G.10 of this preamble, we are not finalizing the proposed allowance for manufacturers to generate NO_X emissions credits from heavy-duty zero emissions vehicles (ZEVs) or the associated useful life requirements.

1. Regulatory Useful Life Periods by Primary Intended Service Class

In this final rule, we are increasing the regulatory useful life mileage values for new heavy-duty engines to better reflect real-world usage, extend the emissions durability requirement for heavy-duty engines, and improve long-term emission performance. In this Section IV.1, we describe the regulatory useful life periods we are finalizing for the four primary intended service classes for heavy-duty highway engines.[315] Our longer useful life periods vary by engine class to reflect the different lengths of their estimated operational lives. As described in the proposal for this rule, we continue to consider operational life to be the average mileage at rebuild for CI engines and the average mileage at replacement for SI engines.[316]

In determining the appropriate longer useful life values to set in the final rule, we retain our proposed objective to set useful life periods that cover a significant portion of the engine's operational life. However, as explained in the proposal, we also maintain that

[314] As noted in the following sections, we are finalizing some updates to 40 CFR parts 1037, 1065, and 1068 to apply to other sectors in addition to heavy-duty highway engines.

[315] The useful life periods we are finalizing in this rule apply for criteria pollutant standards; we did not propose and are not finalizing changes to the useful life periods that apply for GHG standards.

[316] See Chapter 2.4 of the RIA for a summary of the history of our regulatory useful life provisions and our estimate of the operational life for each heavy-duty engine class.

the emission standards presented in Section III must be considered together with their associated useful life periods. After further consideration of the basis for the proposal, comments received, supporting data available since the proposal, and the numeric level of the final standards, we are selecting final useful life values within the range of options proposed that cover a significant portion of the engine's operational life and take into account the combined effect of useful life and the final numeric standards on the overall stringency and emissions reductions of the program. As described in the final RIA, we concluded two engine test programs for this rule that demonstrated technologies that are capable of meeting lower emission levels at much longer mileages than current useful life periods. We evaluated a heavy-duty diesel engine to a catalyst-aged equivalent of 800,000 miles for the compression-ignition demonstration program, and a heavy-duty gasoline engine to a catalyst-aged equivalent of 250,000 miles for the spark-ignition demonstration program. As described in Section III of this preamble, the results of those demonstration programs informed the appropriate standard levels for the useful life periods we are finalizing for each engine class. Our final useful life values were also informed by comments, including additional information on uncertainties and potential corresponding costs. We summarize key comments in Section IV.1.ii, and provide complete responses to useful life comments in section 3.8 of the Response to Comments document.

Our final useful life periods for Spark-ignition HDE, Light HDE, Medium HDE, and Heavy HDE classes are presented in Table IV–1 and specified in a new 40 CFR 1036.104(e).[317] The final useful life values that apply for Spark-ignition HDE, Light HDE, and Medium HDE starting in MY 2027 match the most stringent option we proposed, that is, MY 2031 step of proposed Option 1. The final useful life values for Heavy HDE, which has a distinctly longer operational life than the smaller engine classes, match the longest useful life mileage we proposed for model year 2027 (*i.e.,* the Heavy HDE mileage of proposed Option 2). We are also increasing the years-based useful life from the current 10 years to values that vary by engine class and match the proposed value in the respective proposed option. After considering comments, we are also adding hours-based useful life values to all primary intended service classes based on a 20 mile per hour speed threshold and the corresponding final mileage values.

TABLE IV–1—FINAL USEFUL LIFE PERIODS BY PRIMARY INTENDED SERVICE CLASS

Primary intended service class	Current			MY 2027 and later		
	Miles	Years	Hours	Miles	Years	Hours
Spark-ignition HDE [a]	110,000	10		200,000	15	10,000
Light HDE [a]	110,000	10		270,000	15	13,000
Medium HDE	185,000	10		350,000	12	17,000
Heavy HDE	435,000	10	22,000	650,000	11	32,000

[a] Current useful life period for Spark-ignition HDE and Light HDE for GHG emission standards is 15 years or 150,000 miles; we are not revising these useful life periods in this final rule. See 40 CFR 1036.108(d).

For hybrid engines and powertrains, we are finalizing the proposal that manufacturers certifying hybrid engines and powertrains would declare the primary intended service class of their engine family using 40 CFR 1036.140. Once a primary intended service class is declared, the engine configuration would be subject to the corresponding emission standards and useful life values from 40 CFR 1036.104.

i. Summary of the Useful Life Proposal

For CI engines, the proposed Option 1 useful life periods included two steps in MYs 2027 and 2031 that aligned with the final useful life periods of CARB's HD Omnibus regulation, and the proposed MY 2031 periods covered close to 80 percent of the expected operational life of CI engines based on mileage at out-of-frame rebuild. The useful life mileages of proposed Option 2, which was a single-step option starting in MY 2027, generally corresponded to the average mileages at which CI engines undergo the first in-frame rebuild. The rebuild data indicated that CI engines can last well beyond the in-frame rebuild mileages. We noted in the proposal that it was unlikely that we would finalize a single step program with useful life mileages shorter than proposed Option 2; instead, we signaled that we would likely adjust the numeric value of the standards to address any feasibility concerns.

For Spark-ignition HDE, the useful life mileage in proposed Option 1 was about 90 percent of the operational life of SI engines based on mileage at replacement. The useful life of proposed Option 2 aligned with the current SI engine useful life mileage that applies for GHG standards. In the proposal, we noted that proposed Option 2 also represented the lowest useful life mileage we would consider finalizing for Spark-ignition HDE.

In proposed Option 1, we increased the years-based useful life values for all engine classes to account for engines that accumulate fewer miles annually. We also proposed to update the hours-based useful life criteria for the Heavy HDE class to account for engines that operated frequently, but accumulated relatively few miles due to lower vehicle speeds. We calculated the proposed hours values by applying the same 20 mile per hour conversion factor to the proposed mileages as was applied when calculating the useful life hours that currently apply for Heavy HDE.[318] The proposed hours specification was limited to the Heavy HDE class to be consistent with current regulations, but we requested comment on adding hours-based useful life values to apply for the other service classes.

ii. Basis for the Final Useful Life Periods

In this Section IV.1.ii, we provide the rationale for our final useful life periods, including summaries and responses to certain comments that informed our final program. The complete set of useful life comments

[317] We are migrating the current alternate standards for engines used in certain specialty vehicles from 40 CFR 86.007–11 and 86.008–10 into 40 CFR 1036.605 without modification. See Section XI.B of this preamble for a discussion of these standards.

[318] U.S. EPA, ''Summary and Analysis of Comments: Control of Emissions of Air Pollution from Highway Heavy-Duty Engines'', EPA–420–R–97–102, September 1997, pp 43–47.

and our responses are in section 3.8 of the Response to Comments document. As explained in the NPRM, CAA section 202(d) provides that the minimum useful life for heavy-duty vehicles and engines is a period of 10 years or 100,000 miles, whichever occurs first, and further authorizes EPA to adopt longer useful life periods that we determine to be appropriate.

Many commenters expressed general support for our proposal to lengthen useful life periods in this rulemaking. Several commenters expressed specific support for the useful life periods of proposed Option 1 or proposed Option 2. Other commenters recommended EPA revise the proposal to either lengthen or shorten the useful life periods to values outside of the range of our proposed options.

We are lengthening the current useful life mileages to capture the greatest amount of the operational life for each engine class that we have determined is appropriate at this time. We disagree with commenters recommending that we finalize useful life periods below the mileages of proposed Option 2. As noted in our proposal, proposed Option 2 represented the lower bound of useful life mileages we would consider finalizing for all engine classes. Furthermore, as described in Section III of this preamble and Chapter 3 of the RIA for this final rule, both of EPA's engine test programs successfully demonstrated that CI and SI engine technologies can achieve low emission levels at mileages (800,000 miles and 250,000 miles, respectively) well beyond Option 2. Even after taking into consideration uncertainties of the impacts of variability and real world operation on emission levels at the longest mileages, the test programs' data supports that mileages at least as long as Option 2 are appropriate, and the final standards are feasible at those mileages. We also disagree with commenters suggesting we finalize mileages longer than proposed Option 1. We did not propose and for the reasons just explained about impacts on emission level at the longest mileages do not believe it is appropriate at this time to require useful life periods beyond proposed Option 1.

Organizations submitting adverse comments on useful life focused mostly on the useful life mileages proposed for the Heavy HDE service class. Technology suppliers and engine manufacturers expressed concern with the lack of data from engines at mileages well beyond the current useful life. Suppliers commented that it could be costly and challenging to design components without more information on component durability, failure modes, and use patterns at high mileages. Engine manufacturers claimed that some uncertainties relating to real world use would limit the feasibility of the proposed Option 1 useful life periods, including: The range of applications in which these engines are used, variable operator behavior (including 2nd and 3rd owners), and the use of new technology that is currently unproven in the field. In Sections III and IV.F of this preamble, we describe other areas where useful life plays a role and manufacturers expressed concern over uncertainties, including certification, DF testing, engine rating differences, lab-to-lab variability, production variability, and in-use engine variability. Due to these combined uncertainties, manufacturers stated that they expect to be conservative in their design and maintenance strategies, and some may opt to schedule aftertreatment replacement as a means to ensure compliance with new NO_X emission standards, particularly for proposed Option 1 numeric standards and useful life values. Comments did not indicate a concern that manufacturers may schedule aftertreatment replacement for the smaller engine classes at the proposed Option 1 useful life periods.

We agree that there are uncertainties associated with implementing new technology to meet new emission standards, and recognize that the uncertainties are highest for Heavy HDE that are expected to have the longest operational life and useful life periods. We acknowledge that higher useful life mileage is one factor that may contribute to a risk that manufacturers would schedule aftertreatment replacement to ensure compliance for the heaviest engine class. Specific to Heavy HDE, the final useful life mileage of 650,000 miles matches the longest useful life mileage we proposed for model year 2027 and we expect manufacturers have experience with their engines at this mileage through their extended warranty offerings, thus reducing uncertainties of real world operation compared to the longest useful life mileage we proposed (*i.e.,* 800,000 miles).[319] For Heavy HDE, the final numeric emission standards and useful life periods matching proposed Option 2, combined with other test procedure revisions to provide clarity and address variability, will require less conservative compliance strategies than proposed Option 1 and will not require manufacturers to plan for the replacement of the entire catalyst system. See Section III for further discussion on the basis and feasibility of the final emission standards.

Many commenters supported proposed Option 1, including useful life periods out to 800,000 miles for the Heavy HDE class. Several commenters pointed to EPA's engine testing results on an engine aged to the equivalent of 800,000 miles as adequately demonstrating feasibility of an 800,000-mile useful life for Heavy HDE. We agree that CI engines are capable of meeting low emission levels at very high mileages in a controlled laboratory environment, but manufacturer liability for maintaining certified emission levels over the regulatory useful life period is not restricted to laboratory tests. Manufacturers expressed specific concern about the uncertainties outside the controlled laboratory environment after an engine enters commerce. In Sections III and IV.F of this preamble we summarize comments relating to how useful life factors into certification, DF testing, and in-use testing. In Section III.B, we describe a certification requirement we are finalizing for manufacturers to demonstrate the emission controls on Heavy HDE are durable through the equivalent of 750,000 miles; this durability demonstration will extend beyond the 650,000 mile useful life period for these engines. We expect this extended laboratory-based demonstration, in a controlled environment, will translate to greater assurance that an engine will maintain its certified emission levels in real world operation where conditions are more variable throughout the regulatory useful life. This greater assurance would be achieved while minimizing the compliance uncertainties identified by manufacturers in comments for the highest proposed useful life mileages.

We believe manufacturers can adequately ensure the durability of their smaller engines over useful life periods that match proposed Option 1 both for meeting emission standards in the laboratory at certification and in the laboratory and applicable in-use testing after operation in the real world. The final durability demonstration requirements for Spark-ignition HDE, Light HDE, and Medium HDE match the final useful life periods for those smaller engines classes.

As shown in Table IV–1, we are also finalizing useful life periods in years and hours for all primary intended service classes. We are updating the years values from the current 10 years to 15 years for Spark-ignition HDE and

[319] Brakora, Jessica. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Example Extended Warranty Packages for Heavy-duty Engines''. September 29, 2022.

Light HDE, 12 years for Medium HDE, and 11 years for Heavy HDE. The final years values match the years values we proposed and vary by engine class corresponding to the proposed mileage option we are finalizing. We are also adding hours as a useful life criteria for all engine classes. We received no adverse comments for hours-based useful life periods and are finalizing hours values by applying a 20-mph conversion factor, as proposed, to calculate hours values from the final mileage values.

We have finalized a combination of emissions standards and useful life values that our analysis and supporting data demonstrate are feasible for all heavy-duty engine classes. We are lengthening the existing useful life mileages to capture the greatest amount of the operational life for each engine class that we have determined is appropriate at this time, while considering the impact of useful life length on the stringency of the standards and other requirements of this final rule. Preamble Section III describes how our analysis and the EPA engine test programs demonstrated feasibility of the standards at these useful life values, including data on emission levels at the equivalent useful life mileages.

2. Useful Life for Incomplete Vehicle Refueling Emission Standards

As described in Section III.E., we are finalizing a refueling emission standard for incomplete vehicles above 14,000 lb GVWR. Manufacturers would meet the refueling emission standard by installing onboard refueling vapor recovery (ORVR) systems on these incomplete vehicles. Since ORVR systems are based on the same carbon canister technology that manufacturers currently use to control evaporative emissions on these incomplete vehicles, we proposed to align the useful life periods for the two systems. In 40 CFR 1037.103(f), we are finalizing a useful life of 15 years or 150,000 miles, whichever comes first, for refueling standards for incomplete vehicles above 14,000 lb GVWR, as proposed.

Evaporative emission control systems are currently part of the fuel system of incomplete vehicles, and manufacturers are meeting applicable standards and useful life requirements for evaporative systems today. ORVR is a mature technology that has been installed on complete vehicles for many years, and incomplete vehicle manufacturers have experience with ORVR systems through their complete vehicle applications. Considering the manufacturers' experience with evaporative emission standards for incomplete vehicles, and their familiarity with ORVR systems, we continue to believe it would be feasible for manufacturers to apply the same evaporative emission standard useful life periods to refueling standards. We received no adverse comments relating to the proposed 15 years/150,000 miles useful life for refueling standards, and several manufacturers commented in support of our proposed periods.

B. Ensuring Long-Term In-Use Emissions Performance

In the proposal, we introduced several ideas for an enhanced, comprehensive strategy to ensure in-use emissions performance over more of an engine's operational life. In this section, we discuss the final provisions to lengthen emission-related warranty periods, update maintenance requirements, and improve serviceability in this rule. Taken together, these updates are intended to increase the likelihood that engine emission controls will be maintained properly through more of the service life of heavy-duty engines and vehicles, including beyond useful life.

1. Emission-Related Warranty

The emission-related warranty period is the period over which CAA section 207 requires an engine manufacturer to warrant to a purchaser that the engine is designed, built, and equipped so as to conform with applicable regulations under CAA section 202 and is free from defects in materials or workmanship which would cause the engine not to conform with applicable regulations for the warranty period. If an emission-related component fails during the regulatory emission warranty period, the manufacturer is required to pay for the cost of repair or replacement. A manufacturer's general emissions warranty responsibilities are currently set out in 40 CFR 1068.115. Note that while an emission warranty provides protection to the owner against emission-related repair costs during the warranty period, the owner is responsible for properly maintaining the engine (40 CFR 1068.110(e)), and the manufacturer may deny warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use (40 CFR 1068.115(a)).

In this section, we present the updated emission-related warranty periods we are finalizing for heavy-duty highway engines and vehicles included in this rule. As described in Section G.10 of this preamble, we are not finalizing the proposed allowance for manufacturers to generate NO_X emissions credits from heavy-duty zero emissions vehicles (ZEVs) or the associated warranty requirements.

i. Final Warranty Periods by Primary Intended Service Class

We are updating and significantly strengthening our emission-related warranty periods for model year 2027 and later heavy-duty engines.[320] We are finalizing most of the emission-related warranty provisions of 40 CFR 1036.120 as proposed. Following our approach for useful life, we are revising the proposed warranty periods for each primary intended service class to reflect the difference in average operational life of each class and after considering additional information provided by commenters. See section 4 of the Response to Comments document for our detailed responses, including descriptions of revisions to the proposed regulatory text in response to commenter requests for clarification.

EPA's current emissions-related warranty periods for heavy-duty engines range from 22 percent to 54 percent of the current regulatory useful life; the warranty periods have not changed since 1983 even as the useful life periods were lengthened.[321] The revised warranty periods are expected to result in better engine maintenance and less tampering, which would help to maintain the benefits of the emission controls. In addition, longer regulatory warranty periods may lead engine manufacturers to simplify repair processes and make them more aware of system defects that need to be tracked and reported to EPA.

Our final emission-related warranty periods for heavy-duty engines are presented in Table IV–2 and specified in a new 40 CFR 1036.120.[322] [323] The final warranty mileages that apply starting in MY 2027 for Spark-ignition HDE, Light HDE, and Medium HDE match the longest warranty mileages proposed (*i.e.,* MY 2031 step of proposed Option 1) for these primary intended service

[320] Emission-related components for only criteria pollutant emissions or both greenhouse gas (*i.e.,* CO2, N2O, and CH4) and criteria pollutant emissions would be subject to the final warranty periods of 40 CFR 1036.120. See 40 CFR 1036.150(w).

[321] The useful life for heavy heavy-duty engines was increased from 290,000 miles to 435,000 miles for 2004 and later model years (62 FR 54694, October 21, 1997).

[322] All engines covered by a primary intended service class would be subject to the corresponding warranty period, regardless of fuel used.

[323] We are migrating the current alternate standards for engines used in certain specialty vehicles from 40 CFR 86.007–11 and 86.008–10 into 40 CFR 1036.605 without modifying those alternate standards, as proposed. See Section XI.B of this preamble for a discussion of these standards.

classes. For Heavy HDE, the final warranty mileage matches the longest warranty mileage proposed for MY 2027 (*i.e.,* MY 2027 step of proposed Option 1). We are also increasing the years-based warranty from the current 5 years to 10 years for all engine classes. After considering comments, we are also adding hours-based warranty values to all primary intended service classes based on a 20 mile per hour speed threshold and the corresponding final mileage values. Consistent with current warranty provisions, the warranty period would be whichever warranty value (*i.e.,* mileage, hours, or years) occurs first. We summarize key comments in Section IV.B.1.i.a, and provide complete responses to warranty comments in section 4 of the Response to Comments document.

TABLE IV–2—FINAL EMISSION-RELATED WARRANTY PERIODS BY PRIMARY INTENDED SERVICE CLASS

Primary intended service class	Current			Model year 2027 and later		
	Mileage	Years	Hours	Mileage	Years	Hours
Spark-Ignition HDE	50,000	5		160,000	10	8,000
Light HDE	50,000	5		210,000	10	10,000
Medium HDE	100,000	5		280,000	10	14,000
Heavy HDE	100,000	5		450,000	10	22,000

We note that we are finalizing as proposed that when a manufacturer's certified configuration includes hybrid system components (*e.g.,* batteries, electric motors, and inverters), those components are considered emission-related components, which would be covered under the warranty requirements in new 40 CFR 1036.120.[324] Similar to the approach for useful life in Section IV.A, a manufacturer certifying a hybrid engine or hybrid powertrain would declare a primary intended service class for the engine family and apply the corresponding warranty periods in 40 CFR 1036.120 when certifying the engine configuration.[325] This approach to clarify that hybrid components are part of the broader engine configuration provides vehicle owners and operators with consistent warranty coverage based on the intended vehicle application.

We estimated the emissions impacts of the final warranty periods in our inventory analysis, which is summarized in Section VI and discussed in detail in Chapter 5 of our RIA. In Section V, we estimate costs associated with the final warranty periods, including indirect costs for manufacturers and operating costs for owners and operators.

a. Summary of the Emission-Related Warranty Proposal

In the proposal, we included several justifications for lengthened warranty periods that continue to apply for the final provisions. First, we expected longer emission-related warranty periods would lead owners to continue maintain their engines and vehicles over a longer period of time and ensure longer-term benefits of emission controls.[326] Since emission-related repairs would be covered by manufacturers for a longer period of time, an owner would be more likely to have systems repaired and less likely to tamper to avoid the cost of a repair.[327]

Second, emission-related repair processes may get more attention from manufacturers if they are responsible for repairs over a longer period of time. The current, relatively short warranty periods provide little incentive for manufacturers to evaluate the complexity of their repair processes, since the owner pays for the repairs after the warranty period ends. As manufacturers try to remain competitive, longer emission warranty periods may lead manufacturers to simplify repair processes and provide better training to technicians in an effort to reduce their warranty repair costs. Simplifying repair processes could include modifying emission control components in terms of how systems are serviced and how components are replaced (*e.g.,* modular sub-assemblies that could be replaced individually, resulting in a quicker, less expensive repair). Improved technician training may also reduce warranty repair costs by improving identification and diagnosing component failures more quickly and accurately, thus reducing downtime for owners and avoiding repeated failures, misdiagnoses of failures, and higher costs from repeat repair events at service facilities.

Finally, longer regulatory emission warranty periods would increase the period over which the engine manufacturer would be made aware of emission-related defects. Manufacturers are currently required to track and report defects to the Agency under the defect reporting provisions of 40 CFR part 1068. Under 40 CFR 1068.501(b), manufacturers investigate possible defects whenever a warranty claim is submitted for a component. Therefore, manufacturers can easily monitor defect information from dealers and repair shops who are performing those warranty repair services, but after the warranty period ends, the manufacturer would not necessarily know about these events, since repair facilities are less likely to be in contact with the manufacturers and they are less likely to use OEM parts. A longer warranty period would allow manufacturers to have access to better defect information over a period of time more consistent with engine useful life.

In the proposal, we also highlighted that a longer warranty period would encourage owners of vehicles powered by SI engines (as for CI engines) to follow manufacturer-prescribed maintenance procedures for a longer period of time, as failure to do so would void the warranty. We noted that the impact of a longer emissions warranty period may be slightly different for SI engines from a tampering perspective. Spark-ignition engine systems rely on mature technologies, including evaporative emission systems and three-way catalyst-based emission controls, that have been consistently reliable for light-duty and heavy-duty vehicle

[324] See our new definition of ''emission-related component'' in 40 CFR 1036.801. Defects or failures of hybrid system components can result in the engine operating more, and thus increase emissions.

[325] As described in 40 CFR 1036.140, the primary intended service classes are partially based on the GVWR of the vehicle in which the configuration is intended to be used. See also the update to definition of ''engine configuration'' in 40 CFR 1036.801 to clarify that an engine configuration would include hybrid components if it is certified as a hybrid engine or hybrid powertrain.

[326] See Chapter 5 of the RIA for a discussion of mal-maintenance and tampering effects in our emission inventory estimates.

[327] Existing warranty provisions specify that owners are responsible for properly maintaining their engines (40 CFR 1068.110(e)) and manufacturers may deny warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use (40 CFR 1068.115(a)). See Section IV.B.2 for a description of updates to the allowable maintenance provisions.

owners.[328] SI engine owners may not currently be motivated to tamper with their catalyst systems to avoid repairs, but they may purchase defeat devices intended to disable emission controls to boost the performance of their engines. We expected SI engine owners may be less inclined to install such defeat devices during a longer warranty period.

We proposed two options that generally represented the range of revised emission warranty periods we considered adopting in the final rule. Proposed Option 1 included warranty periods that aligned with the MY 2027 and MY 2031 periods of the CARB HD Omnibus program and were close to 80 percent of useful life. At the time of the proposal, we assumed most manufacturers would continue to certify 50-state compliant engines in MY 2027 and later, and it would simplify the certification process if there would be consistency between CARB and Federal requirements. The warranty periods of proposed Option 2 were proposed to apply in a single step beginning in model year 2027 and to match CARB's Step 1 warranty periods for engines sold in California.[329] The proposed Option 2 mileages covered 40 to 55 percent of the proposed Option 1 MY 2031 useful life mileages and represented an appropriate lower end of the range of the revised regulatory emission warranty periods we considered.

While we noted that a majority of engines would reach the warranty mileage in a reasonable amount of time, some applications may have very low annual mileage due to infrequent use or low speed operation and may not reach the warranty mileage for many years. To ensure manufacturers are not indefinitely responsible for components covered under emissions warranty in these situations, we proposed to revise the years-based warranty periods and proposed hours-based warranty periods for all engine classes in proposed Option 1.

For the years-based period, which would likely be reached first by engines with lower annual mileage due to infrequent use, we proposed to increase the current period from 5 years to 7 years for MY 2027 through 2030, and to 10 years starting with MY 2031. We also proposed to add an hours-based warranty period to cover engines that operate at low speed and/or are frequently in idle mode.[330] In contrast to infrequent use, low speed and frequent idle operation can strain emission control components. We proposed an hours-based warranty period to allow manufacturers to factor gradually-accumulated work into their warranty obligations.

b. Basis for the Final Emission-Related Warranty Periods

As detailed in section 4 of the Response to Comments document for this rule, commenter support for lengthening emission-related warranty periods varied. Many commenters expressed general support for our proposal to lengthen warranty periods in this rulemaking. Several commenters expressed specific support for the warranty periods of proposed Option 1 or proposed Option 2. Other commenters recommended EPA revise the proposal to either lengthen or shorten the warranty periods to values outside of the range of our proposed options.

Our final warranty periods continue to be influenced by the potential beneficial outcomes of lengthening emission-related warranty periods that we discussed in the proposal. Specifically, we continue to believe lengthened warranty periods will effectively assure owners properly maintain and repair their emission controls over a longer period, reduce the likelihood of tampering, provide additional information on failure modes, and create a greater incentive for manufacturers to simplify repair processes to reduce costs. Several commenters agreed with our list of potential outcomes, with some noting that any associated emissions benefits would be accelerated by pulling ahead the warranty periods of the MY 2031 step of proposed Option 1 to begin in MY 2027.

Organizations submitting adverse comments on lengthening warranty periods focused mostly the warranty mileages proposed for the Heavy HDE service class. Technology suppliers and engine manufacturers expressed concern with the lack of data from engines at high mileages, including uncertainties related to frequency and cause of failures, varying vehicle applications, and operational changes as the engine ages. We considered commenters' concerns regarding how uncertainties for the highest mileages of proposed Option 1 could cause manufacturers to respond by conservatively estimating their warranty cost. We continue to expect, as noted in the proposal, that manufacturers are likely to recoup the costs of warranty by increasing the purchase price of their products. We agree with comments indicating that increases in purchase price can increase the risk of pre-buy or low-buy, especially for the heaviest engine class, Heavy HDE.

As described in this section, the final warranty periods are within the range of periods over which we expect manufacturers have access to failure data, which should limit the need for manufacturers to conservatively estimate warranty costs. We summarize our updated cost and economic impact analyses, which reflect the final warranty periods, in Sections V and X of this preamble, respectively. For more information, see our complete assessments of costs in Chapter 7 and economic impacts in Chapter 10 of the Regulatory Impact Analysis for this final rule.

We retain our proposed objectives to lengthen warranty periods to cover a larger portion of the operational lives and to be more consistent with the final useful life periods. Similar to our approach for the useful life mileages in this final rule (see Section IV.A of this preamble), we believe it is appropriate to pull ahead the longest proposed MY 2031 warranty periods to apply in MY 2027 for the smaller engine classes. For Spark-ignition HDE, Light HDE, and Medium HDE, the final warranty mileages are 160,000 miles, 210,000 miles, and 280,000 miles, respectively, which cover about 80 percent of the corresponding final useful life mileages. In response to commenters concerned with data limitations, we expect any component failure and wear data available from engines in the largest engine class would be applicable to the smaller engine classes. As such, manufacturers and suppliers have access to failure and wear data at the mileages we are finalizing for the smaller engine classes through their current R&D and in-use programs evaluating components for larger engines that currently have a 435,000 mile useful life.

We are not applying the same pull-ahead approach for the Heavy HDE warranty mileage. We do not believe it is appropriate at this time to finalize a 600,000-mile warranty for the Heavy HDE class that would uniquely cover greater than 90 percent of the 650,000-

[328] The last U.S. EPA enforcement action against a manufacturer for three-way catalysts was settled with DaimlerChrylser Corporation Settlement on December 21, 2005. Available online: *https://www.epa.gov/enforcement/daimlerchrysler-corporation-settlement.*

[329] Since the CARB Step 1 warranty program did not include updates to warranty for SI engines, the proposed Option 2 warranty mileage for that the Spark-ignition HDE class matched the current useful life for those engines, consistent with the approach for Light HDE proposed Option 2 warranty.

[330] We proposed warranty hours for all primary intended service classes based on a 20 mile per hour average vehicle speed threshold to convert from the proposed mileage values.

mile final useful life, especially considering the comments pointing to uncertainties, lack of data, and potential high costs specific to Heavy HDE. We are also not applying the approach of adopting the warranty mileage of proposed Option 2, as was done for Heavy HDE useful life, as we do not believe the proposed Option 2 warranty of 350,000 miles would provide emission control assurance over a sufficient portion of the useful life. Instead, we are finalizing a warranty mileage that matches the longest mileage proposed for MY 2027 (450,000 miles), covering a percentage of the final useful life that is more consistent with the warranty periods of the smaller engine classes. The final warranty mileage for Heavy HDE is only 15,000 miles longer than the current useful life for this engine class. As noted for the warranties of the smaller engine classes, we expect manufacturers and suppliers have access to failure data nearing 450,000 miles through their R&D programs evaluating Heavy HDE over their current useful life. We expect manufacturers also have experience with their engines at this mileage through their extended warranty offerings; thus, they already possess real world operational data in addition to their internal evaluations.[331]

Several organizations commented on the proposed years or hours criteria for warranty. One supplier noted that analyses focused on tractors and their relatively high mileages may not accurately predict the use of vocational vehicles that are more limited by hours of operation. The same supplier suggested EPA should further differentiate warranties by vehicles classes and vocations. Another organization cautioned against warranty periods that are one-size-fits-all. Two organizations supported applying an hours-based warranty period for all engine classes to cover lower-speed applications and the 20-mph conversion factor that we proposed.

We agree that vocational vehicles have distinct use patterns; however, we did not propose and are not finalizing warranty periods at the vehicle level to distinguish between vehicle types in this rule. We are finalizing three warranty thresholds for each heavy-duty engine class: A mileage threshold that is likely to reached first by vehicles driving many miles annually, a years threshold that is likely to be reached first by vehicles that drive infrequently or seasonally, and an hours threshold that is likely to be reached first by vehicles that drive frequently at lower speeds or with significant idling. We believe adding an hours threshold in the final rule to the mileage- and years-based warranty periods for all engine classes will lead to more equitable warranty obligations across the range of possible vehicle applications for which a heavy-duty engine may be used.

ii. Warranty for Incomplete Vehicle Refueling Emission Controls

As noted in Section III.E, we are finalizing refueling emission standards for Spark-ignition HDE that are certified as incomplete vehicles above 14,000 lb GVWR.[332] Our refueling standards are equivalent to the refueling standards that are in effect for light- and heavy-duty complete Spark-ignition HDVs. We project manufacturers would meet the new refueling standards by adapting the existing onboard refueling vapor recovery (ORVR) systems from systems designed for complete vehicles. The new ORVR systems will likely supplement existing evaporative emission control systems installed on these vehicles.

We are finalizing warranty periods for the ORVR systems of incomplete vehicles above 14,000 lb GVWR that align with the current warranty periods for the evaporative systems on those vehicles. Specifically, warranty periods for refueling emission controls would be 5 years or 50,000 miles on incomplete Light HDV, and 5 years or 100,000 miles on incomplete Medium HDV and Heavy HDV, as proposed. See our final updates to 40 CFR 1037.120. Our approach to apply the existing warranty periods for evaporative emission control systems to the ORVR systems is similar to our approach to the final regulatory useful life periods associated with our final refueling standards discussed in Section IV.A. We received no adverse comments on our proposed warranty periods for refueling emission controls.

2. Maintenance

In this section, we describe the migrated and updated maintenance provisions we are finalizing for heavy-duty highway engines. Section IV.F of this preamble summarizes the current durability demonstration requirements and our final updates.

Our final maintenance provisions, in a new section 40 CFR 1036.125, combine and amend the existing criteria pollutant maintenance provisions from 40 CFR 86.004–25 and 86.010–38. Similar to other part 1036 sections we are adding in this rule, the structure of the new 40 CFR 1036.125 is consistent with the maintenance sections in the standard-setting parts of other sectors (*e.g.,* nonroad compression-ignition engines in 40 CFR 1039.125). In 40 CFR 1036.205(i), we are codifying the current manufacturer practice of including maintenance instructions in their application for certification such that approval of those instructions would be part of a manufacturer's certification process.[333] We are also finalizing a new paragraph 40 CFR 1036.125(h) outlining several owner's manual requirements, including migrated and updated provisions from 40 CFR 86.010–38(a).

This section summarizes the final provisions that clarify the types of maintenance, update the options for demonstrating critical emission-related maintenance will occur and the minimum scheduled maintenance intervals for certain components, and specify the requirements for maintenance instructions. The proposed rule provided an extensive discussion of the rationale and information supporting the proposed maintenance provisions (87 FR 17520, March 28, 2022). See also section 6 of the Response to Comments for a detailed discussion of the comments and how they may have informed changes we are making to the proposal in this final rule.

i. Types of Maintenance

The new 40 CFR 1036.125 clarifies that maintenance includes any inspection, adjustment, cleaning, repair, or replacement of components and, consistent with 40 CFR 86.004–25(a)(2), broadly classifies maintenance as emission-related or non-emission-related and scheduled or unscheduled.[334] As proposed, we are finalizing five types of maintenance that manufacturers may choose to schedule: Critical emission-related maintenance, recommended additional maintenance, special maintenance, noncritical emission-related maintenance, and non-emission-related maintenance. As we explained in the proposal, identifying and defining these maintenance categories in final 40 CFR 1036.125 distinguishes between the types of maintenance manufacturers may choose to recommend to owners in

[331] Brakora, Jessica. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Example Extended Warranty Packages for Heavy-duty Engines''. September 29, 2022.

[332] See the final updates to 40 CFR 1037.103.

[333] The current submission of maintenance instructions provisions in 40 CFR 86.079–39 are migrated into the requirements for an application for certification provisions in 40 CFR 1036.205.

[334] We include repairs as a part of maintenance because proper maintenance would require owners to repair failed or malfunctioning components. We note that repairs are considered unscheduled maintenance that would not be performed during durability testing and may be covered under warranty.

maintenance instructions, identifies the requirements that apply to maintenance performed during certification durability demonstrations, and clarifies the relationship between the different types of maintenance, emissions warranty requirements, and in-use testing requirements. The final provisions thus also specify the conditions for scheduling each of these five maintenance categories.

We summarize several revisions to the proposed critical emission-related maintenance provisions in Section 0 with additional details in section 6 of the Response to Comments document. As proposed, the four other types of maintenance will require varying levels of EPA approval. In 40 CFR 1036.125(b), we propose to define recommended additional maintenance as maintenance that manufacturers recommend owners perform for critical emission-related components in addition to what is approved for those components under 40 CFR 1036.125(a). We are finalizing this provision as proposed except for a clarification in wording to connect additional recommended maintenance and critical emission-related maintenance more clearly. Under the final provisions, a manufacturer may recommend that owners replace a critical emission-related component at a shorter interval than the manufacturer received approval to schedule for critical emission-related maintenance; however, the manufacturer will have to clearly distinguish their recommended intervals from the critical emission-related scheduled maintenance in their maintenance instructions. As described in this Section III.B.2 and the proposal, recommended additional maintenance is not performed in the durability demonstration and cannot be used to deny a warranty claim, so manufacturers will not be limited by the minimum maintenance intervals or need the same approval from EPA by demonstrating the maintenance would occur.

In 40 CFR 1036.125(c), we proposed that special maintenance would be more frequent maintenance approved at shorter intervals to address special situations, such as atypical engine operation. We received one comment requesting we clarify special maintenance in proposed 40 CFR 1036.125(c) and we are finalizing this provision as proposed except that we are including an example of biodiesel use in the final paragraph (c). Under the final provisions, manufacturers will clearly state that the maintenance is associated with a special situation in the maintenance instructions provided to EPA and owners.

In 40 CFR 1036.125(d), as proposed, we are finalizing that noncritical emission-related maintenance includes inspections and maintenance that is performed on emission-related components but is considered ''noncritical'' because emission control will be unaffected (consistent with existing 40 CFR 86.010–38(d)). Under this final provision, manufacturers may recommend noncritical emission-related inspections and maintenance in their maintenance instructions if they clearly state that it is not required to maintain the emissions warranty.

In 40 CFR 1036.125(e), we are updating the paragraph heading from nonemission-related maintenance to maintenance that is not emission-related to be consistent with other sectors. The final provision, as proposed, describes the maintenance as unrelated to emission controls (*e.g.,* oil changes) and states that manufacturers' maintenance instructions can include any amount of maintenance unrelated to emission controls that is needed for proper functioning of the engine.

Critical Emission-Related Components

Consistent with the existing and proposed maintenance provisions, the final provisions continue to distinguish certain components as critical emission-related components. The proposal did not migrate the specific list of components defined as ''critical emission-related components'' from 40 CFR 86.004–25(b)(6)(i); instead, we proposed and are finalizing that manufacturers identify their specific critical components by obtaining EPA's approval for critical emission-related maintenance using 40 CFR 1036.125(a). Separately, we also proposed a new definition for critical emission-related components in 40 CFR 1068.30 and are finalizing with revision. The final definition is consistent with paragraph 40 CFR 86.004–25(b)(6)(i)(I) and the current paragraph IV of 40 CFR part 1068, appendix A, as proposed.[335] We are removing the proposed reference to 40 CFR 1068, appendix A, in the final definition, since appendix A specifies emission-related components more generally. To avoid having similar text in two locations, we are also replacing the current text of paragraph IV of 40 CFR 1068, appendix A, with a reference to the new part 1068 definition of critical emission-related components.

ii. Critical Emission-Related Maintenance

A primary focus of the final maintenance provisions is critical emission-related maintenance. Critical emission-related maintenance includes any adjustment, cleaning, repair, or replacement of emission-related components that manufacturers identify as having a critical role in the emission control of their engines. The final 40 CFR 1036.125(a), consistent with current maintenance provisions in 40 CFR part 86 and the proposal, will continue to allow manufacturers to seek advance approval from EPA for new emission-related maintenance they wish to include in maintenance instructions and perform during durability demonstration. The final 40 CFR 1036.125(a) retains the same proposed structure that includes a maintenance demonstration and minimum maintenance intervals, and a pathway for new technology that may be applied in engines after model year 2020.

We are finalizing with revision the maintenance demonstration proposed in 40 CFR 1036.125(a)(1). The final provision includes the five proposed options for manufacturers to demonstrate the maintenance is reasonably likely to be performed in-use, with several clarifying edits detailed in the Response to Comments document .[336] As further discussed in Section IV.D, we are finalizing the separate statement in 40 CFR 1036.125(a)(1) that points to the final inducement provisions, noting that we will accept DEF replenishment as reasonably likely to occur if an engine meets the specifications in proposed 40 CFR 1036.111; we are not setting a minimum maintenance interval for DEF replenishment. Also, as noted in the proposal and reiterated here, the first maintenance demonstration option, described in 40 CFR 1036.125(a)(1)(i), is intended to cover emission control technologies that have an inherent performance degradation that coincides with emission increases, such as back pressure resulting from a clogged DPF.

Consistent with the current and proposed maintenance provisions, we are specifying minimum maintenance

[335] Paragraph (b)(6)(i)(I) concludes the list of critical emission-related components in 40 CFR 86.004–25 with a general description stating: ''Any other component whose primary purpose is to reduce emissions or whose failure would commonly increase emissions of any regulated pollutant without significantly degrading engine performance.'' The existing paragraph (IV) of 40 CFR 1068, appendix A similarly states: ''Emission-related components also include any other part whose primary purpose is to reduce emissions or whose failure would commonly increase emissions without significantly degrading engine/equipment performance.''

[336] The five maintenance demonstration options are consistent with current maintenance demonstration requirements in 40 CFR 86.004–25 and 86.094–25.

intervals for certain emission-related components, such that manufacturers may not schedule more frequent maintenance than we allow. In 40 CFR 1036.125(a)(2), we are updating the list of components with minimum maintenance intervals to more accurately reflect components in use today and extending the replacement intervals such that they reflect replacement intervals currently scheduled for those components. See the NPRM preamble for a discussion of our justification for terminology changes we are applying in the final rule, and the list of components that we are not migrating from 40 CFR part 86 because they are obsolete or covered by other parts.

Consistent with current maintenance provisions, we proposed to disallow replacement of catalyst beds and particulate filter elements within the regulatory useful life of the engine.[337] We are removing reference to catalyst beds and particular filter elements in the introductory text of paragraph (a)(2) and instead are adding them, with updated terminology, as a separate line in the list of components in Table 1 of 40 CFR 1036.125(a)(2) with minimum maintenance intervals matching the final useful life values of this rule.[338] Including catalyst substrates and particulate filter substrates directly in the table of minimum maintenance intervals more clearly connects the intervals to the useful life values. In response to manufacturer comments requesting clarification, we are also adding a reference to 40 CFR 1036.125(g) in paragraph (a)(2) to clarify that manufacturers are not restricted from scheduling maintenance more frequent than the minimum intervals, including replacement of catalyst substrates and particulate filter substrates, if they pay for it.

We are finalizing as proposed the addition of minimum intervals for replacing hybrid system components in engine configurations certified as hybrid engines or hybrid powertrains, which would include the rechargeable energy storage system (RESS). Our final minimum intervals for hybrid system components equal the current useful life for the primary intended service classes of the engines that these electric power systems are intended to supplement or replace.[339]

Table IV–3 summarizes the minimum replacement intervals we are finalizing in a new table in 40 CFR 1036.125(a)(2). As explained in the proposal, we believe it is appropriate to account for replacement intervals that manufacturers have already identified and demonstrated will occur for these components and the final replacement intervals generally match the shortest mileage interval (*i.e.,* most frequent maintenance) of the published values, with some adjustments after considering comments. Commenters noted that some sensors are not integrated with a listed system and requested EPA retain a discrete set of minimum intervals for sensors, actuators, and related ECMs. We agree and are specifying minimum intervals that match the current intervals for sensors, actuators, and related control modules that are not integrated into other systems. We are retaining the proposed text to indicate that intervals specified for a given system would apply for all to actuators, sensors, tubing, valves, and wiring associated with that component associated with that system. We are also revising the minimum intervals for ignition wires from the proposed 100,000 miles to 50,000 miles to match the current intervals and adding an interval for ignition coils at the same 50,000 miles after considering comments. See section 6 of the Response to Comments document for other comments we considered when developing the final maintenance provisions.

We proposed to retain the maintenance intervals specified in 40 CFR 86.004–25 for adjusting or cleaning components as part of critical emission-related maintenance. We are finalizing the proposed maintenance intervals for adjusting and cleaning with one correction. Commenters noted that the proposal omitted an initial minimum interval for adjusting or cleaning EGR system components. Consistent with 40 CFR 86.004–25(b), we are correcting the proposed intervals for several components (catalyst system components, EGR system components (other than filters or coolers), particulate filtration system components, and turbochargers) from 150,000 miles or 4,500 hours to include an initial interval of 100,000 miles or 3,000 hours, with subsequent intervals of 150,000 miles or 4,500 hours. We did not reproduce the new Table 2 from 40 CFR 1036.125(a)(2) showing the minimum intervals for adjusting or cleaning components in this preamble.

TABLE IV–3—MINIMUM SCHEDULED MAINTENANCE INTERVALS IN MILES (OR HOURS) FOR REPLACING CRITICAL EMISSION-RELATED COMPONENTS IN 40 CR 1036.125

Components	Spark-ignition HDE	Light HDE	Medium HDE	Heavy HDE
Spark plugs	25,000 (750)	.....	.....	.....
DEF filters	.....	100,000 (3,000)	100,000 (3,000)	100,000 (3,000)
Crankcase ventilation valves and filters	60,000 (1,800)	60,000 (1,800)	60,000 (1,800)	60,000 (1,800)
Ignition wires and coils	50,000 (1,500)	.....	.....	.....
Oxygen sensors	80,000 (2,400)	.....	.....	.....
Air injection system components	110,000 (3,300)	.....	.....	.....
Sensors, actuators, and related control modules that are not integrated into other systems	100,000 (3,000)	100,000 (3,000)	150,000 (4,500)	150,000 (4,500)
Particulate filtration systems (other than filter substrates)	100,000 (3,000)	100,000 (3,000)	250,000 (7,500)	250,000 (7,500)
Catalyst systems (other than catalyst substrates), fuel injectors, electronic control modules, hybrid system components, turbochargers, and EGR system components (including filters and coolers)	110,000 (3,300)	110,000 (3,300)	185,000 (5,550)	435,000 (13,050)
Catalyst substrates and particulate filter substrates	200,000 (10,000)	270,000 (13,000)	350,000 (17,000)	650,000 (32,000)

[337] Existing 40 CFR 86.004–25(b)(4)(iii) states that only adjustment and cleaning are allowed for catalyst beds and particulate filter elements and that replacement is not allowed during the useful life. Existing 40 CFR 86.004 25(i) clarifies that these components could be replaced or repaired if manufacturers demonstrate the maintenance will occur and the manufacturer pays for it.

[338] In the final provision, we replaced ''catalyst bed'' with ''catalyst substrate'' and ''particulate filter element'' with ''particulate filter substrate''.

[339] We note that Table IV–3 and the corresponding Table 1 of 40 CFR 1036.125(a)(2) include a reference to ''hybrid system components'', which we inadvertently omitted from the tables in the proposed rule.

We received no adverse comments on the proposed approach to calculate the corresponding hours values for each minimum maintenance interval. Consistent with our current maintenance provisions and the proposal, we are finalizing minimum hours values based on the final mileage and a 33 miles per hour vehicle speed (*e.g.,* 150,000 miles would equate to 4,500 hours).[340] Consistent with the current maintenance intervals specified in part 86 and the proposal, we are not including year-based minimum intervals; OEMs can use good engineering judgment if they choose to include a scheduled maintenance interval based on years in their owner's manuals.

For new technology, not used on engines before model year 2020, we are providing a process for manufacturers to seek approval for new scheduled maintenance, consistent with the current maintenance provisions. We received no adverse comment on the proposal to migrate 40 CFR 86.094–25(b)(7)(ii), which specifies a process for approval of new critical emission-related maintenance associated with new technology, and 40 CFR 86.094–25(b)(7)(iii), which allows manufacturers to ask for a hearing if they object to our decision.[341] We are finalizing a new 40 CFR 1036.125(a)(3), as proposed.

iii. Source of Parts and Repairs

Consistent with CAA section 207 [342] and our existing regulations for heavy duty vehicles under part 1037, we proposed a new paragraph 40 CFR 1036.125(f) to clarify that manufacturers' written instructions for proper maintenance and use, discussed further in Section IV.B.2.vi, generally cannot limit the source of parts and service owners use for maintenance unless the component or service is provided without charge under the purchase agreement, with two specified exceptions.[343] We are moving, with revisions, the content of the proposed paragraph (f) to 40 CFR 1036.125(h)(2). See section 6 of the Response to Comments. Consistent with the proposal, we are finalizing that manufacturers cannot specify a particular brand, trade, or corporate name for components or service and cannot deny a warranty claim due to ''improper maintenance'' based on owners choosing not to use a franchised dealer or service facility or a specific brand of part unless the component or service is provided without charge under the purchase agreement. Consistent with current maintenance provisions and CAA section 207(c)(3)(B), a second exception is that manufacturers can specify a particular service facility and brand of parts only if the manufacturer convinces EPA during the approval process that the engine will only work properly with the identified service or component. We are not finalizing at this time the proposed 40 CFR 1036.125(f) requirement regarding specific statements on the first page of written maintenance instructions; after consideration of comments, we agree with commenters that the final regulatory text accomplishes the intent of our proposal without the additional proposed first sentence.

iv. Payment for Scheduled Maintenance

We proposed 40 CFR 1036.125(g) to allow manufacturers to schedule maintenance not otherwise allowed by 40 CFR 1036.125(a)(2) if they pay for it. The proposed paragraph (g) also included four criteria to identify components for which we would require manufacturers to pay for any scheduled maintenance within the regulatory useful life. The four criteria, which are based on current provisions that apply for nonroad compression-ignition engines, would require manufacturers to pay for components that were not in general use on similar engines before 1980, whose primary purpose is to reduce emissions, where the cost of the scheduled maintenance is more than 2 percent of the price of the engine, and where failure to perform the scheduled maintenance would not significantly degrade engine performance.[344] We continue to believe that components meeting the four criteria are less likely to be maintained without the incentive of manufacturers paying for it and we are finalizing 40 CFR 1036.125(g) as proposed.

As noted in Section IV.B.2.ii, manufacturers cannot schedule replacement of catalyst substrates or particulate filter substrates within the regulatory useful life of the engine unless they pay for it. As explained in the proposed rule, in addition to catalyst substrates and particulate filter substrates, we expect that replacement of EGR valves, EGR coolers, and RESS of certain hybrid systems also meet the 40 CFR 1036.125(g) criteria and manufacturers will only be able to schedule replacement of these components if the manufacturer pays for it.

In the proposal, we requested comment on restricting the replacement of turbochargers irrespective of the four criteria of proposed 40 CFR 1036.125(g). One commenter suggested that EPA should follow the CARB approach that requires manufacturers to pay for scheduled maintenance of turbochargers within the regulatory useful life. The comment indicated the cost of repairs and ''significant impact'' of a failed turbocharger on emissions justify requiring that manufacturers pay for replacement. We disagree and are not finalizing a separate requirement for turbochargers. Turbochargers are not added to engines specifically to control emissions and we expect the performance degredation associated with a failing turbocharger is likely to motivate owners to fix the problem. We continue to believe the four criteria in 40 CFR 1036.125(g) are an appropriate means of distinguishing components for which manufacturers should pay in order to ensure the components are maintained.

v. Maintenance Instructions

As proposed, our final 40 CFR 1036.125 preserves the requirement that the manufacturer provide written instructions for properly maintaining and using the engine and emission control system, consistent with CAA section 207(c)(3)(A).[345] The new 40 CFR 1036.125(h) describes the information that we are requiring manufacturers to include in an owner's manual, consistent with CAA sections 202 and 207. The new 40 CFR 1036.125(h)(1) generally migrates the existing maintenance instruction provisions specified in 40 CFR 86.010–38(a). As described in Section IV.B.2.iii, final 40 CFR 1036.125(h)(2) includes revised content from proposed 40 CFR 1036.125(f). The final paragraph (h)(2) is also revised from the proposed regulatory text to clarify that EPA did not intend the proposed paragraph as a requirement for owners to maintain

[340] The minimum hours-based intervals for catalyst substrates and particulate filter substrates match the useful life hours that apply for each primary intended service class to ensure these components are not replaced within the regulatory useful life of the engine, consistent with existing maintenance provisions. The useful life hours are calculated using a 22 miles per hour conversion factor as described in Section IV.A of this preamble.

[341] Hearing procedures are specified in 40 CFR 1036.820 and 40 CFR part 1068, subpart G.

[342] See, *e.g.,* CAA section 207(c)(3)(B) and (g).

[343] This provision has been adopted in the standard-setting parts of several other sectors (see 1037.125(f)).

[344] See 40 CFR 1039.125(g).

[345] CAA section 207(c)(3)(A) states that the manufacturer shall furnish with each new motor vehicle or motor vehicle engine written instructions for the proper maintenance and use of the vehicle or engine by the ultimate purchaser and that such instructions shall correspond to regulations which the Administrator shall promulgate.

records in order to make a warranty claim. While 40 CFR 1036.120(d) allows manufacturers to deny warranty claims for improper maintenance and use, owners have expressed concern that it is unclear what recordkeeping is needed to document proper maintenance and use, and both the proposed and final 40 CFR 1036.125(h)(2) are intended to ensure manufacturers are communicating their expectations to owners.

Consistent with the current 40 CFR 86.010–38(a)(2), our final 40 CFR 1036.125(h)(2) also requires manufacturers to describe in the owner's manual if manufacturers expect owners to maintain any documentation to show the engine and emission control system have been properly maintained and, if so, to specify what documentation. Manufacturers should be able to identify their expectations for documenting routine maintenance and repairs related to warranty claims. For instance, if a manufacturer requires a maintenance log as part of their process for reviewing warranty claims and determining whether the engine was properly maintained, we expect the owner's manual would provide an example log with a clear statement that warranty claims require an up-to-date maintenance record. We note that 40 CFR 1036.125 specifies minimum maintenance intervals for critical emission-related maintenance, and limits manufacturers from invalidating warranty if certain other types of allowable maintenance are not performed (*i.e.,* recommended additional maintenance and noncritical emission-related maintenance). Any required maintenance tasks and intervals must be consistent with the requirements and limitations in 40 CFR 1036.125. As explained at proposal, we may review a manufacturer's information describing the parameters and documentation for demonstrating proper maintenance before granting certification for an engine family.

The maintenance instructions requirements we are finalizing for the remainder of 40 CFR 1036.125(h) are covered in the serviceability discussion in Section IV.B.3 and inducements discussion in Section IV.C of this preamble. As noted in Section IV.B.3, our serviceability provisions supplement the service information provisions specified in 40 CFR 86.010–38(j).[346]

[346] We are not migrating the service information provisions into 40 CFR part 1036 in this rule.

vi. Performing Scheduled Maintenance on Test Engines

We are finalizing our proposed update to 40 CFR 1065.410(c) to clarify that inspections performed during testing include electronic monitoring of engine parameters. While we intended the proposed update to include prognostic systems, the proposed text referred only to electronic tools, and we are revising from the proposed text in the final provision to include ''or internal engine systems'' to clarify. Manufacturers that include prognostic systems as part of their engine packages to identify or predict malfunctioning components may use those systems during durability testing and would describe any maintenance performed as a result of those systems, consistent with 40 CFR 1065.410(d), in their application for certification. We note that, to apply these electronic monitoring systems in testing, the inspection tool (*e.g.,* prognostic system) must be readable without specialized equipment so it is available to all customers or accessible at dealerships and other service outlets consistent with CAA sections 202(m) and 206.

3. Serviceability

This Section IV.B.3 describes the provisions we are finalizing to improve serviceability, reduce mal-maintenance, and ensure owners are able to maintain emission control performance throughout the entire in-use life of heavy-duty engines. See section IV.B.2 of this preamble for a discussion of manufacturers' obligations to provide maintenance instructions to operators. Also see the preamble of the proposed rule for further discussion of why EPA proposed these serviceability and maintenance information provisions.[347] The final serviceability and maintenance information provisions were informed by comments, and we summarize key comments in this section.[348] We provide complete responses to the serviceability-related comments in section 5 of the Response to Comments.

i. Background

Without proper maintenance, the emission controls on heavy-duty engines may not function as intended, which can result in increased emissions. Mal-maintenance, which includes delayed or improper repairs and delayed or unperformed maintenance, can be intentional (*e.g.,* deferring repairs due to costs) or unintentional (*e.g.,* not being able to diagnose the actual problem and make the proper repair).

In the NPRM, EPA discussed stakeholder concerns with the reliability of MY 2010 and later heavy-duty engines, and significant frustration expressed by owners concerning their experiences with emission control systems on such engines. EPA explained that stakeholders have communicated to EPA that, although significant improvements have been made to emission control systems since they were first introduced into the market, reliability and serviceability continue to cause them concern. EPA received comments on the NPRM further highlighting problems from fleets, owners, and operators. Commenters noted issues with a range of emission-related components, including: Sensors (DPF and SCR-related), DEF dosers, hoses, filters, EGR valves, EGR coolers and EGR actuators, SCR catalysts, DOC, turbos, wiring, decomposition tubes, cylinder heads, and DPFs. Specifically, for example, comments included described experiences with aftertreatment wiring harness failures, DEF nozzles plugging or over-injecting, NO_X sensor failures, defective DEF pumps and level sensors, systems being less reliable in rain and cold weather, more frequent required cleaning of DPFs than anticipated, and problems related to DEF build-up. See section 5 of the Response to Comment for further information and the detailed comments.

In addition to existing labeling, diagnostic, and service information requirements, EPA proposed to require important maintenance information be made available in the owner's manual as a way to improve factors that may contribute to mal-maintenance. The proposed serviceability provisions were expected to result in better service experiences for independent repair technicians, specialized repair technicians, owners who repair their own equipment, and possibly vehicle inspection and maintenance technicians. Furthermore, the proposed provisions were intended to improve owner experiences operating and maintaining heavy-duty engines and provide greater assurance of long-term in-use emission reductions by reducing the likelihood of occurrences of tampering.

Given the importance and complexity of emission control systems and the

[347] See section IV.B.3. of the proposed preamble (87 FR 17517, March 28, 2022).

[348] While we requested comment on several potential approaches to improve serviceability of electric vehicles in the proposal (87 FR 17517, March 28, 2022), EPA is not taking final action on any requirements related to this request at this time; we may consider the comments provided on improved serviceability of electric vehicles in future rulemakings relevant to electric vehicles. See section 5.3 of the Response to Comments document for details on comments received.

impact to drivers for failing to maintain such systems (*e.g.,* inducements), EPA believes it is critical to include additional information about emission control systems in the owner's manual. We proposed to require manufacturers to provide more information concerning the emission control system in the owner's manual to include descriptions of how the emissions systems operate, troubleshooting information, and diagrams. EPA has imposed similar requirements in the past, such as when EPA required vacuum hose diagrams be included on the emission label to improve serviceability and help inspection and maintenance facilities identify concerns with that system.[349]

ii. Final Maintenance Information Requirements for Improved Serviceability

EPA received both supportive and adverse comments from a number of stakeholders on the serviceability proposals (see section 5 of the Response to Comments). For example, comments from service providers and manufacturers largely objected to the proposed serviceability requirements, while owners and operators supported the proposed requirements. EPA is finalizing requirements for improved serviceability so that owners and operators can more easily understand advanced emission control system operation and identify issues in such systems as they arise during operation. To the extent EPA can ensure this information is harmonized among manufacturers, we believe this will improve the experiences of owners, operators, parts counter specialists, and repair technicians, and reduce frustration that could otherwise create an incentive to tamper.

CAA section 207(c)(3)(A) requires manufacturers to provide instructions for the proper maintenance and use of a vehicle or engine by the ultimate purchaser and requires such instructions to correspond to EPA regulations. The final rule includes maintenance provisions migrated and updated from 40 CFR part 86, subpart A, to a new 40 CFR 1036.125, that specify the maintenance instructions manufacturers must provide in an owner's manual to ensure that owners can properly maintain their vehicles (see Section IV.B.2). Additionally, as a part of the new 40 CFR 1036.125(h), we are finalizing specific maintenance information manufacturers must provide in the owner's manual to improve serviceability:

- EPA is finalizing with revision the proposed requirement for manufacturers to provide a description of how the owner can use the OBD system to troubleshoot problems and access emission-related diagnostic information and codes stored in onboard monitoring systems. The revision replaces the proposed requirement that the owner's manual include general information on how to read and understand OBD codes with a more specific set of required information. The final requirement specifies that, at a minimum, manufacturers provide a description of how to use the OBD system to troubleshoot and access information and codes, including (1) identification of the OBD communication protocol used, (2) location and type of OBD connector, (3) a brief description of what OBD is (including type of information stored, what a malfunction indicator light (MIL) is, explanation that some MILs may self-extinguish), and (4) a note that certain engine and emission data is publicly available using any scan tool, as required by EPA. As we describe further in section IV.C.1.iii, we are not taking final action on the proposed health monitors. Therefore, we are also not requiring manufacturers to provide information about the role of the health monitor to help owners service their engines before components fail in the description of the OBD system.
- EPA is finalizing as proposed, with a few clarifications in wording, a requirement for manufacturers to identify critical emission systems and components, describe how they work, and provide a general description of how the emission control systems operate.
- EPA is finalizing as proposed the requirement for manufacturers to include one or more diagrams of the engine and its emission-related components, with two exceptions: (1) We are not finalizing the proposed requirements to include the identity, location, and arrangement of wiring in the diagram, and we are not requiring information related to the expected pressures at the particulate filter and exhaust temperatures throughout the aftertreatment system. The final requirement specifies the following information is required, as proposed:
  - The flow path for intake air and exhaust gas.
  - The flow path of evaporative and refueling emissions for spark-ignition engines, and DEF for compression-ignition engines, as applicable.
  - The flow path of engine coolant if it is part of the emission control system described in the application for certification.
  - The identity, location, and arrangement of relevant emission sensors, DEF heater and other DEF delivery components, and other critical emission-related components.
  - Terminology to identify components must be consistent with codes the manufacturer uses for the OBD system.
- EPA is revising the proposed requirement relating to exploded-view drawings and basic assembly requirements in the owner's manual. The final provision replaces a general reference to aftertreatment devices with a specific list of components that should be included in one or more diagrams in the owner's manual, including: EGR Valve, EGR actuator, EGR cooler, all emission sensors (*e.g.,* NO_X, soot sensors, etc.), temperature and pressure sensors (EGR, DPF, DOC, and SCR-related, including DEF-related temperature and pressure sensors), fuel (DPF-related) and DEF dosing units and components (*e.g.,* pumps, filters, metering units, nozzles, valves, injectors), DEF quality sensors, DPF filter, DOC, SCR catalyst, aftertreatment-related control modules, any other DEF delivery-related components (*e.g.,* lines and freeze protection components), and aftertreatment-related wiring harnesses if replaceable separately. The revision also notes that the information could be provided in multiple diagrams. We are also revising the proposed requirement to include part numbers for all components in the drawings and instead are only requiring part numbers for sensors and filters related to SCR or DPF systems. We are not finalizing at this time the broader requirement that this information include enough detail to allow a mechanic to replace any of these components. Finally, once published for a given model year, manufacturers will not be required to revise their owner's manual with updated part numbers if a part is updated in that model year. We recognize that manufacturers are able to use outdated part numbers to find updated parts.
- EPA is finalizing as proposed the requirement for manufacturers to provide a statement instructing owners or service technicians where and how to find emission recall and technical repair information available without charge from the National Highway Traffic Safety Administration.[350]
- EPA is finalizing with some modifications from the proposal the requirement for manufacturers to

[349] See 53 FR 7675, March 9, 1988, and 55 FR 7177, February 29. 1990 for more information.

[350] NHTSA provides this information at *https://www.nhtsa.gov/recalls.* For example, manufacturers should specify if the information would be listed under ''Vehicle'' or ''Equipment.''

include a troubleshooting guide to address SCR inducement-related and DPF regeneration-related warning signals. For the SCR system this requirement includes:

○ The inducement derate schedule (including indication that DEF quantity-related inducements will be triggered prior to the DEF tank being completely empty).

○ The meaning of any trouble lights that indicate specific problems (*e.g.,* DEF level).

○ A description of the three types of SCR-related derates (DEF quantity, DEF quality and tampering) and a notice that further information on the cause of (*e.g.,* trouble codes) is available using the OBD system.

• For the DPF system the troubleshooting guide requirement includes:

○ Information on the occurrence of DPF-related derates.

○ EPA is finalizing in 40 CFR 1036.110(c) that certain information must be displayed on-demand for operators. Specifically, EPA is finalizing the requirement that for SCR-related inducements, information such as the derate and associated fault code must be displayed on-demand for operators (see section IV.D.3 for further information). EPA is also finalizing requirements that the number of DPF regenerations, DEF consumption rate, and the type of derate (*e.g.,* DPF- or SCR-related) and associated fault code for other types of emission-related derates be displayed on-demand for operators (see section IV.C.1.iii for further information).

EPA proposed that manufacturers include a Quick Response (QR) code on the emission label that would direct repair technicians, owners, and inspection and maintenance facilities to a website providing critical emission systems information at no cost. We are not taking final action at this time on the proposed requirement to include QR codes on the emission control information label. After considering manufacturers' comments, we intend to engage in further outreach and analysis before adopting electronic labeling requirements, such as QR codes. In this rule, we are instead finalizing that the owner's manual must include a URL directing owners to a web location for the manufacturer's service information required in 40 CFR 86.010–38(j). We recognize the potential for electronic labels with QR codes or similar technology to provide useful information for operators, inspectors, and others. Manufacturers from multiple industry sectors are actively pursuing alternative electronic labeling. In the absence of new requirements for electronic labeling, manufacturers must continue to meet requirements for applying physical labels to their engines. Manufacturers may include on the vehicle or engine any QR codes or other electronic labeling information that goes beyond what is required for the physical emission control information label. EPA is also not taking final action at this time on the proposed requirement to include a basic wiring diagram for aftertreatment-related components in the owner's manual. Finally, EPA is not taking final action at this time on requirements related to DPF cleaning; instead, EPA intends to continue to follow the work CARB has undertaken in this area and may consider taking action in a future rule.

iii. Other Emission Controls Education Options

In addition to our proposed provisions to provide more easily accessible service information for operators, we sought comment on whether educational programs and voluntary incentives could lead to better maintenance and real-world emission benefits. We received comments in response to the NPRM supportive of improving such educational opportunities to promote an understanding of how advanced emission control technologies function and the importance of emissions controls as they relate to the broader economy and the environment (see section 5.4 of the Response to Comment for further details). EPA is not finalizing any requirements related to this request for comment at this time but will look for future opportunities to improve the availability of information on emission control systems.

C. Onboard Diagnostics

As used here, the terms ''onboard diagnostics'' and ''OBD'' refer to systems of electronic controllers and sensors required by regulation to detect malfunctions of engines and emission controls. EPA's OBD regulations for heavy-duty engines are contained in 40 CFR 86.010–18, which were initially promulgated on February 24, 2009 (74 FR 8310). Those requirements were harmonized with CARB's OBD program then in place. Consistent with our authority under CAA section 202(m), EPA is finalizing an update to our OBD regulations in 40 CFR 1036.110 to align with existing CARB OBD requirements as appropriate, better address newer diagnostic methods and available technologies, and to streamline provisions.

1. Incorporation of California OBD Regulations by Reference

CARB OBD regulations for heavy-duty engines are codified in title 13, California Code of Regulations, sections 1968.2, 1968.5, 1971.1, and 1971.5. EPA is finalizing our proposal to incorporate by reference in 40 CFR 1036.810 the OBD requirements CARB adopted October 3, 2019.[351] [352] In response to the NPRM, EPA received a number of comments supportive of EPA's adoption of the revised CARB OBD program, including the 2019 rule amendments. As discussed in this section and reflected in final 40 CFR 1036.110(b), our final rule will harmonize with the majority of CARB's existing OBD regulations, as appropriate and consistent with the CAA, and make these final requirements mandatory beginning in MY 2027 and optional in earlier model years. These new requirements better address newer diagnostic methods and available technologies and have the additional benefit of being familiar to industry. For example, the new tracking requirements contained in CARB's updated OBD program, known as the Real Emissions Assessment Logging (''REAL'') program, track real-world emissions systems performance of heavy-duty engines. The REAL tracking requirements include the collection of onboard data using existing OBD sensors and other vehicle performance parameters, which will better allow the assessment of real world, in-use emission performance.

EPA's final OBD requirements are closely aligned with CARB's existing requirements with a few exceptions, as further described in Section IV.C.1.i. We are finalizing exclusions to certain provisions that are not appropriate for a Federal program and including additional elements to improve on the usefulness of OBD systems for operators.

[351] This CARB rulemaking became effective the same day and began to phase in under CARB's regulations with MY 2022. The CARB regulations we are adopting are available at: *https://ww2.arb.ca.gov/resources/documents/heavy-duty-obd-regulations-and-rulemaking.*

[352] The legal effect of incorporation by reference is that the material is treated as if it were published in the **Federal Register** and CFR. This material, like any other properly issued rule, has the force and effect of law. Congress authorized incorporation by reference in the Freedom of Information Act to reduce the volume of material published in the **Federal Register** and CFR. (See 5 U.S.C. 552(a) and 1 CFR part 51). See *https://www.archives.gov/federal-register/cfr/ibr-locations.html* for additional information.

i. CARB OBD Provisions Revised or Not Included in the Finalized Federal Program

CARB's 2019 OBD program includes some provisions that may not be appropriate for the Federal regulations.[353] In a new 40 CFR 1036.110(b), we are finalizing the following clarifications and changes to the 2019 CARB regulations that we are otherwise incorporating by reference:

1. Modifying the threshold requirements contained in the 2019 CARB OBD standards we are adopting (as discussed in Section IV.C.1.ii),

2. Providing flexibilities to delay compliance up to three model years for small manufacturers who have not previously certified an engine in California,

3. Allowing good engineering judgment to correlate the CARB OBD standards with EPA OBD standards,

4. Clarifying that engines must comply with OBD requirements throughout EPA's useful life as specified in 40 CFR 1036.104, which may differ from CARB's required useful life for some model years,

5. Clarifying that the purpose and applicability statements in 13 CCR 1971.1(a) and (b) do not apply,

6. Not requiring the manufacturer self-testing and reporting requirements in 13 CCR 1971.1(l)(4) ''Verification of In-Use Compliance'' and 1971.5(c) ''Manufacturer Self-Testing'' (note, in the proposal we inadvertently cited incorrect CARB provisions for the intended referenced requirements),

7. Retaining our existing deficiency policy (which we are also migrating into 40 CFR 1036.110(d)), adjusting our deficiency timing language to match CARB's, and specifying that the deficiency provisions in 13 CCR 1971.1(k) do not apply,

8. Requiring additional freeze frame data requirements (as further explained in Section IV.C.1.iii),

9. Requiring additional data stream parameters for compression- and spark-ignition engines (as further explained in Section IV.C.1.iii), and

10. Providing flexibilities to reduce redundant demonstration testing requirements for engines certified to CARB OBD requirements.

With regard to the second through the fifth items, EPA is finalizing these requirements as proposed for the reasons stated in the proposal. For the sixth item, EPA is finalizing this requirement for the reasons stated in the proposal and as proposed with the exception of a correction to the CARB reference we cited.

EPA received supportive comment from manufacturers on our proposal to migrate our existing deficiency requirements, and adverse comment from manufacturers and CARB requesting that EPA harmonize with CARB's retroactive deficiency provisions. CARB's deficiency requirements are described in 13 CCR 1971.1(k) and include descriptions of requirements such as how deficiencies are granted, fines charged for deficiencies, allowable timelines, and the application of retroactive deficiencies. We are finalizing as proposed to migrate our existing approach to deficiency provisions in 40 CFR 86.010–18(n) into 40 CFR 1036.110(d).[354] See section 7.1 of the Response to Comments for further details on comments received and EPA's responses.

EPA also received comment concerned with EPA's regulatory language describing the allowable timeframe for deficiencies. Commenters said EPA's proposed deficiency timeline is shorter than CARB's and that EPA should harmonize with CARB and provide manufacturers with 3 years to make hardware-related changes. EPA is finalizing a change to 40 CFR 1036.110(d)(3) to ensure our language is consistent with CARB's deficiency timeline in 13 CCR 1971.1(k)(4).

EPA received supportive and adverse comment on the proposal to require additional freeze frame data requirements, including that the reference in our regulations was overly broad and possibly in error. EPA is finalizing these requirements with revisions to those proposed in 40 CFR 1036.110(b)(8) to be more targeted. It is critical for there to be sufficient emissions-related parameters captured in freeze frame data to enable proper repairs.

EPA received supportive and adverse comment on the proposal to require additional data stream parameter requirements, including comment that our regulations needed to be more specific. EPA is finalizing these requirements with revisions to those proposed in 40 CFR 1036.110(b)(9) to properly capture the additional elements we intended to add to the freeze frame and to ensure these additional parameters are interpreted properly as an expansion of the existing data stream requirements in 13 CCR 1971.1(h)(4.2). Access to important emissions-related data parameters is critical for prompt and proper repairs.

EPA is finalizing flexibilities to reduce redundant demonstration testing requirements for engines certified to CARB OBD requirements, see section IV.C.1.iv. of this preamble for further discussion on what we are finalizing.

It is important to emphasize that by not incorporating certain existing CARB OBD requirements (*e.g.,* the ''Manufacturer Self-Testing'' requirements) into our regulations, we are not waiving our authority to require such testing on a case-by-case basis. CAA section 208 gives EPA broad authority to require manufacturers to perform testing not specified in the regulations in such circumstances. Thus, should we determine in the future that such testing is needed, we would retain the authority to require it pursuant to CAA section 208.

ii. OBD Threshold Requirements

a. Malfunction Criteria Thresholds

Existing OBD requirements specify how OBD systems must monitor certain components and indicate a malfunction prior to when emissions would exceed emission standards by a certain amount, known as an emission threshold. Emission thresholds for these components under the existing requirements in the 2019 CARB OBD update that we are incorporating by reference are generally either an additive or multiplicative value above the applicable exhaust emission standard. EPA proposed to modify the threshold requirements in the 2019 CARB OBD update to be consistent with the provisions finalized by CARB in their Omnibus rule in December of 2021 and not tighten threshold requirements while finalizing lower emission standards.[355] [356] This meant, for example, that for monitors required to detect a malfunction before NO_X emissions exceed 1.75 times the applicable existing NO_X standard, the manufacturer would continue to use the same numeric threshold (*e.g.,* 0.35 g/bhp-hr NO_X) for the new emission standards finalized in this rule.

EPA received comments from manufacturers and operators in support

[353] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule; note, we are making no determination in this action about the appropriateness of these provisions for CARB's regulation.

[354] See 74 FR 8310, 8349 (February 24, 2009).

[355] California Air Resources Board. Staff Report: Addendum to the Final Statement of Reasons for Rulemaking—Public Hearing to Consider the Proposed Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments. December 20, 2021. *https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hdomnibuslownox/fsoraddendum.pdf.*

[356] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule; note, we are making no determination in this action about the appropriateness of these provisions for CARB's regulation.

of finalizing the threshold provisions as proposed, and a comment from CARB stating that three engine families have recently been certified to lower FELs indicating EPA should finalize lower thresholds. We note that CARB stated that two of these engine families were certified with deficiencies, and thus these engines did not fully meet all specific OBD requirements (see section 7.1 of the Response to Comment for further detail about these comments and EPA's responses). EPA is finalizing with minor revision future numerical values for OBD NO_X and PM thresholds that align with the numerical value that results under today's NO_X and PM emissions requirements.

We are finalizing as proposed a NO_X threshold of 0.40 g/hp-hr and a PM threshold of 0.03 g/hp-hr for compression-ignition engines for operation on the FTP and SET duty cycles. We are finalizing as proposed a PM threshold of 0.015 g/hp-hr for spark-ignition engines for operation on the FTP and SET duty cycles. For spark-ignition engines, we proposed NO_X thresholds of 0.30 and 0.35 g/hp-hr for monitors detecting a malfunction before NO_X emissions exceed 1.5 and 1.75 times the applicable standard, respectively. We are finalizing these numeric threshold values without reference to what percent exceedance is relevant and instead are clarifying that the 0.35g/hp-hr standard applies for catalyst monitors and that 0.30g/hp-hr applies for all other monitors, to ensure the proper numeric thresholds can be applied to engines certified under 13 CCR 1968.2 and 1971.1.. EPA intends to continue to evaluate the capability of HD OBD monitors to accommodate lower thresholds to correspond to the lower emission levels for the final emission standards and may consider updating threshold requirements in the future as more in-use data becomes available.

We also inadvertently omitted from the proposed 40 CFR 1036.110(b) the specific threshold criteria for SI and CI engine HC and CO emissions that coincided with our overall expressed intent to harmonize with the threshold requirements included in CARB's Omnibus rule and not tighten OBD emission thresholds.[357] Consistent with this intent, we are finalizing a provision in 40 CFR 1036.110(b)(5) that instructs manufacturers to use numeric values that correspond to existing HC and CO standards (0.14 g/hp-hr for HC, 15.5 g/hp-hr for CO from compression-ignition engines, and 14.4 g/hp/hr for spark-ignition engines) to determine the required thresholds. Applying this methodology will result in calculations that produce thresholds equivalent to existing thresholds. Including this clarification avoids unintentionally lowering such thresholds.

b. Test-Out Criteria

CARB OBD requirements include ''test-out'' provisions in 13 CCR 1968.2 and 1971.1 which allow manufacturers to be exempt from monitoring certain components if failure of these components meets specified criteria.[358] EPA is adopting these test-out provisions through the incorporation by reference of CARB's updated 2019 OBD requirements. Similar to the revisions we proposed and are finalizing for malfunction criteria, EPA's assessment is that for compression ignition engines test-out criteria should also not be tightened at this time. However, we inadvertently omitted from the proposed 40 CFR 1036.110(b) the specific adjustments to test-out criteria for compression-ignition engines included in CARB's Omnibus rule that are necessary to result in such criteria not being tightened. Consistent with our overall expressed intent to (1) not tighten OBD requirements, and (2) modify the 2019 CARB requirements we are adopting by harmonizing with the numeric values included in CARB's Omnibus rule, we are finalizing a revision from the proposal to include test-out criteria calculation instructions into our regulations.

Specifically, we are finalizing a provision that manufacturers seeking to use the test-out criteria to exempt engines from certain monitoring in the incorporated by reference 2019 CARB regulations 13 CCR 1968.2 and 1971.1 must calculate the criteria based on specified values provided in 40 CFR 1036.110(b)(5). For example, 13 CCR 1971.1(e)(3.2.6) specifies that one of the requirements for an EGR catalyst to be exempt from monitoring is if no malfunction of the EGR catalyst can cause emissions to increase by 15 percent or more of the applicable standard as measured from the appropriate test cycle. The requirement we are finalizing in 40 CFR 1036.110(b)(5) instructs manufacturers to use specific values for that ''applicable standard'' to calculate the required test-out criteria. For example, for the EGR catalyst test-out provision, this would result in a NO_X test-out criterion of 0.03 g/hp-hr (0.2 g/hp-hr • 0.15). Including this provision is consistent with the intent of our proposal and avoids unintentionally lowering such test-out criteria that would render such test-out criteria generally inconsistent with the other provisions we are finalizing in 40 CFR 1036.110(b)(5), and enables manufacturers to continue using these provisions.

c. Applicable Thresholds for Engines Certified to 40 CFR Part 1036 Used in Heavy-Duty Vehicles Less Than 14,000 Pounds GVWR

We are finalizing as proposed that engines installed in vehicles at or below 14,000 lbs GVWR are subject to OBD requirements under the light-duty program in 40 CFR 86.1806–17. Commenters pointed out that the proposed rule did not specify alternative thresholds for engines certified to 40 CFR part 1036 on an engine dynamometer that are subject to OBD requirements under 40 CFR 86.1806–17. Without such a provision, manufacturers would be subject to the existing thresholds in 40 CFR 86.1806–17 that are based on standards set for light-duty chassis-certified vehicles. Consistent with our statements in the NPRM that our proposal intended to harmonize with the threshold requirements included in CARB's Omnibus policy and not lower emission threshold levels in our proposed OBD regulations, we are clarifying in 40 CFR 86.1806–17(b)(9) that the thresholds we are finalizing in 40 CFR 1036.110(b)(5) apply equally for engines certified under 40 CFR part 1036 that are used in vehicles at or below 14,000 lbs GVWR.

iii. Additional OBD Provisions in the Proposed Federal Program

In the NPRM, EPA proposed to include additional requirements to ensure that OBD can be used to properly diagnose and maintain emission control systems to avoid increased real-world emissions. This was also a part of our effort to update EPA's OBD program and respond to numerous concerns raised in the ANPR about the difficulty of diagnosing and maintaining proper functionality of advanced emission control technologies and the important role accessible and robust diagnostics play in this process. At this time, after consideration of comments, we are finalizing a limited set of these proposed provisions (see section 7 of the Response to Comments documents for further detail on comments and

[357] While CARB standards refer to nonmethane hydrocarbon standards as ''NMHC'' EPA's regulation refers to ''HC'' generically for such standards, but we define HC in 40 CFR 1036.104 to be NMHC for gasoline- and diesel-fueled engines.

[358] ''Test-out'' provisions may be identified in CARB OBD regulations specifically as ''test-out'' requirements or through language describing that certain components or systems are ''exempt from monitoring'' if manufacturers can demonstrate certain conditions are met.

EPA's responses). Where OBD requirements between EPA and CARB may differ, EPA is finalizing as proposed provisions allowing us to accept CARB OBD approval as long as a manufacturer can demonstrate that the CARB program meets the intent of EPA OBD requirements and submits documentation as specified in 40 CFR 1036.110(b).

In this section we describe the final additional EPA certification requirements in 40 CFR 1036.110 for OBD systems, which, consistent with CAA section 202(m),[359] are intended to provide more information and value to the operator and play an important role in ensuring expected in-use emission reductions are achieved long-term. With respect to our proposed provisions to require additional information from OBD systems be made publicly available, we received supportive comments from operators and adverse comments from manufacturers. After considering these comments, we are revising our final provision from those proposed, as summarized here and provide in more detail in section 7 of the Response to Comments document. We are not taking final action at this time on the proposed requirement to include health monitors. In addition to driver information requirements we are adopting to increase the availability of serviceability and inducement-related information (see section IV.B.3 and IV.D.3 respectively of this preamble), we are also finalizing in 40 CFR 1036.110(c) that the following information must be made available in the cab on-demand in lieu of the proposed health monitors:

- The total number of diesel particulate filter regeneration events that have taken place since installing the current particulate filter.
- Historical and current rate of DEF consumption (*e.g.,* gallons of DEF consumed per mile or gallons of DEF consumed per gallon of diesel fuel consumed.) This information is designed such that operators can reset it as needed to capture specific data for comparison purposes.
- For AECD conditions (outside of inducements) related to SCR or DPF systems that derate the engine (*e.g.,* either a speed or torque reduction), the fault code for the detected problem, a description of the fault code, and the current restriction.

For all other health monitor provisions proposed in 40 CFR 1036.110(c)(3), we are not taking final action on those proposed provisions at this time.

In addition to incorporating an improved list of publicly available data parameters by harmonizing with updated CARB OBD requirements, in 40 CFR 1036.110(b)(9) EPA is finalizing as proposed for the reasons explained further in the proposal to add signals to the list, including to specifically require that all parameters related to fault conditions that trigger vehicle inducement also be made readily available using generic scan tools. EPA expects that each of these additional requirements will be addressed even where manufacturers relied in part on a CARB OBD approval to satisfy Federal requirements in order to demonstrate under 40 CFR 1036.110(b) that the engine meets the intent of 40 CFR 1036.110. The purpose of including additional parameters is to make it easier to identify malfunctions of critical aftertreatment related components, especially where failure of such components would trigger an inducement. We are revising the proposed new parameters for HD SI engines in 40 CFR 1036.110(b)(10) after considering comments. See section 3 of the Response to Comments.

We are also finalizing a general requirement in 40 CFR 1036.110(b)(9)(vi) to make all parameters available that are used as the basis for the decision to put a vehicle into an SCR- or DPF-related derate. For example, if the failure of an open-circuit check for a DEF quality sensor leads to an engine inducement, the owner/operator would be able to identify this fault condition using a generic scan tool. We are finalizing a requirement that manufacturers make additional parameters available for all engines so equipped,[360] including:

- For Compression Ignition engines:
  - Inlet DOC and Outlet DOC pressure and temperature
  - DPF Filter Soot Load (for all installed DPFs)
  - DPF Filter Ash Load (for all installed DPFs)
  - Engine Exhaust Gas Recirculation Differential Pressure
  - DEF quality-related signals
  - Parking Brake, Neutral Switch, Brake Switch, and Clutch Switch Status
  - Aftertreatment Dosing Quantity Commanded and Actual
  - Wastegate Control Solenoid Output
  - Wastegate Position Commanded and Actual
  - DEF Tank Temperature
  - DEF Doser Control Status
  - DEF System Pressure
  - DEF Pump Commanded Percentage
  - DEF Coolant Control Valve Control Position Commanded and Actual
  - DEF Line Heater Control Outputs
  - Speed and output shaft torque consistent with 40 CFR 1036.115(d)
- For Spark Ignition Engines:
  - Air/Fuel Enrichment Enable flags: Throttle based, Load based, Catalyst protection based
  - Percent of time not in stoichiometric operation (including per trip and since new)

One of the more useful features in the CARB OBD program for diagnosing and repairing emissions components is the requirement for ''freeze frame'' data to be stored by the system. To comply with this requirement, manufacturers must capture and store certain data parameters (*e.g.,* vehicle operating conditions such as the NO_X sensor output reading) within 10 seconds of the system detecting a malfunction. The purpose of storing this data is in part to record the likely area of malfunction. EPA is finalizing a requirement in 40 CFR 1036.110(b)(8) to require that manufacturers capture the following elements as freeze frame data: Those data parameters specified in 1971.1(h)(4.2.3)(E), 1971.1(h)(4.2.3)(F), and 1971.1(h)(4.2.3)(G). We are also specifying that these additional parameters would be added according to the specifications in 13 CCR 1971.1(h)(4.3). EPA believes this is essential information to make available to operators for proper maintenance.

iv. Demonstration Testing Requirements

Existing requirements of 40 CFR 86.010–18(l) and 13 CCR 1971.1(l) specify the number of test engines for which a manufacturer must submit monitoring system demonstration emissions data. Specifically, a manufacturer certifying one to five engine families in a given model year must provide emissions test data for a single test engine from one engine rating, a manufacturer certifying six to ten engine families in a given model year must provide emissions test data for a single test engine from two different engine ratings, and a manufacturer certifying eleven or more engine families in a given model year must provide emissions test data for a single test engine from three different engine ratings.

EPA received supportive and adverse comment on a proposed flexibility to

[359] For example, CAA section 202(m)(5) specifies that by regulation EPA shall require (subject to an exception where information is entitled to protection as trade secrets) manufacturers to provide promptly to any person engaged in the repairing or servicing of heavy-duty engines with any and all information needed to make use of the emission control diagnostics system required under CAA section 202 and such other information including instructions for making emission related diagnosis and repairs.

[360] Memorandum to Docket EPA–HQ–OAR–2019–0055: ''Example Additional OBD Parameters''. Neil Miller, Amy Kopin. November 21, 2022.

reduce redundant demonstration testing requirements for certain engines where an OBD system designed to comply with California OBD requirements is being used in both a CARB proposed family and a proposed EPA-only family and the two families are also identical in all aspects material to expected emission characteristics. EPA issued guidance last year on this issue.[361] We are finalizing as proposed to codify this guidance as a provision, subject to certain information submission requirements for EPA to evaluate if this provision's requirements have been met, for model years 2027 and later engines in 40 CFR 1036.110(b)(11). Manufacturers may also use the flexibility in earlier model years. More specifically, we are finalizing the provision as proposed to count two equivalent engines families as one for the purposes of determining OBD demonstration testing requirements, where equivalent means they are identical in all aspects material to emission characteristics, as such, testing is not necessary to ensure a robust OBD program. 40 CFR 1036.110(b)(11) requires manufacturers to submit additional information as needed to demonstrate that the engines meet the requirements of 40 CFR 1036.110 that are not covered by the California Executive order, as well as results from any testing performed for certifying engine families (including equivalent engine families) with the California Air Resources Board and any additional information we request as needed to evaluate whether the requirements of this provision are met.

We took comment on and are finalizing language that this flexibility will apply for cases where equivalent engine families also have different inducement strategies. We are aware that the auxiliary emission control devices (AECDs) needed to implement the engine derating associated with inducements do not affect engine calibrations in a way that would prevent OBD systems from detecting when emissions exceed specified levels. Rather, those AECDs simply limit the range of engine operation that is available to the driver. Thus, testing of different inducement strategies in these AECDs would also not be necessary to ensure a robust OBD program and we would consider such differences between engines to not be material to emission characteristics relevant to these OBD testing requirements. Any difference in impacts between the engines would be a consequence of the driver's response to the inducement itself, which could also occur even with the same inducement strategy, rather than a difference in the functioning of the OBD systems in the engines. In that way, inducements are analogous to warranty for purposes of counting engine families for OBD testing requirements. See section 8 of the Response to Comments for details on the comments received and EPA's responses.

v. Use of CARB OBD Approval for EPA OBD Certification

Existing EPA OBD regulations allow manufacturers seeking an EPA certificate of conformity to comply with the Federal OBD requirements by demonstrating to EPA how the OBD system they have designed to comply with California OBD requirements also meets the intent behind Federal OBD requirements, as long as the manufacturer complies with certain certification documentation requirements. EPA has implemented these requirements by allowing a manufacturer to submit an OBD approval letter from CARB for the equivalent engine family where a manufacturer can demonstrate that the CARB OBD program has met the intent of the EPA OBD program. In other words, EPA has interpreted these requirements to allow OBD approval from CARB to be submitted to EPA for approval. We are finalizing as proposed to migrate the language from 40 CFR 86.010–18(a)(5) to 40 CFR 1036.110(b) to allow manufacturers to continue to use a CARB OBD approval letter to demonstrate compliance with Federal OBD regulations for an equivalent engine family where manufacturers can demonstrate that the CARB OBD program has met the intent of the EPA OBD program.

To demonstrate that your engine meets the intent of EPA OBD requirements, we are finalizing as proposed that the OBD system must address all the provisions described in 40 CFR 1036.110(b) and (c) and adding clarification in 40 CFR 1036.110(b) that manufacturers must submit information demonstrating that all EPA requirements are met. In the case where a manufacturer chooses not to include information showing compliance with additional EPA OBD requirements in their CARB certification package (*e.g.,* not including the additional EPA data parameters in their CARB certification documentation), EPA expects manufacturers to provide separate documentation along with the CARB OBD approval letter to show they have met all EPA OBD requirements. This process also applies in potential future cases where CARB has further modified their OBD requirements such that they are different from but meet the intent of existing EPA OBD requirements. EPA expects manufacturers to submit documentation as is currently required by 40 CFR 86.010–18(m)(3), detailing how the system meets the intent of EPA OBD requirements and information on any system deficiencies. As a part of this update to EPA OBD regulations, we are clarifying as proposed in 40 CFR 1036.110(b)(11)(iii) that we can request that manufacturers send us information needed for us to evaluate how they meet the intent of our OBD program using this pathway. This would often mean sending EPA a copy of documents submitted to CARB during the certification process.

vi. Use of the SAE J1979–2 Communications Protocol

In a February 2020 workshop, CARB indicated their intent to propose allowing the use of Unified Diagnostic Services (''UDS'') through the SAE J1979–2 communications protocol for heavy-duty OBD with an optional implementation as early as MY 2023.[362] [363] The CARB OBD update that includes this UDS proposal has not yet been finalized, but was submitted to California's Office of Administrative Law for approval in July of 2022.[364] CARB stated that engine manufacturers are concerned about the limited number of remaining undefined 2-byte diagnostic trouble codes (''DTC'') and the need for additional DTCs for hybrid vehicles. SAE J1979–2 provides 3-byte DTCs, significantly increasing the number of DTCs that can be defined. In addition, this change would provide additional features for data access that improve the usefulness of generic scan tools to repair vehicles.

This update has not been finalized by CARB in time for us to include it in this final rule. In consideration of manufacturers who want to certify their engine families in the future for

[361] EPA Guidance Document CD–2021–04 (HD Highway), April 26, 2021, ''Information on OBD Monitoring System Demonstration for Pairs of EPA and CARB Families Identical in All Aspects Other Than Warranty.'' Available here: *https://iaspub.epa.gov/otaqpub/display_file.jsp?docid=52574&flag=1*.

[362] SAE J1979–2 was issued on April 22, 2021 and is available here: *https://www.sae.org/standards/content/j1979–2_202104/*.

[363] CARB Workshop for 2020 OBD Regulations Update, February 27, 2020. Available here: *https://ww3.arb.ca.gov/msprog/obdprog/obd_feb2020wspresentation.pdf*.

[364] CARB Proposed Revisions to the On-Board Diagnostic System Requirements and Associated Enforcement Provisions for Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles and Engines, and Heavy-Duty Engines, available: *https://ww2.arb.ca.gov/rulemaking/2021/obd2021*.

nationwide use, and after consideration of expected environmental benefits associated with the use of this updated protocol, we are finalizing as proposed a process for reviewing and approving manufacturers' requests to comply using the alternative communications protocol.

While EPA believes our existing requirements in 40 CFR 86.010–18(a)(5) allow us to accept OBD systems using SAE J1979–2 that have been approved by CARB, there may be OEMs that want to obtain an EPA-only certificate (*i.e.,* does not include certification to California standards) for engines that do not have CARB OBD approval for MYs prior to MY 2027 (*i.e.,* prior to when the 40 CFR part 1036 OBD provisions of this final rule become mandatory). EPA is finalizing as proposed to allow the use of SAE J1979–2 for manufacturers seeking EPA OBD approval. We are adopting this as an interim provision in 40 CFR 1036.150(v) to address the immediate concern for model year 2026 and earlier engines. Once EPA's updated OBD requirements are in effect for MY 2027, we expect to be able to allow the use of SAE J1979–2 based on the final language in 40 CFR 1036.110(b); however, we do not specify an end date for the provision in 40 CFR 1036.150(v) to make sure there is a smooth transition toward using SAE J1979–2 for model years 2027 and later. This provides manufacturers the option to upgrade their OBD protocol to significantly increase the amount of OBD data available to owners and repair facilities.

CAA section 202(m)(4)(C) requires that the output of the data from the emission control diagnostic system through such connectors shall be usable without the need for any unique decoding information or device, and it is not expected that the use of SAE J1979–2 would conflict with this requirement. Further, CAA section 202(m)(5) requires manufacturers to provide promptly to any person engaged in the repairing or servicing of motor vehicles or motor vehicle engines, and the Administrator for use by any such persons, with any and all information needed to make use of the emission control diagnostics system prescribed under this subsection and such other information including instructions for making emission related diagnosis and repairs. Manufacturers that voluntarily use J1979–2 as early as MY 2022 under interim provision 40 CFR 1036.150(v) would need to provide access to systems using this alternative protocol at that time and meet all the relevant requirements in 40 CFR 86.010–18 and 1036.110. EPA did not receive adverse comment on the availability of tools that can read the new protocol from manufacturers or tool providers. CARB commented that staff anticipates tool vendors will be able to fully support the SAE J1979–2 protocol at a fair and reasonable price for the vehicle repair industry and consumers.

2. Cost Impacts

Heavy-duty engine manufacturers currently certify their engines to meet CARB's OBD regulations before obtaining EPA certification for a 50-state OBD approval. We anticipate most manufacturers will continue to certify with CARB and that they will certify to CARB's 2019 updated OBD regulations well in advance of the EPA program taking effect; therefore, we anticipate the incorporation by reference of CARB's 2019 OBD requirements will not result in any additional costs. EPA does not believe the additional OBD requirements described here will result in any significant costs, as there are no requirements for: New monitors, new data parameters, new hardware, or new testing included in this rule. However, EPA has accounted for possible additional costs that may result from the final expanded list of public OBD parameters in the ''Research and Development Costs'' of our cost analysis in Section V. EPA recognizes that there could be cost savings associated with reduced OBD testing requirements under final 40 CFR 1036.110(c)(11). For example, cost savings could come from the provision to not count engine families certified separately by EPA and CARB, but otherwise identical in all aspects material to expected emission characteristics, as different families when determining OBD demonstration testing (see section IV.C.1.iv of this document for further discussion on this provision). This potential reduction in demonstration testing burden could reduce costs such as labor and test cell time. However, manufacturers may choose not to certify engine families in this manner which would not translate to cost savings. Therefore, given the uncertainty in the potential for savings, we did not quantify the costs savings associated with this final provision.

D. Inducements

Manufacturers have deployed urea-based SCR systems to meet the existing heavy-duty engine emission standards. EPA anticipates that manufacturers will continue to use this technology to meet the new NO_X standards finalized in this rule. SCR is very different from other emission control technologies in that it requires operators to maintain an adequate supply of diesel exhaust fluid (DEF), which is generally a water-based solution with 32.5 percent urea. Operating an SCR-equipped engine without DEF or certain components like an SCR catalyst could cause NO_X emissions to increase to levels comparable to having no NO_X controls at all.

The proposed rule described two key aspects of how our regulations currently require manufacturers to ensure engines will operate with an adequate supply of high-quality DEF, which we proposed to update and further codify. First, manufacturers currently must demonstrate compliance with our critical emissions-related schedule maintenance requirements, including 40 CFR 86.004–25(b). EPA has approved DEF refills as part of manufacturers' scheduled maintenance. EPA's approval is conditioned on manufacturers demonstrating that operators are reasonably likely to perform such maintenance. Manufacturers have consistently made this demonstration by designing their engines to go into a disabled mode that decreases a vehicle's maximum speed if the engine detects that operators are failing to provide an adequate supply of DEF. More specifically, manufacturers have generally complied by programming engines to restrict peak vehicle speeds after detecting that such maintenance has not been performed or detecting that tampering with the SCR system may have occurred. We refer to this strategy of derating engine power and vehicle speed as an ''inducement.''

Second, EPA's current regulations in 40 CFR 86.094–22(e) require that manufacturers comply with emission standards over the full adjustable range of ''adjustable parameters,'' and that, in determining the parameters subject to adjustment, EPA considers the likelihood that settings other than the manufacturer's recommended setting will occur in-use, including the effect of settings other than the manufacturer's recommended settings on engine performance. We have historically considered DEF level and quality as parameters that can be physically adjusted and may significantly affect emissions. EPA generally has approved manufacturers strategies consistent with guidance that described recommendations on ways manufacturers could meet adjustable parameter requirements when using SCR systems.[365] This guidance states that manufacturers should demonstrate that operators are being made aware that DEF needs to be replaced through warnings and vehicle performance

[365] See CISD–09–04 REVISED.

deterioration that should not create undue safety concerns but be onerous enough to discourage drivers from operating without DEF (*i.e.,* through inducement). See the proposed rule preamble for further background and discussion of the basis of EPA's proposed inducement regulations.

With some modification from the proposal, EPA is adopting final inducement regulations in this final rule. The regulatory provisions also include changes compared to existing inducement guidance after consideration of manufacturer designs and operator experiences with SCR over the last several years. The inducement requirements included in this final rule supersede the existing guidance and are mandatory beginning in MY 2027 and voluntary prior to that and are intended to–

- Ensure that all critical emission-related scheduled maintenance has a reasonable likelihood of being performed while also deterring tampering of the SCR system.
- Set an appropriate inducement speed derating schedule that reflects experience gained over the past decade with SCR systems.
- Recognize the diversity of the real-world fleet with derate schedules that are tailored to a vehicle's operating characteristics.
- Improve the type and amount of information operators receive from the vehicle to both understand inducement actions and to help avoid or quickly remedy a problem that is causing an inducement.
- Allow operators to perform an inducement reset by using a generic scan tool or allowing for the engine to self-heal during normal driving.
- Address operator frustration with false inducements and low inducement speed restrictions that occur quickly, in part due to concern that such frustration may potentially lead to in-use tampering of the SCR system.

This final rule includes several changes from the proposed rule after consideration of numerous comments. See section 8 of the Response to Comments for the detailed comments and EPA's response to those comments, including further discussion of the changes in the final rule compared to the proposed rule. As an overview, EPA is adopting as a maintenance requirement, as proposed, in 40 CFR 1036.125(a)(1) that manufacturers must meet the specifications in new 40 CFR 1036.111, which contains requirements for inducements related to SCR, to demonstrate that timely replenishment with high-quality DEF is reasonably likely to occur on in-use engines and that adjustable parameter requirements will be met. Specifically, EPA is finalizing as proposed to specify in 40 CFR 1036.115(f) that DEF supply and DEF quality are adjustable parameters. Regarding DEF supply, we are finalizing as proposed that the physically adjustable range includes any amount of DEF that the engine's diagnostic system does not recognize as a fault condition under new 40 CFR 1036.111. We are adopting a requirement under new 40 CFR 1036.115(i) for manufacturers to size DEF tanks corresponding to refueling events, which is consistent with the regulation we are replacing under 40 CFR 86.004–25(b)(4)(v). Under the final requirements, manufacturers can no longer use the alternative option in 40 CFR 86.004–25(b)(6)(ii)(F) to demonstrate high-quality DEF replenishment is reasonably likely to be performed in use. As described in the proposed rule, EPA plans to continue to rely on the existing guidance in CD–13–13 that describes how manufacturers of heavy-duty highway engines determine the practically adjustable range for DEF quality. We inadvertently proposed to require that manufacturers use the physically adjustable range for DEF quality as the basis for defining a fault condition for inducements under 40 CFR 1036.111. Since we intended for the existing guidance to addresses issues related to the physically adjustable range for DEF quality, we are not finalizing the proposed provision in 40 CFR 1036.115(f)(2) for DEF quality. EPA intends further consider the relationship between inducements and the practically adjustable range for DEF quality and may consider updating this guidance in the future.

EPA is adopting requirements that inducements be triggered for three types of fault conditions: (1) DEF supply is low, (2) DEF quality does not meet manufacturer specifications, or (3) tampering with the SCR system. EPA is not taking final action at this time on the proposed requirement for manufacturers to include a NO_X override to prevent false inducements. After consideration of public comments, the final inducement provisions at 40 CFR 1036.111 include updates from the proposed inducement schedules; more specifically, EPA is adopting separate inducement schedules for low-, medium-, and high-speed vehicles. EPA is also finalizing requirements for manufacturers to improve information provided to operators regarding inducements. The final rule also includes a requirement for manufacturers to design their engines to remove inducements after proper repairs are made, through self-healing or with the use of a generic scan tool to ensure that operators have performed the proper maintenance.

These requirements apply starting in MY 2027, though manufacturers may optionally comply with these 40 CFR part 1036 requirements in lieu of provisions that apply under 40 CFR part 86 early. The following sections describe the inducement requirements for the final rule in greater detail.

1. Inducement Triggers

Three types of fault conditions trigger inducements under 40 CFR 1036.111. The first triggering condition is DEF quantity. Specifically, we require that SCR-equipped engines trigger an inducement when the amount of DEF in the tank has been reduced to a level corresponding to three remaining hours of engine operation. This triggering condition ensures that operators will be compelled to perform the necessary maintenance before the DEF supply runs out, which would cause emissions to increase significantly.

The second triggering condition is DEF quality failing to meet manufacturer concentration specifications. This triggering condition ensures high quality DEF is used.

Third, EPA is requiring inducements to ensure that SCR systems are designed to be tamper-resistant. We are requiring that manufacturers design their engines to monitor for and trigger an inducement for open-circuit fault conditions for the following components: (1) DEF tank level sensor, (2) DEF pump, (3) DEF quality sensor, (4) SCR wiring harness, (5) NO_X sensors, (6) DEF dosing valve, (7) DEF tank heater, (8) DEF tank temperature sensor, and (9) aftertreatment control module (ACM). EPA is also requiring that manufacturers monitor for and trigger an inducement if the OBD system has any signal indicating that a catalyst is missing (see OBD requirements for this monitor in 13 CCR 1971.1(i)(3.1.6)). This list is the same as the list from the proposed rule, with two exceptions after consideration of comments. First, we are adding the DEF tank temperature sensor in the final rule. This additional sensor is on par with the DEF tank heater for ensuring that SCR systems are capable of monitoring for freezing conditions. Second, in consideration of comment, we are removing blocked DEF lines or dosing valves as a triggering condition because such a condition could be caused by crystallized DEF rather than any operator action and thus is not directly related to protecting against tampering with the SCR-system. We believe this standardized list of required

tampering inducement triggers will be important for owners, operators, and fleets in repairing their vehicles by avoiding excessive cost and time to determine the reason for inducement.

2. Derate Schedule

We are finalizing a different set of schedules than we proposed. First, we are adding a new category for medium-speed vehicles. Second, we are adjusting the low-speed category to have a lower final speed compared to the proposal and a lower average operating speed to identify this category. Third, we increased the average operating speed that qualifies a vehicle to be in the high-speed category. We are adopting derate schedules for low-, medium- and high-speed vehicles as shown in Table IV–13. Similar to the proposal, we differentiate these three vehicle categories based on a vehicle's calculated average speed for the preceding 30 hours of non-idle operation. Low-speed vehicles are those with an average operating speed below 15 mph. Medium-speed vehicles are those with average operating speeds at or above 15 and below 25 mph. High-speed vehicles are those with average operating speeds at or above 25 mph. Excluding idle from the calculation of vehicle speed allows us to more effectively evaluate each vehicle's speed profile; in contrast, time spent at idle would not help to give an indication of a vehicle's operating characteristics for purposes of selecting the appropriate derate schedule. EPA chose these final speeds after consideration of stakeholder comments (see section 8.3 of the Response to Comments for further information on comments received) and an updated analysis of real-world vehicle speed activity data from the FleetDNA database maintained by the National Renewable Energy Laboratory (NREL).[366] [367] Our analyses provided us with insight into the optimum way to characterize vehicles in a way to ensure these categories received appropriate inducements that would be neither ineffective nor overly restrictive.

TABLE IV–13—INDUCEMENT SCHEDULES

High-speed vehicles		Medium-speed vehicles		Low-speed vehicles	
Hours of non-idle engine operation	Maximum speed (mi/hr)	Hours of non-idle engine operation	Maximum speed (mi/hr)	Hours of non-idle engine operation	Maximum speed (mi/hr)
0	65	0	55	0	45
6	60	6	50	5	40
12	55	12	45	10	35
60	50	45	40	30	25
86	45	70	35		
119	40	90	25		
144	35				
164	25				

The derate schedule for each vehicle category is set up with progressively increasing severity to induce the owner or operator to efficiently address conditions that trigger inducements. Table IV–13 shows the derate schedules in cumulative hours. The initial inducement applies immediately when the OBD system detects any of the triggering fault conditions identified in section IV.D.1. The inducement schedule then steps down over time to result in the final inducement speed corresponding to each vehicle category. The inducement schedule includes a gradual transition (1mph every 5 minutes) at the beginning of each step of derate and prior to any repeat inducement occurring after a failed repair to avoid abrupt changes, as the step down in derate speeds in the schedules will be implemented while the vehicle is in motion. Inducements are intended to deteriorate vehicle performance to a point unacceptable for typical driving in a manner that is safe but onerous enough to discourage vehicles from being operated (*i.e.,* impact the ability to perform work), such that operators will be compelled to replenish the DEF tank with high-quality DEF and not tamper with the SCR system's ability to detect whether there is adequate high-quality DEF. To this end, as explained in the proposal, our analyses of vehicle operational data from NREL show that even vehicles whose operation is focused on local or intracity travel depend on frequently operating at highway speeds to complete commercial work.[368] Vehicles in an inducement under the schedules we are finalizing would not be able to maintain commercial functions. Our analysis of the NREL data also show that even medium- and low-speed vehicles travel at speeds up to 70 mph and indicate that it is likely regular highway travel is critical for low-speed vehicles to complete their work; for example, refuse trucks need to drop off collected waste at a landfill or transfer station before returning to neighborhoods.

Motorcoach operators submitted comments describing a greater sensitivity to any speed derate because of a much greater responsibility for carrying people safely to their intended destinations over longer distances, including their role in emergency response and national defense operations. After consideration of these comments, we are allowing manufacturers to design and produce engines that will be installed in motorcoaches with an alternative derate schedule that starts with a 65 mi/hr derate when a fault condition is first detected, steps down to 50 mi/hr after 80 hours, and concludes with a final derate speed of 25 mi/hr after 180 hours of non-idle operation. EPA is defining motorcoaches in 40 CFR 1036.801 to include buses that are designed to travel long distances with row seating for at least 30 passengers. This is intended to include charter services available to the general public.

Comments on the proposed inducement policy ranged from

[366] EPA's original analysis of NREL data can be found here: Miller, Neil; Kopin, Amy. Memorandum to docket EPA–HQ–OAR–2019–0055–0981. ''Review and analysis of vehicle speed activity data from the FleetDNA database.'' October 1, 2021.

[367] EPA's updated analysis of NREL data can be found here: Miller, Neil; Kopin, Amy. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Updated review and analysis of vehicle speed activity data from the FleetDNA database.'' October 13, 2022.

[368] EPA's updated analysis of NREL data can be found here: Miller, Neil; Kopin, Amy. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Updated review and analysis of vehicle speed activity data from the FleetDNA database.'' October 13, 2022.

objecting to any speed restrictions to advocating that we adopt a 5 mph final derate speed. Some commenters supported the proposed rule, and some commenters asserted that decreasing final derate speeds would provide for greater assurance that operators would perform the necessary maintenance. There was a similar range of comments regarding the time specified for escalating the speed restrictions, with some commenters agreeing with the proposed schedule, and other commenters suggesting substantially more or less time.

We made several changes from proposal after consideration of comments, including three main changes. First, as noted in the preceding paragraphs, the final rule includes a medium-speed vehicle category. This allows us to adjust the qualifying criterion for high-speed vehicles to finalize a derate schedule similar to that proposed for vehicles that are clearly operating mostly on interstate highways over long distances. Similarly, the added vehicle category allows us to adjust the qualifying criterion for low-speed vehicles and adopt an appropriately more restrictive final derate schedule for those vehicles that are operating at lower speeds in local service.

Second, we developed unique schedules for escalating the speed restrictions for medium-speed and low-speed vehicles; this change was based on the expectation that vehicles with lower average speeds spend less time operating at highway speeds characteristic of inter-city driving and will therefore not need to travel substantial distances to return home for scheduling repair.

Third, we added derate speeds that go beyond the first four stages of derating that we proposed for high-speed vehicles, essentially reducing the final inducement speeds for all vehicles to be the same as low-speed vehicles. In other words, as shown in Table IV–13, both high- and medium-speed vehicles eventually derate to the same speeds as low-speed vehicles, after additional transition time after the derate begins. For example, the final derate schedule for high-speed vehicles goes through the proposed four derate stages for high-speed vehicles. At the fifth derate stage the vehicle begins to be treated like a medium-speed vehicle, starting at the third derate stage for medium-speed vehicles and progressing through the fifth derate stage for medium-speed vehicles. At the fifth derate stage the vehicle begins to be treated like a low-speed vehicle, similarly starting at the third derate stage for low-speed vehicles. A similar step-down approach applies for medium-speed vehicles, transitioning down to the derate stages for low-speed vehicles. This progression is intended to address the concern that vehicle owners might reassign vehicles in their fleet to lower-speed service, or sell vehicles to someone who would use the vehicle for different purposes that don't depend on higher-speed operations. Our assessment is that the NREL data show that no matter what category vehicles are, they do not travel exclusively at or below 25 mph, indicating that vehicles derated to 25 mph cannot be operated commercially.

For the simplest type of maintenance, DEF refills, we fully expect that the initial stage of derated vehicle speed will be sufficient to compel vehicle operators to meet their maintenance obligations. We expect operators will add DEF routinely to avoid inducements; however, inducements begin three hours prior to the DEF tank being empty to better ensure operation with an empty DEF tank is avoided.

We expect that the derate schedules in this final rule will be fully effective in compelling operators to perform needed maintenance. This effectiveness will be comparable to the current approach under existing guidance, but will reduce operating costs to operators. We believe this measured approach will also result in lower tampering rates involving time.

3. Driver Information

In addition to the driver information requirements we are adopting to improve serviceability and OBD (see section IV.B.3 and IV.C.1.iii respectively of this preamble for more details on these provisions), we are also adopting improved driver information requirements for inducements. Specifically, we are adopting as proposed the requirement for manufacturers to increase the amount of information provided to the driver about inducements, including: (1) The condition causing the derate (*i.e.,* DEF quality, DEF quantity or tampering), (2) the fault code and description of the code associated with the inducement, (3) the current derate speed restriction, (4) hours until the next derate speed decrease, and (5) what the next derate speed will be. It is critical that operators have clear and ready access to information regarding inducements to reduce concerns over progressive engine derates (which can lead to motivations to tamper) as well as to allow operators to make timely informed decisions, especially since inducements are used by manufacturers to demonstrate that critical emissions-related maintenance is reasonably likely to occur in-use. We note that we are finalizing this requirement at 40 CFR 1036.110(c), in a different regulatory section than proposed; however, the substance of the requirement is the same as at proposal.

EPA is requiring that all inducement-related diagnostic data parameters be made available with generic scan tools to help operators promptly respond when the engine detects fault condition requiring repair or other maintenance (see section IV.C.1.iii. for further information).

4. Clearing an Inducement Condition

Following restorative maintenance, EPA is requiring that the engine would allow the vehicle to self-heal if it confirms that the fault condition is resolved. The engine would then remove the inducement, which would allow the vehicle to resume unrestricted engine operation. EPA is also requiring that generic scan tools be able to remove an inducement condition after a successful repair. After clearing inducement-related fault codes, all fault codes are subject to immediate reevaluation that would lead to resuming the derate schedule where it was at the time the codes were cleared if the fault persists. Therefore, there is no need to limit the number of times a scan tool can clear codes. Use of a generic scan tool to clear inducements would allow owners who repair vehicles outside of commercial facilities to complete the repair without delay (*e.g.,* flushing and refilling a DEF tank where contaminated DEF was discovered). However, if the same fault condition repeats within 40 hours of engine operation (*e.g.,* in response to a DEF quantity fault an owner adds a small but insufficient quantity of DEF), this will be considered a repeat faut. In response to a repeat fault, the system will immediately resume the derate at the same point in the derate schedule when the original fault was deactivated. This is less time than the 80 hours EPA proposed in the NPRM, but it is consistent with existing EPA guidance. After consideration of comments, we believe that the shorter interval is long enough to give a reliable confirmation that a repair has properly addressed the fault condition, and are concerned that 80 hours would risk treating an unrelated occurrence of a fault condition as if it were a continuation of the same fault.

EPA is not finalizing the proposed provision that an inducement schedule is applied and tracked independently for each fault if multiple fault conditions are detected due to the software complexity for the

manufacturer in applying and tracking the occurrence of multiple derate schedules. Section 4 of the Response to Comments for further discussion of EPA's thinking to assist manufacturers regarding consideration for programming diagnostic systems to handle overlapping fault conditions.

5. Further Considerations

EPA is not taking final action at this time on the proposed NO_X override provision, which was proposed to prevent speed derates for fault conditions that are caused by component failures if the catalyst is nevertheless functioning normally. We received comments describing concerns with our proposed methodology, including the reliability of NO_X sensors and use of OBD REAL NO_X data, and concerns that reliance in this way on the NO_X sensor could result in easier tampering. We are continuing to consider these issues and comments. We may consider such a provision in an appropriate future action. Our final inducement regulations will reduce the risk of false inducements and provide increased certainty during repairs by limiting inducements to well-defined fault conditions that focus appropriately on DEF supply, DEF quality, and tampering (open-circuit faults associated with missing aftertreatment hardware).

We have also learned from the last several years that it is important to monitor in-use experiences to evaluate whether the inducement provisions are striking the intended balance of ensuring an adequate supply of high-quality DEF in a way that is allowing for safe and timely resolution, even for cases involving difficult circumstances. For example, we might hypothetically learn from in-use experiences that component malfunctions, part shortages, or other circumstances are leaving operators in a place where inducements prevent them from operating and they are unable to perform maintenance that is needed to resolve the fault condition. Conversely, we might hypothetically learn that operators are routinely driving vehicles with active derates. Information from those in-use experiences may be helpful for future assessments of whether we should pursue adjustments to the derate schedules or other inducement provisions we are adopting in this final rule.

6. In-Use Retrofits To Update Existing Inducement Algorithms

In the NPRM, we sought comment on whether it would be appropriate to allow engine manufacturers to modify earlier model year engines to align with the new regulatory specifications. We did not propose changes to existing regulations to address this concern. Specifically, we sought comment on whether and how manufacturers might use field-fix practices under EPA's field fix guidance to modify in-use engines with algorithms that incorporate some or all the inducement provisions in the final rule. We received numerous comments on the need to modify existing inducement speeds and schedules from operator groups and at least one manufacturer.[369] We received comment on the use of field-fixes for this purpose from CARB, stating that CARB staff does not support the SCR inducement strategy proposed by EPA and does not support allowing field fixes for in-use vehicles or to amend the certification application of current model year engines for the NPRM inducement strategy. CARB staff also commented that they would support allowing field fixes for in-use vehicles or amending current certification applications only if EPA adopts an inducement strategy identical or similar to the one CARB proposed in their comments on the proposed rule.[370] For example, CARB suggested an inducement strategy with a 5 mph inducement after 10 hours, following an engine restart.

EPA believes field fixes with updated inducement algorithms may fall within EPA's field fix guidance for engines that have EPA-only certification (*i.e.,* does not include certification to California standards), but has concerns about such field fixes falling within the scope of the guidance for engines also certified by CARB if CARB considers such changes to be tampering with respect to requirements that apply in California. EPA intends to also consider alternative field fix inducement approaches that manufacturers choose to develop and propose to CARB and EPA, for engines certified by both EPA and CARB, such as approaches that provide a more balanced inducement strategy than that used in current certifications while still being effective.

E. Fuel Quality

EPA has long recognized the importance of fuel quality on motor vehicle emissions and has regulated fuel quality to enable compliance with emission standards. In 1993, EPA limited diesel sulfur content to a maximum of 500 ppm and put into place a minimum cetane index of 40. Starting in 2006 with the establishment of more stringent heavy-duty highway PM, NO_X and hydrocarbon emission standards, EPA phased-in a 15-ppm maximum diesel fuel sulfur standard to enable heavy-duty diesel engine compliance with the more stringent emission standards.[371]

EPA continues to recognize the importance of fuel quality on heavy-duty vehicle emissions and is not currently aware of any additional diesel fuel quality requirements necessary for controlling criteria pollutant emissions from these vehicles.

1. Biodiesel Fuel Quality

As discussed in Chapter 2.3.2 of the RIA, metals (*e.g.,* Na, K, Ca, Mg) can enter the biodiesel production stream and can adversely affect emission control system performance if not sufficiently removed during production. Our review of data collected by NREL, EPA, and CARB indicates that biodiesel is compliant with the ASTM D6751–18 limits for Na, K, Ca, and Mg. As we explained in the proposed rule, the available data does not indicate that there is widespread off specification biodiesel blend stock or biodiesel blends in the marketplace. We did not propose and are not including at this time in this final rule requirements for biodiesel blend metal content.

While occasionally there are biodiesel blends with elevated levels of these metals, they are the exception. Data in the literature indicates that Na, K, Ca, and Mg levels in these fuels are less than 100 ppb on average. Data further suggests that the low levels measured in today's fuels are not enough to adversely affect emission control system performance when the engine manufacturer properly sizes the catalyst to account for low-level exposure.

Given the low levels measured in today's fuels, however, we are aware that ASTM is currently evaluating a possible revision to the measurement method for Na, K, Ca, and Mg in D6751–20a from EN14538 to a method that has lower detection limits (*e.g.,* ASTM D7111–16, or a method based on the ICP–MS method used in the 2016 NREL study). We anticipate that ASTM will likely specify Na, K, Ca, and Mg limits in a future update to ASTM 7467–19 for B6 to B20 blends that is an extrapolation of the B100 limits (see RIA Chapter 2.3.2 for additional discussion of ASTM test methods, as well as available data on levels of metal in biodiesel and potential impacts on emission control systems).

[369] See, for example, comments from the National Association of Small Trucking Companies, EPA–HQ–OAR–2019–0055–1130.

[370] See comments from California Air Resources Board, EPA–HQ–OAR–2019–0055–1186.

[371] 66 FR 5002 January 18, 2001.

2. Compliance Issues Related to Biodiesel Fuel Quality

Given the concerns we raised in the ANPR and NPRM regarding the possibility of catalyst poisoning from metals contained in biodiesel blends and specifically heavy-duty vehicles fueled on biodiesel blends, and after consideration of comments on the NPRM, EPA is finalizing a process where we will consider the possibility that an engine was not properly maintained under the provisions of 40 CFR part 1068, subpart F, if an engine manufacturer demonstrates that the vehicle was misfueled in a way that exposed the engine and its aftertreatment components to metal contaminants and that misfueling degraded the emission control system performance. This allows a manufacturer to receive EPA approval to exempt test results from being considered for potential recall. For example, a manufacturer might request EPA approval through this process for a vehicle that was historically fueled on biodiesel blends whose B100 blend stock did not meet the ASTM D6751–20a limit for Na, K, Ca, and/or Mg (metals which are a byproduct of current biodiesel production methods). This process requires the engine manufacturer to provide proof of historic misfueling with off-specification fuels; more specifically, to qualify for the test result exemption(s), a manufacturer must provide documentation that compares the degraded system to a representative compliant system of similar miles with respect to the content and amount of the contaminant. We are also finalizing a change from the proposal in the fuel requirements relevant to conducting in-use testing and to recruitment of vehicles for in-use testing. The new provision in 40 CFR 1036.415(c)(1) states that the person conducting the in-use testing may use any commercially available biodiesel fuel blend that meets the specifications for ASTM D975 or ASTM D7467 that is either expressly allowed or not otherwise indicated as an unacceptable fuel in the vehicle's owner or operator manual or in the engine manufacturer's published fuel recommendations. As specified in final 40 CFR 1036.410, if the engine manufacturer finds that the engine was fueled with fuel not meeting the specifications in 40 CFR 1036.415(c)(1), they may disqualify the vehicle from in-use testing and replace it with another one.

F. Durability Testing

In this section, we describe the final deterioration factor (DF) provisions for heavy-duty highway engines, including migration and updates from their current location in 40 CFR 86.004–26(c) and (d) and 86.004–28(c) and (d) to 40 CFR 1036.245 and 1036.246. EPA regulations require that a heavy-duty engine manufacturer's application for certification include a demonstration that the engines will meet applicable emission standards throughout their regulatory useful life. This is often called the durability demonstration. Manufacturers typically complete this demonstration by following regulatory procedures to calculate a DF. Deterioration factors are additive or multiplicative adjustments applied to the results from manufacturer testing to quantify the emissions deterioration over useful life.[372]

Currently, a DF is determined directly by aging an engine and exhaust aftertreatment system to useful life on an engine dynamometer. This time-consuming service accumulation process requires manufacturers to commit to product configurations well ahead of their pre-production certification testing to complete the durability testing so EPA can review the test results before issuing the certificate of conformity. Some manufacturers run multiple, staggered durability tests in parallel in case a component failure occurs that may require a complete restart of the aging process.[373]

As explained in the NPRM, EPA recognizes that durability testing over a regulatory useful life is a significant undertaking, which can involve more than a full year of continuous engine operation for Heavy HDE to test to the equivalent of the current useful life of 435,000 miles. Manufacturers have been approved, on a case-by-case basis, to age their systems to between 35 and 50 percent of the current full useful life on an engine dynamometer, and then extrapolate the test results to full useful life.[374] This extrapolation reduces the time to complete the aging process, but data from a test program shared with EPA show that while engine out emissions for SCR-equipped engines were predictable and consistent, actual tailpipe emission levels were higher by the end of useful life when compared to emission levels extrapolated to useful life from service accumulation of 75 or lower percent useful life.[375] [376] In response to the new data indicating DFs generated by manufacturers using service accumulation less than useful life may not be fully representative of useful life deterioration, EPA initially worked with manufacturers and CARB to address this concern through guidance for MY 2020 and later engines.

While the current DF guidance is specific to SCR-equipped engines, in this final rule we are updating our DF provisions to apply certain aspects of the current DF guidance to all engine families starting in model year 2027.[377] We also are finalizing as proposed that manufacturers may optionally use these provisions to determine their deterioration factors for earlier model years. As noted in the following section, as proposed, we are continuing the option for Spark-ignition HDE manufacturers to request approval of an accelerated aging DF determination, as is allowed in our current regulations (see 40 CFR 86.004–26(c)(2)), and our final provision extends this option to all primary intended service classes. We are not finalizing any changes to the existing compliance demonstration provision in 40 CFR 1037.103(c) for evaporative and refueling emission standards. As introduced in Section III.E, in this rule we are also promulgating refueling emission standards for incomplete vehicles above 14,000 lb GVWR. As proposed, we are finalizing that incomplete vehicle manufacturers certifying to the refueling emission standards for the first time have the option to use engineering analyses to demonstrate durability using the same procedures that apply for the evaporative systems on their vehicles today.

In Section IV.F.1, we are finalizing two methods for determining DFs in a new 40 CFR 1036.245 with some modifications from those proposed, including a new option to bench-age the aftertreatment system to limit the burden of generating a DF over the lengthened useful life periods in Section IV.A.3. We are also codifying two DF verification options available to

[372] See 40 CFR 1036.240(c) and the definition of ''deterioration factor'' in 40 CFR 1036.801, which, as proposed, are migrated and updated from 40 CFR 86.004–26 and 86.004–28 in this final rule.

[373] See 40 CFR 1065.415.

[374] See 40 CFR 86.004–26.

[375] U.S. EPA. ''Guidance on Deterioration Factor Validation Methods for Heavy-Duty Diesel Highway Engines and Nonroad Diesel Engines equipped with SCR.'' CD–2020–19 (HD Highway and Nonroad). November 17, 2020.

[376] Truck and Engine Manufacturers Association. ''EMA DF Test Program.'' August 1, 2017.

[377] As noted in Section III.A, the final update to the definition of ''engine configuration'' in 40 CFR 1036.801, as proposed, clarifies that hybrid engines and powertrains are part of a certified configuration and subject to all of the criteria pollutant emission standards and other requirements; thus the DF provisions for heavy-duty engines discussed in this subsection will apply to configurations that include hybrid components.

manufacturers in the recent DF guidance, with some modifications from our proposed DF verification requirements. As described in Section IV.F.2, under the final 40 CFR 1036.245 and 40 CFR 1036.246, the final provisions include two options for DF verification to confirm the accuracy of the DF values submitted by manufacturers for certification, and will be required upon request from EPA. In Section IV.F.3, we introduce a test program to evaluate a rapid-aging protocol for diesel catalysts, the results of which we used to develop a rapid-aging test procedure for CI engine manufacturers to be able to use in their durability demonstration under 40 CFR 1036.245(c)(6). We are finalizing this procedure in 40 CFR part 1065, subpart L, as new sections 40 CFR 1065.1131 through 40 CFR 1065.1145.

At this time we are not finalizing any additional testing requirements for manufacturers to demonstrate durability of other key components included in a hybrid configuration (*e.g.,* battery durability testing). We will consider additional requirements in a future rule as we pursue other durability-related provisions for EVs, PHEVs, etc.

As described in Section XI.A.8, we are also finalizing as proposed that manufacturers of nonroad engines may use the procedures described in this section to establish deterioration factors based on bench-aged aftertreatment, along with any EPA-requested in-use verification testing.

1. Options for Determining Deterioration Factor

Accurate methods to demonstrate emission durability are key to ensuring certified emission levels represent real world emissions, and the efficiency of those methods is especially important in light of the lengthening of useful life periods in this final rule. To address these needs, we are migrating our existing regulatory option from part 86 to part 1036 and including a new option for heavy-duty highway engine manufacturers to determine DFs for certification. We note that manufacturers apply these deterioration factors to determine whether their engines meet the duty cycle standards.

Consistent with existing regulations, final 40 CFR 1036.245 allows manufacturers to continue the current practice of determining DFs based on engine dynamometer-based aging of the complete engine and aftertreatment system out to regulatory useful life. In addition, under the new DF determination option, which includes some modifications from that proposed and which are described in this section, manufacturers perform dynamometer testing of an engine and aftertreatment system to a minimum required mileage that is less than regulatory useful life. Manufacturers then bench age the aftertreatment system to regulatory useful life and combine the aftertreatment system with an engine that represents the engine family. Manufacturers run the combined engine and bench-aged aftertreatment for at least 100 hours before collecting emission data for determination of the deterioration factor. Under this option, the manufacturer can use the accelerated bench-aging of diesel aftertreatment procedure described in Section IV.F.3 that is codified in the new sections 40 CFR 1065.1131 through 40 CFR 1065.1145 or propose an equivalent bench-aging procedure and obtain prior approval from the Agency. For example, a manufacturer might propose a different, established bench-aging procedure for other engines or vehicles (*e.g.,* procedures that apply for light-duty vehicles under 40 CFR part 86, subpart S).

We requested comment on whether the new bench-aged aftertreatment option accurately evaluates the durability of the emission-related components in a certified configuration, including the allowance for manufacturers to define and seek approval for a less-than-useful life mileage for the dynamometer portion of the bench-aging option. This request for comment specifically included whether or not there is a need to define a minimum number of engine hours of dynamometer testing beyond what is required to stabilize the engine before bench-aging the aftertreatment, noting that EPA's bench-aging proposal focused on deterioration of emission control components.[378] We requested comment on including a more comprehensive durability demonstration of the whole engine, such as the recent diesel test procedures from CARB's Omnibus regulation that includes dynamometer-based service accumulation of 2,100 hours or more based on engine class and other factors.[379] We also requested comment on whether EPA should prescribe a standardized aging cycle for the dynamometer portion, as was done by CARB in the Omnibus rule with their Service Accumulation Cycles 1 and 2.[380] We also requested cost and time data corresponding to the current DF procedures, and projections of cost and time for the proposed new DF options at the proposed new useful life mileages.

Some commentors supported the removal of the fuel-based accelerated DF determination method, noting that it has been shown to underestimate emission control system deterioration. Other commentors requested that EPA retain the option, noting that it has been historically allowed. Fuel-based accelerated aging accelerates the service accumulation using higher-load operation based on equivalent total fuel flow on a dynamometer. The engine is only operated out to around 35 percent of UL based on operating hours, however the high-load operation is intended to result in an equivalent aging out to full UL. EPA has assessed data from the EMA DF test program and determined that the data indicated that the aging mechanism of accelerating the aging at higher load differs from the actual in-use deterioration mechanism.[381] [382] We are not including this option in the final provisions for determining DF based on our assessment of the available data and have removed the option in final 40 CFR 1036.245.

We also received general support of the use of accelerated aging cycles to manage the total cost and duration of the DF test, in addition to some commenters stating that the CARB DF determination procedure in the CARB Omnibus regulation is superior to the accelerated aging procedure EPA proposed in 40 CFR 1036.245(b)(2). The required hours of engine dynamometer aging in the CARB Omnibus procedure (roughly out to 20 percent of UL for a HHD engine) provide limited assurance on the performance of engine components out to UL, and thus primarily provide a short-term quality assurance durability program for engine hardware. While the purpose of EPA's DF determination procedure is to

[378] We are updating, as proposed, the definition of ''low-hour'' in 40 CFR 1036.801 to include 300 hours of operation for engines with NO_x aftertreatment to be considered stabilized.

[379] California Air Resources Board, '' Appendix B–1 Proposed 30-Day Modifications to the Diesel Test Procedures'', May 5, 2021, Available online: *https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hdomnibuslownox/30dayappb1.pdf*, page 54.

[380] California Air Resources Board, ''Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Public Hearing to Consider the Proposed Heavy-duty Engine and Vehicle Omnibus Regulation and Associated Amendments,'' June 23, 2020. Available online: *https://ww3.arb.ca.gov/regact/2020/hdomnibuslownox/isor.pdf*, page III–80.

[381] U.S. EPA. ''Guidance on Deterioration Factor Validation Methods for Heavy-Duty Diesel Highway Engines and Nonroad Diesel Engines equipped with SCR.'' CD–2020–19 (HD Highway and Nonroad). November 17, 2020.

[382] Truck and Engine Manufacturers Association. ''EMA DF Test Program.'' August 1, 2017.

determine emission performance degradation over the useful life of the engine, we acknowledge that there is value in performing some engine dynamometer aging. We are finalizing an option to use accelerated reactor bench-aging of the emission control system that is ten times a dynamometer or field test (1,000 hours of accelerated aging would be equivalent to 10,000 hours of standard aging), requiring a minimum number of testing hours on an engine dynamometer, with the allowance for the manufacturer to add additional hours of engine dynamometer-aging at their discretion. The minimum required hours are by primary intended service class and follow: 300 hours for SI, 1,250 hours for Light HDE, and 1,500 hours for Medium HDE and Heavy HDE. This option allows the DF determination to be completed within a maximum of 180 days for a Heavy HDE. We recognize that a different approach, that uses the same aging duty-cycle for all manufacturers, would provide more consistency across engine manufacturers. However, no data was provided by commentors showing that the Service Accumulation Cycles 1 and 2 in the CARB Omnibus rule are any more effective at determining deterioration than cycles developed by the manufacturer and submitted to EPA for approval. EPA is also concerned regarding the amount of idle contained in each of the CARB Omnibus rule cycles. We realize that this idle operation was included to target the degradation mechanism that plagued the SAPO–34 SCR formulations used by manufacturers in the 2010s, however the catalyst developers are aware of this issue now and have developed formulations that are free from this degradation mechanism. The two most predominant degradation mechanisms are time at high temperature and sulfur exposure, including the effects of catalyst desulfation, and as such EPA favors duty-cycles with more aggressive aftertreatment temperature profiles. We understand that catalyst manufacturers now bench test the catalyst formulations under the conditions that led to the SAPO–34 degradation to ensure that this degradation mechanism is not present in newly developed SCR formulations. After taking all of the comments received into consideration, EPA has added two specified duty-cycle options in 40 CFR 1036.245(c) for DF determination, that are identical to CARB's Service Accumulation Cycles 1 and 2. Cycle 1 consists of a combination of FTP, RMC, LLC and extended idle, while Cycle 2 consists of a combination of HDTT, 55-cruise, 65-cruise, LLC, and extended idle. In the case of the second option, the manufacturer is required to use good engineering judgment to choose the vehicle subcategory and vehicle configuration that yields the highest load factor using the GEM model. EPA is also providing an option for manufacturers to use their own duty cycles for DF determination subject to EPA approval and we expect a manufacturer to include light-load operation if it is deemed to contribute to degradation of the aftertreatment performance. We also note that we are finalizing requirements to stop, cooldown, and restart the engine during service accumulation when using the options that correspond to CARB Service Accumulation Cycles 1 and 2 for harmonization purposes, however we note that manufacturers may make a request to EPA to remove this requirement on a case-by-case basis.

We are finalizing critical emission-related maintenance as described in 40 CFR 1036.125(a)(2) and 1036.245(c) in this final rule. Under this final rule, manufacturers may make requests to EPA for approval for additional emission-related maintenance actions beyond what is listed in 40 CFR 1036.125(a)(2), as described in 40 CFR 1036.125(a)(1) and as allowed during deterioration testing under 40 CFR 1036.245(c).

2. Options for Verifying Deterioration Factors

We are finalizing, with some modifications from proposal, a new 40 CFR 1036.246 where, at EPA's request, the manufacturers would be required to verify an engine family's deterioration factor for each duty cycle up to 85 percent of useful life. Because the manufacturer must comply with emission standards out to useful life, we retain the authority to verify DF. We proposed requiring upfront verification for all engine families, but have decided to make this required only in the event that EPA requests verification. We intend to make such a request primarily when EPA becomes aware of information suggesting that there is an issue with the DF generated by the manufacturer. EPA anticipates that a DF verification request may be appropriate due to consideration of, for example: (1) Information indicating that a substantial number of in-use engines tested under subpart E of this part failed to meet emission standards, (2) information from any other test program or any other technical information indicating that engines will not meet emission standards throughout the useful life, (3) a filed defect report relating to the engine family, (4) a change in the technical specifications for any critical emission-related components, and (5) the addition of a new or modified engine configuration such that the test data from the original emission-data engine do not clearly continue to serve as worst-case testing for certification. We are finalizing as proposed that manufacturers may request use of an approved DF on future model year engines for that engine family, using the final updates to carryover engine data provisions in 40 CFR 1036.235(d), with the final provision clarifying that we may request DF verification for the production year of that new model year as specified in the new 40 CFR 1036.246. As also further discussed in the following paragraphs, we are not finalizing at this time certain DF verification provisions that we had proposed regarding timing of when EPA may request DF verification and certain provisions for the first model year after a failed result. Our revisions from proposal appropriately provide flexibility for EPA to gather information based on DF concerns. The final provisions specify that we will discuss with the manufacturer the selection criteria for vehicles with respect to the target vehicle mileage(s) and production model year(s) that we want the manufacturer to test. We are finalizing that we will not require the manufacturer to select vehicles whose mileage or age exceeds 10 years or 85 percent of useful life.

We originally included three testing options in our proposed DF verification provisions. We are finalizing two of these options and we are not including the option to verify DF by measuring NO_X emissions using the vehicle's on-board NO_X measurement system at this time. For the two options we are finalizing, manufacturers select in-use engines meeting the criteria in 40 CFR 1036.246(a), including the appropriate mileage specified by EPA corresponding to the production year of the engine family.

Under the first verification option in 40 CFR 1036.246(b)(1), manufacturers test at least two in-use engines over all duty cycles with brake-specific emission standards in 40 CFR 1036.104(a) by removing each engine from the vehicle to install it on an engine dynamometer and measure emissions. Manufacturers determine compliance with the emission standards after applying infrequent regeneration adjustment factors to their measured results, just as they did when they originally certified the engine family. We are also finalizing a requirement under this option to allow EPA to request that manufacturers

perform a new determination of infrequent regeneration adjustment factors to apply to the emissions from the engine dynamometer-based testing. Consistent with the proposal, the engine family passes the DF verification if 70 percent or more of the engines tested meet the duty-cycle emission standards in 40 CFR 1036.104(a), including any associated compliance allowance, for each pollutant over all duty cycles. If a manufacturer chooses to test two engines under this option, both engines have to meet the standards. Under this option, the aftertreatment system, including all the associated wiring, sensors, and related hardware or software is installed on the test engine. We are finalizing an allowance in 40 CFR 1036.246(a) for the manufacturer to use hardware or software in testing that differs from those used for engine family and power rating with EPA approval.

Under the second verification option in 40 CFR 1036.246(b)(2), as proposed, manufacturers test at least five in-use engines, to account for the increased variability of vehicle-level measurement, while installed in the vehicle using a PEMS. Manufacturers bin and report the emissions following the in-use testing provisions in 40 CFR part 1036, subpart E. Compliance is determined by comparing emission results to the off-cycle emission standards in 40 CFR 1036.104(a) with any associated compliance allowance, mean ambient temperature adjustment, and, accuracy margin for each pollutant for each bin after adjusting for infrequent regeneration.[383] As proposed, the engine family passes the DF verification if 70 percent or more of the engines tested meet the off-cycle standards for each pollutant for each bin. In the event that EPA requested DF verification and a DF verification fails under the PEMS option, consistent with the proposal the manufacturer can reverse a fail determination for the PEMS-based testing and verify the DF using the engine dynamometer testing option in 40 CFR 1036.246(b)(1).

EPA is not including the third option we proposed, to verify DF using the vehicle's on-board NO_X measurement system (*i.e.,* a NO_X sensor), in the final provisions, as we have concerns that the technology has not matured enough to make this method viable for DF verification at this time. We did not receive any comments that supported the availability of technology to enable accurate on-board NO_X measurement at a level needed to show compliance with the standard. EPA acknowledges the challenges associated with the development of a functional onboard NO_X measurement method, including data acquisition and telematic system capabilities, and may reconsider this option in the future if the technology evolves.

As noted in the preceding paragraphs, we are not taking final action at this time on the proposed 40 CFR 1036.246(h) provision that proposed a process for the first MY after a DF verification resulted in failure. Instead, we are adopting a process for DF verification failures similar to the existing process used for manufacturer run in-use testing failures under 40 CFR part 1036, subpart E, such that a failure may result in an expanded discovery process that could eventually lead to recall under our existing provisions in 40 CFR part 1068, subpart F. EPA is making this change from proposal because this approach provides consistency with and builds upon existing processes.

The final 40 CFR 1036.246(a) specifies how to select and prepare engines for testing. Manufacturers may exclude selected engines from testing if they have not been properly maintained or used and the engine tested must be in a certified configuration, including its original aftertreatment components. Manufacturers may test engines that have undergone critical emission-related maintenance as allowed in 40 CFR 1065.410(d), but may not test an engine if its critical emission-related components had any other major repair.

3. Accelerated Deterioration Factor Determination

As discussed in Section IV.F.1, we are finalizing a deterioration factor procedure where manufacturers use engine dynamometer testing for the required minimum number of hours given in Table 1 to Paragraph (c)(2) of 40 CFR 1036.245 in combination with an accelerated aftertreatment catalyst aging protocol in their demonstration of heavy-duty diesel engine aftertreatment durability through useful life. EPA has approved accelerated aging protocols for spark-ignition engine manufacturers to apply in their durability demonstrations for many years. Historically, while CI engine manufacturers have the ability to request EPA approval of an accelerated aging procedure, CI engine manufacturers have largely opted to seek EPA approval to use a service accumulation fuel based accelerated test with reduce mileage and extrapolate to determine their DF.

Other regulatory agencies have promulgated accelerated aging protocols,[384] [385] and we have evaluated how these or similar protocols apply to our heavy-duty highway engine compliance program. EPA has validated and is finalizing an accelerated aging procedure in 40 CFR part 1065, subpart L, as new sections 40 CFR 1065.1131 through 40 CFR 1065.1145 that CI engine manufacturers can choose to use in lieu of developing their own protocol as described in 40 CFR 1036.245. The test program that validated the diesel aftertreatment rapid-aging protocol (DARAP) was built on existing accelerated aging protocols designed for light-duty gasoline vehicles (64 FR 23906, May 4, 1999) and heavy-duty engines.[386]

i. Diesel Aftertreatment Rapid Aging Protocol

The objective of the DARAP validation program was to artificially recreate the three primary catalytic deterioration processes observed in field-aged aftertreatment components: Thermal aging based on time at high temperature, chemical aging that accounts for poisoning due to fuel and oil contamination, and deposits. The validation program had access to three baseline engines that were field-aged to the model year 2026 and earlier useful life of 435,000 miles. Engines and their corresponding aftertreatment systems were aged using the current, engine dynamometer-based durability test procedure for comparison of the results to the accelerated aging procedure. We performed accelerated aging of the catalyst-based aftertreatment systems using two different methods with one utilizing a burner [387] and the other using an engine as the source of aftertreatment aging conditions. The validation test plan compared emissions at the following approximate intervals: 0 percent, 25 percent, 50 percent, 75 percent, and 100 percent of the model year 2026 and earlier useful life of 435,000 miles. At proposal, we included

[383] For Spark-ignition HDE, we are not finalizing off-cycle standards; however, for the in-use DF verification options, a manufacturer compares the engine's emission results to the duty cycle standards applying a 1.5 multiplier for model years 2027 and later.

[384] California Air Resources Board. California Evaluation Procedure For New Aftermarket Diesel Particulate Filters Intended As Modified Parts For 2007 Through 2009 Model Year On-Road Heavy-Duty Diesel Engines, March 1, 2017. Available online: *https://ww3.arb.ca.gov/regact/2016/aftermarket2016/amprcert.pdf.*

[385] European Commission. Amending Regulation (EU) No 583/2011, 20 September 2016. Available online: *https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R1718&from=HU.*

[386] Eakle, S and Bartley, G (2014), ''The DAAAC Protocol for Diesel Aftertreatment System Accelerated Aging''.

[387] A burner is a computer controlled multi-fuel reactor designed to simulate engine aging conditions.

additional details of our DARAP test program in a memo to the docket.[388]

The DARAP validation program has completed testing of two rapidly aged aftertreatment systems, engine and burner, and two engines, a single FUL aged engine and a 300-hour aged engine. Our memo to the docket includes a summary of the validation results from this program. The results show that both accelerated aging pathways, burner and engine, produced rapidly aged aftertreatment system results that were not statistically significant when compared to the 9,800-hour dynamometer aged reference system. We are currently completing postmortem testing to evaluate the deposition of chemical poisoning on the surface of the substrates to see how this compares to the dynamometer aged reference system. The complete results from our validation program are contained in a final report in the docket.[389]

ii. Diesel Aftertreatment Accelerated Aging Test Procedure

The final provisions include an option for manufacturers to use the method from the DARAP test program for DF determination and streamline approval under 40 CFR 1036.245(c). This accelerated aging method we are finalizing in 40 CFR part 1065, subpart L, as new sections 40 CFR 1065.1131 through 40 CFR 1065.1145 is a protocol for translating field data that represents a given application (*e.g.,* engine family) into an accelerated aging cycle for that given application, as well as methods for carrying out reactor or engine accelerated aging using that cycle. While this testing can be carried out on an engine as well as reactor bench, the engine option should not be confused with standard engine dynamometer aging out to useful life or the historic fuel-based engine dynamometer accelerated aging typically done out to 35 percent of useful life approach that EPA will no longer allow under this final rule. The engine option in this procedure uses the engine (1) as a source of accelerated sulfur from the combusted fuel, (2) as a source for exhaust gas, and (3) to generate heat. The catalyst poisoning agents (oil and sulfur) as well as the temperature exposure are the same between the two methods and the DARAP test program data corroborates this. This protocol is intended to be representative of field aging, includes exposure to elements of both thermal and chemical aging, and is designed to achieve an acceleration of aging that is ten times a dynamometer or field test (1,000 hours of accelerated aging would be equivalent to 10,000 hours of standard aging).

The initial step in the method requires the gathering and analysis of input field data that represent a greater than average exposure to potential field aging factors. The field aging factors consist of thermal, oil, and sulfur exposure. The thermal exposure is based on the average exhaust temperature; however, if the engine family incorporates a periodic infrequent regeneration event that involves exposure to higher temperatures than are observed during normal (non-regeneration) operation, then this temperature is used. Oil exposure is based on field and laboratory measurements to determine an average rate of oil consumption in grams per hour that reaches the exhaust. Sulfur exposure is based on the sum of fuel- and oil-related sulfur consumption rates for the engine family. The procedure provides details on how to gather data from field vehicles to support the generation and analysis of the field data.

Next, the method requires determination of key components for aging. Most diesel aftertreatment systems contain multiple catalysts, each with their own aging characteristics. This accelerated aging procedure ages the system, not component-by-component. Therefore, it is necessary to determine which catalyst components are the key components that will be used for deriving and scaling the aging cycle. This includes identification of the primary and secondary catalysts in the aftertreatment system, where the primary is the catalyst that is directly responsible for most of the NO_X reduction, such as a urea SCR catalyst in a compression-ignition aftertreatment system. The secondary is the catalyst that is intended to either alter exhaust characteristics or generate elevated temperature upstream of the primary catalyst, such as a DOC placed upstream of an SCR catalyst, with or without a DPF in between.

The next step in the process is to determine the thermal deactivation rate constant(s) for each key component. This is used for the thermal heat load calculation in the accelerated aging protocol. The calculations for thermal degradation are based on the use of an Arrhenius rate law function to model cumulative thermal degradation due to heat exposure. The process of determining the thermal deactivation rate constant begins with determining what catalyst characteristic will be tracked as the basis for measuring thermal deactivation. Generally, ammonia storage is the key aging metric for zeolite-based SCR catalysts, NO_X reduction efficiency at low temperature for vanadium-based SCR catalysts, conversion rate of NO to NO_2 for DOCs with a downstream SCR catalyst, and HC reduction efficiency (as measured using ethylene) at 200 °C for DOCs where the aftertreatment system does not contain an SCR catalyst for NO_X reduction. Thermal degradation experiments are then carried out over at least three different temperatures that accelerate thermal deactivation such that measurable changes in the aging metric can be observed at multiple time points over the course of no more than 50 hours. During these experiments it is important to void temperatures that are too high to prevent rapid catalyst failure by a mechanism that does not represent normal aging.

Generation of the accelerated aging cycle for a given application involves analysis of the field data to determine a set of aging modes that will represent that field operation. There are two methods of cycle generation in 40 CFR 1065.1139, each of which is described separately. Method 1 involves the direct application of field data and is used when the recorded data includes sufficient exhaust flow and temperature data to allow for determination of aging conditions directly from the field data set. Method 2 is meant to be used when insufficient flow and temperature data is available from the field data. In Method 2, the field data is used to weight a set of modes derived from the laboratory certification cycles for a given application. These weighted modes are then combined with laboratory recorded flow and temperatures on the certification cycles to derive aging modes. There are two different cases to consider for aging cycle generation, depending on whether or not a given aftertreatment system incorporates the use of a periodic regeneration event. For the purposes of cycle generation, a regeneration is any event where the operating temperature of some part of the aftertreatment system is raised beyond levels that are observed during normal (non-regeneration) operation. The analysis of regeneration data is considered separately from normal operating data.

The process of cycle generation begins with the determination of the number of bench aging hours. The input into this calculation is the number of real or field

[388] Memorandum to Docket EPA–HQ–OAR–2019–0055: ''Diesel Aftertreatment Rapid Aging Program''. George Mitchell. May 5, 2021.

[389] Sharp, C. (2022). Demonstration of Low NO_X Technologies and Assessment of Low NO_X Measurements in Support of EPA's 2027 Heavy Duty Rulemaking. Southwest Research Institute. Final Report EPA Contract 68HERC20D0014.

hours that represent the useful life for the target application. The target for the accelerated aging protocol is a 10-time acceleration of the aging process, therefore the total number of aging hours is set at service accumulation hours minus required engine dynamometer aging hours divided by 10. The hours will then be among different operating modes that will be arranged to result in repetitive temperature cycling over that period. For systems that incorporate periodic regeneration, the total duration will be split between regeneration and normal (non-regeneration) operation. The analysis of the operation data develops a reduced set of aging modes that represent normal operation using either Method 1 or Method 2. Method 1 is a direct clustering method and involves three steps: Clustering analysis, mode consolidation, and cycle building.[390] This method is used when sufficient exhaust flow and temperature data are available directly from the field data. Method 2 is a cluster-based weighting of certification cycle modes when there is insufficient exhaust flow and temperature data from the field at the time the cycle is being developed. The initial candidate mode conditions are temperature and flow rate combinations that are the centroids from the analysis of each cluster.

The target for accelerated aging cycle operation is to run all the regenerations that would be expected over the course of useful life and the procedure provides a process for determining a representative regeneration profile that will be used during aging. Heat load calculation and cycle tuning are performed after the preliminary cycles have been developed for both normal and regeneration operation. The target cumulative deactivation is determined from the input field data, and then a similar calculation is performed for the preliminary aging cycle. If the cumulative deactivation for the preliminary cycle does not match cumulative deactivation from the field data, then the cycle is tuned over a series of steps described in 40 CFR 1065.1139 until the target is matched.

The final assembly of the candidate accelerated aging cycle involves the assembly of the target modes into a schedule of modes laid out on a time basis that can be repeated until the target number of aging hours has been reached. For cycles that incorporate periodic regeneration modes, the regeneration frequency and duration, including any regeneration extension added to reach thermal targets, will be used to determine the length of the overall cycle. The number of these cycles that is run is equal to the total number of regenerations over full useful life. The duration of each cycle is total number of accelerated aging hours divided by the total number of regenerations. For multiple components with differing regeneration schedules, this calculation is performed using the component with the fewest total number of regenerations. The regeneration events for the more frequently regenerating components should be spaced evenly throughout each cycle to achieve the appropriate regeneration frequency and duration.

The regeneration duration (including extension) is then subtracted from the base cycle duration to calculate the duration of normal (non-regeneration) operation in seconds. This time is split among the normal (non-regeneration) modes in proportion to the overall target aging time in each mode. These modes are then split and arranged to achieve the maximum thermal cycling between high and low temperatures. No mode may have a duration shorter than 900 seconds, not including transition time. Mode transitions must be at least 60 seconds long and must be no longer than 300 seconds. The transition period is considered complete when you are within 5 °C of the target temperature for the primary key component. For modes longer than 1800 seconds, you may count the transition time as time in mode. For modes shorter than 1800 seconds, under the procedure you must not count the transition time as time in mode. Modes are arranged in alternating order starting with the lowest temperature mode and proceeding to the highest temperature mode, followed by the next lowest temperature mode, and so forth.

The final cycle is expressed as a schedule of target temperature, exhaust flow rate, and NO_X. For a burner-based platform with independent control of these parameters, this cycle can be used directly. For an engine-based platform, it is necessary to develop a schedule of speed and load targets that will produce the target exhaust conditions based on the capabilities of the engine platform.

The accelerated oil consumption target is calculated at 10 times the field average oil consumption that was determined from the field data and/or laboratory measurements. Under the procedure, this oil consumption rate must be achieved on average over the aging cycle, and it must at least be performed during all non-regeneration modes. Under the procedure, the lubricating oil chosen must meet the normal in-use specifications and it cannot be altered. The oil is introduced by two pathways, a bulk pathway and a volatile pathway. The bulk pathway involves introduction of oil in a manner that represents oil passing the piston rings, and the volatile pathway involves adding small amount of lubricating oil to the fuel. Under the procedure, the oil introduced by the volatile pathway must be between 10 percent and 30 percent of the total accelerated oil consumption.

Sulfur exposure related to oil is already taken care of via acceleration of the oil consumption itself. The target cumulative fuel sulfur exposure is calculated using the field recorded average fuel rate data and total field hours assuming a 10-ppm fuel sulfur level (which was determined as the 90th percentile of available fuel survey data).

For an engine-based accelerated aging platform where the engine is used as the exhaust gas source, accelerated fuel sulfur is introduced by increasing the fuel sulfur level. The cycle average fuel rate over the final aging cycle is determined once that target modes have been converted into an engine speed and load schedule. The target aging fuel sulfur level that results in reaching the target cumulative fuel sulfur exposure is determined from the field data using the aging cycle average fuel rate and the total number of accelerated aging hours.

For a burner-based platform, accelerated fuel sulfur is introduced directly as gaseous SO_2. Under the procedure, the SO_2 must be introduced in a manner that does not impede any burner combustion, and only in a location that represents the exhaust conditions entering the aftertreatment system. Under the procedure, the mass rate of sulfur that must be introduced on a cycle average basis to reach the target cumulative fuel sulfur exposure from the field data is determined after the final aging cycle has been generated.

The accelerated aging protocol is run on a bench aging platform that includes features necessary to successfully achieve accelerated aging of thermal and chemical aging factors. This aging bench can be built around either an engine or a burner as the core heat generating element. The requirements for both kinds of bench aging platform are described in the following paragraphs.

The engine-based accelerated aging platform is built around the use of a diesel engine for generation of heat and flow. The engine used does not need to be the same engine as the application that is being aged. Any diesel engine can be used, and the engine may be

[390] *https://documentation.sas.com/doc/en/emref/14.3/n1dm4owbc3ka5jn11yjkod7ov1va.htm#:~:text=The%20cubic%20clustering%20criterion%20(CCC,evaluated%20by%20Monte%20Carlo%20methods.*

modified as needed to support meeting the aging procedure requirements. You may use the same bench aging engine for deterioration factor determination from multiple engine families. The engine must be capable of reaching the combination of temperature, flow, NO_X, and oil consumption targets required. Using an engine platform larger than the target application for a given aftertreatment system can provide more flexibility to achieve the target conditions and oil consumption rates.

To increase the range of flexibility of the bench aging engine platform, the test cell setup should include additional elements to allow more independent control of exhaust temperature and flow than would be available from the engine alone. For example, exhaust heat exchangers and/or the use of cooled and uncooled exhaust pipe can be useful to provide needed flexibility. When using heat exchangers under this procedure, you must ensure that you avoid condensation in any part of the exhaust system prior to the aftertreatment. You can also control engine parameters and the calibration on the engine to achieve additional flexibility needed to reach the target exhaust conditions.

Under this procedure, oil consumption must be increased from normal levels to reach the target of 10 times oil consumption. As noted earlier, oil must be introduced through a combination of a bulk pathway, which represents the majority of oil consumption past the piston rings, and a volatile pathway, which is achieved by adding small amounts of lube oil to the fuel. The total oil exposure via the volatile pathway must be between 10 percent and 30 percent of the total accelerated oil consumption. Under this procedure, the remainder of the oil consumption must be introduced via the bulk pathway. The volatile portion of the oil consumption should be introduced and monitored continuously via a mass flow meter or controller.

Under this procedure, the engine will need to be modified to increase oil consumption via the bulk pathway. This increase is generally achieved through a combination of engine modifications and the selection of aging speed/load combinations that will result in increased oil consumption rates. To achieve this, you may modify the engine in a fashion that will increase oil consumption in a manner such that the oil consumption is still generally representative of oil passing the piston rings into the cylinder. Inversion of the top compression rings as a method which has been used to increase oil consumption successfully for the DAAAC aging program at SwRI. A secondary method that has been used in combination with the primary method involves the modification of the oil control rings in one or more cylinders to create small notches or gaps (usually no more than two per cylinder) in the top portion of the oil control rings that contact the cylinder liner (care must be taken to avoid compromising the structural integrity of the ring itself).

Under this procedure, oil consumption for the engine-based platform must be tracked at least periodically via a drain and weigh process, to ensure that the proper amount of oil consumption has been achieved. It is recommended that the test stand include a constant volume oil system with a sufficiently large oil reservoir to avoid oil ''top-offs'' between oil change intervals. Under this procedure, periodic oil changes will be necessary on any engine platform, and it is recommended that the engine be run for at least 72 hours following an oil change with engine exhaust not flowing through the aftertreatment system to stabilize oil consumption behavior before resuming aging. A secondary method for tracking oil consumption is to use clean DPF weights to track ash loading, and compare this mass of ash to the amount predicted using the measured oil consumption mass and the oil ash concentration. The mass of ash found by DPF weight should fall within a range of 55 percent to 70 percent of the of mass predicted from oil consumption measurements.

The engine should also include a means of introducing supplemental fuel to the exhaust to support regeneration if regeneration events are part of the aging. This can be done either via post-injection from the engine or using in-exhaust injection. The method and location of supplemental fuel introduction should be representative of the approach used on the target application, but manufacturers may adjust this methodology as needed on the engine-based aging platform to achieve the target regeneration temperature conditions.

The burner-based aging platform is built around a fuel-fired burner as the primary heat generation mechanism. For the accelerated aging application under this procedure, the burner must utilize diesel fuel and it must produce a lean exhaust gas mixture. Under this procedure, the burner must have the ability to control temperature, exhaust flow rate, NO_X, oxygen, and water to produce a representative exhaust mixture that meets the accelerated aging cycle targets for the aftertreatment system to be aged. Under this procedure, the burner must include a means to monitor these constituents in real time, except in the case of water where the system's water metering may be verified via measurements made prior to the start of aging (such as with an FTIR) and should be checked periodically by the same method. Under this procedure, the accelerated aging cycle for burner-based aging must also include representative mode targets for oxygen and water, because these will not necessarily be met by the burner itself through combustion. As a result, for this procedure the burner will need features to allow the addition of water and the displacement of oxygen to reach representative target levels of both. During non-regeneration modes, it is recommended that the burner be operated in a manner to generate a small amount of soot to facilitate proper ash distribution in the DPF system.

The burner-based platform requires methods for oil introduction for both the bulk pathway and the volatile pathway. For the bulk pathway, manufacturers may implement a method that introduces lubricating oil in a region of the burner that does not result in complete combustion of the oil, but at the same time is hot enough to oxidize oil and oil additives in a manner similar to what occurs when oil enters the cylinder of an engine past the piston rings. Care must be taken to ensure the oil is properly atomized and mixed into the post-combustion burner gases before they have cooled to normal exhaust temperatures, to insure proper digestion and oxidation of the oil constituents. The volatile pathway oil is mixed into the burner fuel supply and combusted in the burner. As noted earlier, under this procedure total oil exposure via the volatile pathway must be between 10 percent and 30 percent of the total accelerated oil consumption. The consumption of oil in both pathways should be monitored continuously via mass flow meters or controllers. A secondary method of tracking oil consumption is to use clean DPF weights to track ash loading and compare this mass of ash to the amount predicted using the measured oil consumption mass and the oil ash concentration. The mass of ash found by DPF weight should fall within a range of 55 percent to 70 percent of the of mass predicted from oil consumption measurements. This will also ensure that injected oil mass is actually done in a representative manner so that it reaches the aftertreatment system.

Under this procedure, the burner-based platform will also need a method to introduce and mix gaseous SO_2 to achieve the accelerated sulfur targets. Under this procedure, the consumption

of SO_2 must be monitored continuously via a mass flow meter or controller. SO_2 does not need to be injected during regeneration modes.

The burner-based platform should also include a means of introducing supplemental fuel to the exhaust to support regeneration if regeneration events are part of the aging. We recommend that the method and location of supplemental fuel introduction be representative of the approach used on the target application, but manufacturers may adjust this methodology as needed on the bench engine platform to achieve the target regeneration temperature conditions. For example, to simulate post-injected fuel we recommend to introduce the supplemental fuel into the post-combustion burner gases to achieve partial oxidation that will produce more light and partially oxidized hydrocarbons similar to post-injection.

There are specific requirements for the implementation, running, and validation of an accelerated aging cycle developed using the processes described in this section. Some of these requirements are common to both engine-based and burner-based platforms, but others are specific to one platform type or the other.

We recommended carrying out one or more practice aging cycles to help tune the cycle and aging platform to meet the cycle requirements. These runs can be considered part of the de-greening of test parts, or these can be conducted on a separate aftertreatment.

The final target cycle is used to calculate a cumulative target deactivation for key aftertreatment components. Manufacturers must also generate a cumulative deactivation target line describing the linear relationship between aging hours and cumulative deactivation. The temperature of all key components is monitored during the actual aging test and the actual cumulative deactivation based on actual recorded temperatures is calculated. The cumulative deactivation must be maintained to within 3 percent of the target line over the course of the aging run and if you are exceeding these limits, you must adjust the aging stand parameters to ensure that you remain within these limits. Under this procedure, you must stay within these limits for all primary key components. It should be noted that any adjustments made may require adjustment of the heat rejection through the system if you are seeing different behavior than the target cycle suggests based on the field data. If you are unable to meet this requirement for any tracked secondary system (for example for a DOC where the SCR is the primary component), you may instead track the aging metric directly and show that you are within 3 percent of the target aging metric. Note that this is more likely to occur when there is a large difference between the thermal reactivity coefficients of different components.

Calculate a target line for oil accumulation and sulfur accumulation showing a linear relationship between aging hours and the cumulative oil exposure on a mass basis. Under this procedure, you must stay within ±10 percent of this target line for oil accumulation, and within ±5 percent of this target line for sulfur accumulation. In the case of engine-based bulk oil accumulation you will only be able to track this based on periodic drain and weigh measurements. For all other chemical aging components, track exposure based on the continuous data from the mass flow meters for these chemical components. If your system includes a DPF, it is recommend that you implement the secondary tracking of oil consumption using DPF ash loading measurements as describe earlier.

For the engine-based platform, it will be necessary under this procedure to develop a schedule of engine operating modes that achieve the combined temperature, flow, and oil consumption targets. You may deviate from target NO_X levels as needed to achieve these other targets, but we recommend that you maintain a NO_X level representative of the target application or higher on a cycle average basis. Note that the need to operate at modes that can reach the target oil consumption will leverage the flexibility of the engine stand, and you may need to iterate on the accelerated oil consumption modifications to achieve a final target configuration. You may need to adjust the cycle or modify the oil consumption acceleration to stay within the ±10 percent target. In the even that you find that actual fuel consumption varies from original assumptions, you may need to adjust the doped fuel sulfur level periodically to maintain the sulfur exposure within the ±5 percent limit.

If the application uses DEF, it must be introduced to the exhaust stream in a manner that represents the target application. You may use hardware that is not identical to the production hardware but ensure that hardware produces representative performance. Similarly, you may use hardware that is not identical to production hardware for fuel introduction into the exhaust as long you ensure that the performance is representative.

Under this procedure, for the burner-based platform, you will be able to directly implement the temperature, flow, NO_X, sulfur, and oil consumption targets. You will also need to implement water and O_2 targets to reach levels representative of diesel exhaust. We recommend that you monitor and adjust oil and sulfur dosing on a continuous basis to stay within targets. You must verify the performance of the oil exposure system via the secondary tracking of oil exposure via DPF ash loading and weighing measurements. This will ensure that your oil introduction system is functioning correctly. If you use a reductant, such as DEF, for NO_X reduction, use good engineering judgement to introduce DEF in a manner that represents the target application. You may use hardware that is not identical to the production hardware but ensure that the hardware produces representative performance. Similarly, you may use hardware that is not identical to production hardware for fuel introduction into the exhaust as long you ensure that the performance is representative.

The implementation and carrying out of these procedures will enable acceleration of the deterioration factor determination testing, and generally allow the determination of the deterioration factor out to useful life, over 90 days of testing.

G. Averaging, Banking, and Trading

EPA is finalizing an averaging, banking, and trading (ABT) program for heavy-duty engines that provides manufacturers with flexibility in their product planning while encouraging the early introduction of emissions control technologies and maintaining the expected emissions reductions from the program. Several core aspects of the ABT program we are finalizing are consistent with the proposed ABT program, but the final ABT program includes several updates after consideration of public comments. In particular, EPA requested comment on and agrees with commenters that a lower family emission limit (FEL) cap than proposed is appropriate for the final rule. Further, after consideration of public comments, EPA is not finalizing at this time the proposed Early Adoption Incentives program, and in turn we are not including emissions credit multipliers in the final program. Rather, we are finalizing an updated version of the proposed transitional credit program under the ABT program. As described in preamble Section IV.G.7, the revised transitional credit program that we are finalizing provides four pathways to generate straight NO_X

emissions credits (*i.e.,* no credit multipliers) that are valued based on the extent to which the engines generating credits comply with the requirements we are finalizing for MY 2027 and later (*e.g.,* credits discounted at a rate of 40 percent for engines meeting a lower numeric standard but none of the other MY 2027 and later requirements) (see section 12 of the Response to Comments document and preamble Section IV.G.7 for more details). In addition, we are finalizing a production volume allowance for MYs 2027 through 2029 that is consistent with the proposal but different in several key aspects, including that manufacturers will be required to use NO_X emissions credits to certify heavy heavy-duty engines compliant with MY 2010 requirements in MYs 2027 through 2029 (see Section IV.G.9 for details). Finally, we are not finalizing the proposed allowance for manufacturers to generate NO_X emissions credits from heavy-duty zero emissions vehicles (ZEVs) (see Section IV.G.10).

Consistent with the proposed ABT program, the final ABT program will maintain several aspects of the ABT program currently specified in 40 CFR 86.007–15, including:

- Allowing ABT of NO_X credits with no expiration of the ABT program,
- calculating NO_X credits based on a single NO_X FEL for an engine family,
- specifying FELs to the same number of decimal places as the applicable standards, and
- calculating credits based on the work and miles of the FTP cycle.

In this Section we briefly describe the proposed ABT program, the comments received on the proposed ABT program, and EPA's response to those comments. Subsequent subsections provide additional details on the restrictions we are finalizing for using emission credits in model years 2027 and later, such as averaging sets (Section IV.G.2), FEL caps (Section IV.G.4), and limited credit life (Section IV.G.4). See the proposed rule preamble (87 FR 17550, March 28, 2022) for additional discussion on the proposed ABT program and the history of ABT for heavy-duty engines.

The proposed ABT program allowed averaging, banking, and trading of NO_X credits generated against applicable heavy-duty engine NO_X standards, while discontinuing a credit program for HC and PM. We also proposed new provisions to clarify how FELs apply for additional duty cycles. The proposed program included restrictions to limit the production of new engines with higher emissions than the standards; these restrictions included FEL caps, credit life for credits generated for use in MYs 2027 and later, and the expiration of currently banked credits. These provisions were included in proposed 40 CFR part 1036, subpart H. and 40 CFR 1036.104(c). In addition, we proposed interim provisions in 40 CFR 1036.150(a)(1) describing how manufacturers could generate credits in MY 2024 through 2026 to apply in MYs 2027 and later. We requested comment on several aspects of the proposed ABT program that we are updating in the final rule, including the transitional credit program and level of the FEL cap, which restrict the use of credits in MY 2027 and later.

Many commenters provided perspectives on the proposed ABT program. The majority of commenters supported the proposed ABT program, although several suggested adjustments for EPA to consider in the final rule. In contrast, a number of commenters opposed the proposed ABT program and argued that EPA should eliminate the NO_X ABT program in the final rule. Perspectives from commenters supporting and opposing the proposed ABT program are briefly summarized in this section with additional details in section 12 of the Response to Comments document.

Commenters supporting the ABT program stated that it provides an important flexibility to manufacturers for product planning during a transition to more stringent standards. They further stated that a NO_X ABT program would allow manufacturers to continue offering a complete portfolio of products, while still providing real NO_X emissions reductions. In contrast, commenters opposing the ABT program argued EPA should eliminate the NO_X ABT program in order to maximize NO_X emissions reductions nationwide, particularly in environmental justice communities and other areas impacted by freight industry. These commenters stated that the NO_X standards are feasible without the use of credits, and that eliminating the credit flexibilities of an ABT program would be most consistent with EPA's legal obligations under the CAA.

EPA agrees with those commenters who support a well-designed ABT program as a way to help us meet our emission reduction goals at a faster pace while providing flexibilities to manufacturers to meet new, more stringent emission standards. For example, averaging, banking, and trading can result in emissions reductions by encouraging the development and use of new and improved emission control technology, which results in lower emissions. The introduction of new emission control technologies can occur either in model years prior to the introduction of new standards, or during periods when there is no change in emissions standards but manufacturers still find it useful to generate credits for their overall product planning. In either case, allowing banking and trading can result in emissions reductions earlier in time, which leads to greater public health benefits sooner than would otherwise occur; benefits realized sooner in time are generally worth more to society than those deferred to a later time.[391] These public health benefits are further ensured through the use of restrictions on how and when credits may be used (*e.g.,* averaging sets, credit life), which are discussed further in this Section IV.G. For manufacturers, averaging, banking, and trading provides additional flexibility in their product planning by providing additional lead time before all of their engine families must comply with all the new requirements without the use of credits. For periods when no changes in emission standards are involved, banking can provide manufacturers additional flexibility, provide assurance against any unforeseen emissions-related problems that may arise, and in general provide a means to encourage the development and introduction of new engine technology (see 55 FR 30585, July 26, 1990, for additional discussion on potential benefits of an ABT program).

While EPA also agrees with those commenters stating that the standards in the final rule are feasible without the use of credits, as described in Section III of this preamble, given the technology-forcing nature of the final standards we disagree that providing an optional compliance pathway through the final rule's ABT program is inconsistent with requirements under CAA section 202(a)(3)(A).[392] The final ABT program appropriately balances flexibilities for manufacturers to generate NO_X

[391] Consistent with economic theory, we assume that people generally prefer present to future consumption. We refer to this as the time value of money, which means money received in the future is not worth as much as an equal amount received today. This time preference also applies to emissions reductions that result in the health benefits that accrue from regulation. People have been observed to prefer health gains that occur immediately to identical health gains that occur in the future. Health benefits realized in the near term are therefore worth more to society than those deferred to a later time.

[392] See *NRDC* v. *Thomas,* 805 F. 2d 410, 425 (D.C. Cir. 1986), which upheld emissions averaging after concluding that ''EPA's argument that averaging will allow manufacturers more flexibility in cost allocation while ensuring that a manufacturer's overall fleet still meets the emissions reduction standards makes sense''.

emissions credits with updated final restrictions (*e.g.,* credit life, averaging sets, and family emissions limit (FEL) caps) that in our judgement both ensure that available emissions control technologies are adopted and maintain the emissions reductions expected from the final standards.[393] An ABT program is also an important foundation for targeted incentives to encourage manufacturers to adopt advanced technology before required compliance dates, which we discuss further in preamble Section IV.G.7 and Section 12 of the Response to Comments document.

One commenter opposing EPA's proposed NO_X emissions ABT program provided analyses for EPA to consider in developing the final rule. EPA has evaluated the three approaches to generating credits in the commenter's analysis: (1) Engines certified below today's standards which qualify for the proposed transitional credit program, (2) engines certified to the CARB Omnibus standards which would quality for the proposed transitional program or on average achieve a standard below Federal requirements, and (3) ZEVs. For the first category (the transitional credit program), we considered several factors when designing the final transitional credit program that are more fully described in preamble Section IV.G.7; briefly, the transitional credit program we are finalizing will discount the credits manufacturers generated from engines certified to levels below today's standards unless manufacturers can meet all of the requirements in the final MY 2027 and later standards. This includes meeting standards such as the final low load cycle (LLC), which requires demonstration of emissions control in additional engine operations (*i.e.,* low load) compared to today's test cycles. For the second category in the commenter's analysis (engines certified to Omnibus standards), we recognize that our proposed rule preamble may have been unclear regarding how the existing regulations in part 86 and part 1036 apply for purposes of participation in the Federal ABT program to engines that are certified to state standards that are different than the Federal standards. We proposed to migrate without substantive modification the definition of ''U.S.-directed production'' in 40 CFR 86.004–2 to 40 CFR part 1036.801 for criteria pollutant engine requirements, to match the existing definition for GHG engine requirements, which excludes engines certified to state emission standards that are different than the Federal standards.[394] The relevant existing NO_X ABT credit program requirements, and the relevant program requirements we are finalizing as proposed, specify that compliance through ABT does not allow credit calculations to include engines excluded from the definition of U.S.-directed production volume.[395] For the third category in the commenter's analysis (ZEVs), as discussed in preamble Section IV.G.10 and section 12 of the Response to Comments document, we are not finalizing the proposed allowance for manufacturers to generate NO_X credits from ZEVs. For these reasons, EPA believes the final ABT program will at a minimum maintain the emissions reductions projected from the final rule, and in fact could result in greater public health benefits by resulting in emissions reductions earlier in time than they would occur without banking or trading. Further, if manufacturers generate NO_X emissions credits that they do not subsequently use (*e.g.,* due to transitioning product lines to ZEVs), then the early emissions reductions from generating these credits will result in more emission reductions than our current estimates reflect. In addition, the final ABT program provides an important flexibility for manufacturers, which we expect will help to ensure a smooth transition to the new standards and avoid delayed emissions reductions due to slower fleet turnover than may occur without the flexibility of the final ABT program.

In the subsections that follow we briefly summarize and provide responses to comments on several more specific topics, including: ABT for pollutants other than NO_X (IV.G.1), Applying the ABT provisions to multiple NO_X duty-cycle standards (IV.G.2), Averaging Sets (IV.G.3), FEL caps (IV.G.4), Credit Life (IV.G.5), Existing credits (IV.G.6), Transitional Credits (IV.G.7), the proposed Early Adoption Incentives (IV.G.8), and a Production Volume Allowance under ABT (IV.G.9). The final ABT program is specified in 40 CFR part 1036, subpart H.[396] Consistent with the proposal, we are also finalizing a new paragraph at 40 CFR 1036.104(c) to specify how the ABT provisions will apply for MY 2027 and later heavy-duty engines subject to the final criteria pollutant standards in 40 CFR 1036.104(a). The Transitional Credit program in the final rule is described in the interim provision in 40 CFR 1036.150(a)(1), which we are finalizing with revisions from the proposal.

1. ABT for Pollutants Other Than NO_X

After consideration of public comments, EPA is choosing to finalize as proposed an ABT program that will not allow averaging, banking, or trading for HC (including NO_X+NMHC) or PM for MY 2027 and later engines. This includes not allowing HC and PM emissions credits from prior model years to be used for MY 2027 and later engines. For engines certified to MY 2027 or later standards, manufacturers must demonstrate in their application for certification that they meet the final PM, HC, and CO emission standards in 40 CFR 1036.104(a) without using emission credits.

Several commenters supported EPA's proposal to discontinue ABT for HC and PM. These commenters stated that current heavy-duty engine technologies can easily meet the proposed HC and PM standards, and therefore an ABT program for these pollutants is not necessary. Some commenters urged EPA to provide ABT programs for HC and CO based on the stringency of the standards for these pollutants, particularly for Spark-ignition HDE. Another commenter did not indicate support or opposition to an HC ABT flexibility in general, but stated that EPA should not base the final HC standard on the use of HC emissions credits since doing so could lead to competitive disruptions between SI engine manufacturers. One commenter also urged EPA to consider ABT programs for regulated pollutant emissions other than NO_X, including HC, PM, CO, and N_2O.

As discussed in preamble Section III, EPA demonstrated that the final standards for NO_X, HC, CO, and PM area feasible for all engine classes, and we

[393] As discussed in Section IV.G.9, we are finalizing an allowance for manufacturers to continue to produce a small number (5 percent of production volume) of engines that meet the current standards for a few model years (*i.e.,* through MY 2030). See Section IV.G.9 for details on our approach and rationale for including this allowance in the final rule.

[394] See Section XI.B.4 for additional information.

[395] See final part 1036, subpart H. Existing 40 CFR 1036.705(c) states the following, which we are finalizing as proposed as also applicable to NO_X ABT: ''As described in § 1036.730, compliance with the requirements of this subpart is determined at the end of the model year based on actual U.S.-directed production volumes. Keep appropriate records to document these production volumes. Do not include any of the following engines to calculate emission credits: . . . (4) Any other engines if we indicate elsewhere in this part 1036 that they are not to be included in the calculations of this subpart.'' See also existing 40 CFR 86.007–15 (regarding U.S.-directed production engines for the purpose of using or generating credits during a phase-in of new standards) and 66 FR 5114, January 18, 2001.

[396] As proposed, the final rule does not include substantive revisions to the existing GHG provisions in 40 CFR 1036, subpart H; as proposed, the final revisions clarify whether paragraphs apply for criteria pollutant standards or GHG standards.

set the numeric values without assuming manufacturers would require the use of credits to comply. We proposed to retain and revise the NO_X ABT program and we are updating from our proposal in this final rule as described in the following sections.

For PM, manufacturers are submitting certification data to the agency for current production engines well below the final PM standard over the FTP duty cycle; the final standard ensures that future engines will maintain the low level of PM emissions of the current engines. Manufacturers are not using PM credits to certify today and we received no new data showing manufacturers would generate or use PM credits starting in MY 2027; therefore, we are finalizing as proposed.

We disagree with commenters indicating that credits will be needed for Spark-ignition HDE to meet the final HC and CO standards. Our SI engine demonstration program data show feasibility of the final standards (see preamble Section III.D for details). Furthermore, as described in Section IV.G.3, we are retaining the current ABT provisions that restrict credit use to within averaging sets and we expect SI engine manufacturers, who have few heavy-duty engine families, will have limited ability to generate and use credits. See preamble Section III.D for a discussion of the final numeric levels of the Spark-ignition HDE standards and adjustments we made to the proposed HC and CO stringencies after further consideration.

We did not propose or request comment on expanding the heavy-duty engine ABT program to include other regulated pollutant emissions, such as N_2O, and thus are not including additional pollutants in the final ABT program.

2. Multiple Standards and Duty Cycles for NO_X ABT

Under the current and final ABT provisions, FELs serve as the emission standards for the engine family for compliance testing purposes.[397] We are finalizing as proposed new provisions to ensure the NO_X emission performance over the FTP is proportionally reflected in the range of cycles included in the final rule for heavy-duty engines.[398] Specifically, manufacturers will declare a FEL to apply for the FTP standards and then they will calculate a NO_X FEL for the other applicable cycles by applying an adjustment factor based on their declared FEL_{FTP}. As proposed, the adjustment factor in the final rule is a ratio of the declared NO_X FEL_{FTP} to the FTP NO_X standard to scale the NO_X FEL of the other duty cycle or off-cycle standards.[399] For example, if a manufacturer declares an FEL_{FTP} of 25 mg NO_X/hp-hr in MY 2027 for a Medium HDE, where the final NO_X standard is 35 mg/hp-hr, a ratio of 25/35 or 0.71 will be applied to calculate a FEL to replace each NO_X standard that applies for these engines in the proposed 40 CFR 1036.104(a). Specifically, for this example, a Medium HDE manufacturer would replace the full useful life standards for SET, LLC, and the three off-cycle bins with values that are 0.71 of the final standards. For an SI engine manufacturer that declares an FEL_{FTP} of 15 mg NO_X/hp-hr compared to the final MY 2027 standard of 35 mg/hp-hr, a ratio of 15/35 or 0.43 would be applied to the SET duty cycle standard to calculate an FEL_{SET}. Note that an FEL_{FTP} can also be higher than the NO_X standard in an ABT program if it is offset by lower-emitting engines in an engine family that generates equivalent or more credits in the averaging set (see 40 CFR 1036.710). For a FEL higher than the NO_X standard, the adjustment factor will proportionally increase the emission levels allowed when manufacturers demonstrate compliance over the other applicable cycles. Manufacturers are required to set the FEL for credit generation such that the engine family's measured emissions are at or below the respective FEL of all the duty-cycle and off-cycle standards. For instance, if a CI engine manufacturer demonstrates NO_X emissions on the FTP that is 25 percent lower than the standard but can only achieve 10 percent lower NO_X emissions for the low load cycle, the declared FEL could be no less than 10 percent below the FTP standard, to ensure the proportional FEL_{LLC} would be met.

In the final program, manufacturers will include test results in the certification application to demonstrate their engines meet the declared FEL values for all applicable duty cycles (see 40 CFR 1036.240(a), finalized as proposed). For off-cycle standards, we are also finalizing as proposed the requirement for manufacturers to demonstrate that all the CI engines in the engine family comply with the final off-cycle emission standards (or the corresponding FELs for the off-cycle bins) for all normal operation and use by describing in sufficient detail any relevant testing, engineering analysis, or other information (see 40 CFR 1036.205(p)). These same bin standards (or FELs) apply for the in-use testing provisions finalized in 40 CFR part 1036, subpart E, and for the PEM-based DF verification in the finalized 40 CFR 1036.246(b)(2), if applicable.[400] In addition, as discussed in Section III, we are finalizing a compliance margin for Heavy HDE to account for additional variability that can occur in-use over the useful life of HHDEs; the same 15 mg/hp-hr in-use compliance margin for HHDEs will be added to declared FELs when verifying in-use compliance for each of the duty-cycles (*i.e.,* compliance with duty-cycle standards once the engine has entered commerce) (see 40 CFR 1036.104(a)). Similarly, the same in-use compliance margin will be applied when verifying in-use compliance over off-cycle standards (see preamble Section III.C for discussion).

Once FEL values are established, credits are calculated based on the FTP duty cycle. We did not propose substantive revisions to the equation that applies for calculating emission credits in 40 CFR 1036.705, but we are finalizing, as proposed, to update the variable names and descriptions to apply for both GHG and criteria pollutant calculations.[401] In Equation IV–1, we reproduce the equation of 40 CFR 1036.705 to emphasize how the FTP duty cycle applies for NO_X credits. Credits are calculated as megagrams (*i.e.,* metric tons) based on the emission rate over the FTP cycle. The emission credit calculation represents the emission impact that would occur if an engine operated over the FTP cycle for its full useful life. The difference between the FTP standard and the FEL is multiplied by a conversion factor that represents the average work performed

[397] The FELs serves as the emission standard for compliance testing instead of the standards specified in 40 CFR 1036.104(a); the manufacturer agrees to meet the FELs declared whenever the engine is tested over the applicable duty- or off-cycle test procedures.

[398] See the proposed rule preamble (87 FR 17550, March 28, 2022) for discussion on the relationship between the current FTP standards and other duty- or off-cycle standards.

[399] As proposed, we will require manufacturers to declare the NO_X FEL for the FTP duty cycle in their application for certification. Manufacturers and EPA will calculate FELs for the other applicable cycles using the procedures specified in 40 CFR 1036.104(c)(3) to evaluate compliance with the other cycles; manufacturers will not be required to report the calculated FELs for the other applicable cycles. As noted previously, manufacturers will demonstrate they meet the standards for PM, CO, and HC and will not calculate or report FELs for those pollutants.

[400] We did not propose and are not finalizing off-cycle standards for SI engines; if EPA requests SI engine manufacturers to perform PEMS-based DF verification as set forth in the final 40 CFR 1036.246(b)(2), then the SI engine manufacturer would use their FEL to calculate the effective in-use standard for those procedures.

[401] The emission credits equations in the final 40 CFR 1036.705 and the current 40 CFR 86.007–15(c)(1)(i) are functionally the same.

over the FTP duty cycle to get the per-engine emission rate over the cycle. This value is then multiplied by the production volume of engines in the engine family and the applicable useful life mileage. Credits are calculated at the end of the model year using actual U.S. production volumes for the engine family. The credit calculations are submitted to EPA as part of a manufacturer's ABT report (see 40 CFR 1036.730).

Equation IV-1

$$NOx\ Emission\ Credit = (Std_{FTP} - FEL) \cdot \frac{Work_{FTP}}{Miles_{FTP}} \cdot Volume \cdot UL \cdot (10^{-9})$$

Where:

Std_{FTP} = the FTP duty cycle NO_X emission standard, in mg/hp-hr, that applies for engines not participating in the ABT program

FEL = the engine family's FEL for NO_X, in mg/hp-hr.

$Work_{FTP}$ = the total integrated horsepower-hour over the FTP duty cycle.

$Miles_{FTP}$ = the miles of the FTP duty cycle. For Spark-ignition HDE, use 6.3 miles. For Light HDE, Medium HDE, and Heavy HDE, use 6.5 miles.

Volume = the number of engine eligible to participate in the ABT program within the given engine family during the model year, as described in 40 CFR 1036.705(c).

UL = the useful life for the standard that applies for a given engine family, in miles.

We did not receive specific comments on the proposed approach to calculate a NO_X FEL for the other applicable cycles by applying an adjustment factor based on the declared FEL_{FTP}. As such, we are finalizing the approach as proposed.

3. Averaging Sets

After consideration of public comments, we are finalizing, as proposed, to allow averaging, banking, and trading only within specified ''averaging sets'' for heavy-duty engine emission standards. Specifically, the final rule will use engine averaging sets that correspond to the four primary intended service classes,[402] namely:

- Spark-ignition HDE
- Light HDE
- Medium HDE
- Heavy HDE

Some commenters urged EPA to allow manufacturers to move credits between the current averaging sets (*e.g.,* credits generated by medium heavy-duty engines could be used by heavy heavy-duty engines), while other commenters recommended that EPA finalize the proposal to maintain restrictions that do not allow movement of credits between the current averaging sets. Those supporting movement of credits between averaging sets stated that doing so would reduce the likelihood that a manufacturer would develop two engines to address regulatory requirements when they could invest in only one engine if they were able to move credits between averaging sets; commenters also stated that restrictions on ABT decrease a manufacturer's ability to respond to changes in emissions standards. Those supporting the current restrictions that do not allow movement of credits between averaging sets stated that maintaining the averaging sets was important to avoid competitive disruptions between manufacturers.

EPA agrees that maintaining the current averaging sets is important to avoid competitive disruptions between manufacturers; this is consistent with our current and historical approach to avoid creating unfair competitive advantages or environmental risks due to credit inconsistency.[403] As described throughout this Section IV.G, we believe that the final ABT program, including this limitation, appropriately balances providing manufacturers with flexibility in their product planning, while maintaining the expected emissions reductions from the program. As we describe further in Section IV.G.7, we provide one exception to this limitation for one of the Transitional Credit pathways for reasons special to that program.[404]

4. FEL Caps

As proposed, the final ABT program includes Family Emissions Limit (FEL) caps; however, after further consideration, including consideration of public comments, we are choosing to finalize lower FEL caps than proposed. The FEL caps in the final rule are 65 mg/hp-hr for MY 2027 through 2030, and 50 mg/hp-hr for MY 2031 and later (see 40 CFR 1036.104(c)(2)). In this section, IV.G.4, we briefly summarize our proposed FEL caps, stakeholder comments on the proposed FEL caps, and then discuss EPA's responses to comments along with our rationale for the FEL caps in the final rule.

We proposed maximum NO_X FEL_{FTP} values of 150 mg/hp-hr under both proposed Option 1 (for model year 2027 through 2030), and proposed Option 2 (for model year 2027 and later). This value is consistent with the average NO_X emission levels achieved by recently certified CI engines (see Chapter 3.1.2 of the RIA). We believed a cap based on the average NO_X emission levels of recent engines would be more appropriate than a cap at the current standard of 0.2 g/hp-hr (200 mg/hp-hr), particularly when considering the potential for manufacturers to apply NO_X credits generated from electric vehicles for the first time.[405] For MY 2031 and later under Option 1, we proposed a consistent 30 mg/hp-hr allowance for each primary intended service class added to each full useful life standard.

We requested comment on our proposed FEL caps, including our approach to base the cap for MY 2027 through 2030 under Option 1, or MY 2027 and later under Option 2, on the recent average NO_X emission levels. We also requested comment on whether the NO_X FEL_{FTP} cap in MY 2027 should be set at a different value, ranging from the current Federal NO_X standard of approximately 200 mg/hp-hr to the 50 mg/hp-hr standard in CARB's HD Omnibus rule starting in MY 2024.[406] [407]

[402] Primary intended service class is defined in 40 CFR 1036.140, which is referenced in the current 40 CFR 86.004–2.

[403] 55 FR 30585, July 26, 1990, 66 FR 5002 January 18, 2001 and 81 FR 73478 October 25, 2016.

[404] As discussed in Section IV.G.7, one of the transitional credit pathways we are finalizing allows limited movement of discounted credits between a subset of averaging sets. The combination of discounting credits moved between averaging sets combined with the additional limitations included in this transitional pathway are intended to address the potential for competitive disadvantages or environmental risks from allowing credit movement between averaging sets.

[405] Note that the current g/hp-hr emission standards are rounded to two decimal places, which allow emission levels to be rounded down by as much as 5 mg/hp-hr (*i.e.,* with rounding the current standard is 205 mg/hp-hr).

[406] California Air Resources Board, ''California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles,'' August 27, 2020. *https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hdomnibuslownox/frob-1.pdf*, page 19. Last accessed September 8, 2022.

We further requested comment on the proposal to set MY 2031 NO_X FEL caps at 30 mg/hp-hr above the full useful life standards under proposed Option 1. Finally, we requested comment on whether different FEL caps should be considered if we finalize standards other than those proposed (*i.e.,* within the range between the standards of proposed Options 1 and 2) (See 87 FR 17550, March 28, 2022, for additional discussion on our proposed FEL caps and historical perspective on FEL caps).

Several commenters provided perspectives on the proposed FEL caps. All commenters urged EPA to finalize a lower FEL cap than proposed; there was broad agreement that the FEL cap in the final rule should be 100 mg/hp-hr or lower.

One commenter stated that a FEL cap at the level of the current standard would not meet the CAA 202(a)(3)(A) requirement to set ''standards which reflect the greatest degree of emission reduction achievable through the application of technology which the Administrator determines will be available for the model year to which such standards apply''. Similarly, many commenters stated that EPA should finalize FEL caps that match the CARB Omnibus FEL caps (*i.e.,* 100 mg-hp-hr in 2024–2026 for all engine classes; 50 mg/hp-hr in 2027 and later for LHDEs and MHDE and 65 mg/hp-hr in 2027–2030 and 70 mg/hp-hr in 2031 and later for HHDEs). These commenters argue that aligning the FEL caps in the EPA final rule with those in the CARB Omnibus would reflect the technologies available in 2027 and later, and better align with the CAA 202(a)(3)(A) requirement for standards that reflect the greatest degree of emission reduction achievable. Commenters provide several lines of support that the CARB Omnibus FEL caps should provide the technical maximum for the EPA FEL caps. Namely, commenters stated that manufacturers will have been producing products to meet CARB Omnibus standard of 50 mg/hp-hr starting in 2024. They further state that two diesel engine families have been certified with CA for MY2022 at a FEL of 160 mg/hp-hr, which is only slightly higher than the FEL EPA proposed under option 1 for MY 2027 and would continue under the proposed FEL cap until MY2030. Finally, a commenter pointed to SwRI data showing that 50 mg/hp-hr can be achieved with what the commenter considers to be ''minor changes to engine configuration.''

Commenters further argue that EPA should not base the FEL cap in the final rule on the average performance of recently certified engines since these engines were designed to comply with the current standards, which were set over 20 years ago, and do not utilize the emissions controls technologies that would be available in 2027. Commenters stated that EPA did not consider the extent to which the proposed FEL cap could adversely affect the emissions reductions expected from the rule. Commenters note that although EPA has previously set the FEL cap at the level of the previous standard, the current FEL cap was set lower than the previous standard due to the 90 percent reduction between the previous standard and the current standard. Commenters argue that EPA should similarly set the FEL cap below the current standard given the same magnitude in reduction between the current and proposed standards, and the greater level of certainty in the technologies available to meet the standards in this rule compared to previous rules.

Other commenters stated that a FEL cap of 100 mg/hp-hr, or between 50 and 100 mg/hp-hr, would help to prevent competitive disruptions. Additional details on comments received on the proposed FEL caps are available in section 12.2 of the Response to Comments document.

Our analysis and rationale for finalizing FEL caps of 65 mg/hp-hr in MY 2027 through 2030, and 50 mg/hp-hr in MY 2031and later includes several factors. First, we agree with commenters that the difference between the current (0.2 g/hp-hr) standard and the standards we are finalizing for MY 2027 and later suggests that FEL caps lower than the current standard are appropriate to ensure that available emissions control technologies are adopted. This is consistent with our past practice when issuing rules for heavy-duty onroad engines or nonroad engines in which there was a substantial (*i.e.,* greater than 50 percent) difference between the numeric levels of the existing and new standards (69 FR 38997, June 29, 2004; 66 FR 5111, January 18, 2001). Specifically, by finalizing FEL caps below the current standards, we are ensuring that the vast majority of new engines introduced into commerce include updated emissions control technologies compared to the emissions control technologies manufacturers use to meet the current standards.[408]

Second, finalizing FEL caps below the current standard is consistent with comments from manufacturers stating that a FEL cap of 100 mg/hp-hr or between 50 and 100 mg/hp-hr would help to prevent competitive disruptions (*i.e.,* require all manufactures to make improvements in their emissions control technologies).

The specific numeric levels of the final FEL caps were also selected to balance several factors. These factors include providing sufficient assurance that low-emissions technologies will be introduced in a timely manner, which is consistent with our past practice (69 FR 38997, June 29, 2004), and providing manufacturers with flexibility in their product planning or assurance against unforeseen emissions-related problems that may arise. In the early years of the program (*i.e.,* MY2027 through 2030), we are finalizing a FEL cap of 65 mg/hp-hr to place more emphasis on providing manufacturers flexibility and assurance against unforeseen emissions control issues in order to ensure a smooth transition to the new standards and avoid market disruptions. A smooth transition in the early years of the program will help ensure the public health benefits of the final program by avoiding delayed emissions reductions due to slower fleet turnover than may occur without the flexibility of the final ABT. Thus, the final FEL cap in MY 2027 through 2030 can help to ensure the expected emissions reductions by providing manufacturers with flexibility to meet the final standards through the use of credits up to the FEL cap. In the later years of the program (*i.e.,* MY 2031 and later), we are finalizing a FEL cap of 50 mg/hp-hr to place more emphasis on ensuring continued improvements in the emissions control technologies installed on new engines.

We disagree with certain commenters stating that a certain numeric level of the FEL cap does or does not align with the CAA requirement to set ''standards which reflect the greatest degree of emission reduction achievable through the application of technology which the Administrator determines will be available for the model year to which such standards apply''; rather, given the technology-forcing nature of the final standards, an optional compliance

[407] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule.

[408] As discussed in Section IV.G.9, we are finalizing an allowance for manufacturers to continue to produce a small number (5 percent of production volume) of engines that meet the current standards for a few model years (*i.e.,* through MY 2029); thus, the vast majority of, but not all, new engines will need to include updated emissions control technologies compared to those used to meet today's standards until MY 2031, when all engines will need updated emissions control technologies to comply with the final standards. See Section IV.G.9 for details on our approach and rationale for including this allowance in the final rule.

pathway, including the FEL caps and other elements of the ABT program, through the final rule is consistent with requirements under CAA section 202(a)(3)(A).[409] Nevertheless, as described in this Section IV.G.4, we are finalizing lower FEL caps than proposed as part of a carefully balanced final ABT program that provides flexibilities for manufacturers to generate NO_X emissions credits while assuring that available emissions control technologies are adopted and the emissions reductions expected from the final program are realized.

Finally, we disagree with commenters stating a FEL cap can adversely affect the emissions reductions expected from the final rule. Inherent in the ABT program is the requirement for manufacturers producing engines above the emissions standard to also produce engines below the standard or to purchase credits from another manufacturer who has produced lower emitting engines. As such, while the FEL cap constrains the extent to which engines can emit above the level of the standard, it does not reduce the expected emissions reductions because higher emitting engines must be balanced by lower emitting engines. Without credit multipliers, an ABT program, and the associated FEL cap, may impact when emissions reductions occur due to manufacturers choosing to certify some engines to a more stringent standard and then later use credits generated from those engines, but it does not impact the absolute value of the emissions reductions. Rather, to the extent that credits are banked, there would be greater emissions reductions earlier in the program, which leads to greater public health benefits sooner than would otherwise occur; as discussed earlier in this Section IV.G, benefits realized in the near term are worth more to society than those deferred to a later time.

The FEL caps for the final rule have been set at a level to ensure sizeable emission reductions from the existing 2010 standards, while providing manufacturers with flexibility to meet the final standards. When combined with the other restrictions in the final ABT program (*e.g.,* credit life, averaging sets, expiration of existing credit balances), we believe the final FEL caps of 65 mg/hp-hr in MY 2027 through 2030, and 50 mg/hp-hr in MY 2031 and later avoid potential adverse effects on the emissions reductions expected from the final program.

5. Credit Life for MY 2027 and Later Credits

As proposed, we are finalizing a five-year credit life for NO_X emissions credits generated and used in MY 2027 and later, which is consistent with the existing credit life for CO_2. In this section, IV.G.5, we briefly summarize our proposed credit life, stakeholder comments on the proposed credit life, and then discuss EPA's responses to comments along with our rationale for credit life in the final rule. Section IV.G.7 discusses credit life of credits generated in MYs 2022 through 2026 for use in 2027.

We proposed to update the existing credit life provisions in 40 CFR 1036.740(d) to apply for both CO_2 and NO_X credits. The proposal updated the current unlimited credit life for NO_X credits such that NO_X emission credits generated for use in MY 2027 and later could be used for five model years after the year in which they are generated.[410] For example, under the proposal credits generated in model year 2027 could be used to demonstrate compliance with emission standards through model year 2032. We also requested comment on our proposed five-year credit life.

Several commenters provided perspectives on the proposal to revise the credit life of NO_X emissions credits from unlimited to five years. Commenters took several different positions, including supporting the proposed five-year credit life, arguing that three years, not five, is the more appropriate credit life period, and arguing that credit life should be unlimited. Additional details and a summary of comments received on the proposed credit life are available in section 12 of the Response to Comments document.

The commenter supporting the proposed five-year credit life, rather than an unlimited credit life, states that they conducted an analysis that showed manufacturers had accrued credits from 2007–2009 MYs, which could have been used to certify engines up to the FEL cap in the Omnibus 2024–2026 program and would have delayed emissions reductions in those years. They further state that unlimited credit life would allow manufacturers to produce higher emitting engines against more stringent standards for many years (*e.g.,* in MY2030).

The commenter arguing that three (not five) years is an appropriate credit life to average out year-to-year variability stated that three years aligns with the CAA requirement for three years of stability between changes in standards, and it represents the pace of improvement that manufacturers include in their product planning. The commenter argues that three years would be more protective under the CAA and is the duration that EPA previously used for NO_X and PM emissions credits. Finally, the commenter states that EPA has not justified its choice of five years.

Commenters who urged EPA to finalize an unlimited credit life for NO_X emissions credits did not provide data or rationale to support their assertion.

After further consideration, including consideration of public comments, EPA is finalizing as proposed a five-year credit life for credits generated and used in MY 2027 and later. The credit life in the final rule is based on consideration of several factors. First, consistent with our proposal, we continue to believe a limited credit life, rather than an unlimited credit life suggested by some commenters, is necessary to prevent large numbers of credits accumulating early in the program from interfering with the incentive to develop and transition to other more advanced emissions control technologies later in the program. Further, as discussed in Section IV.G.7, we believe the transitional credit program in the final rule addresses key aspects of manufacturers' requests for longer credit life. Second, as explained in the proposal, we believe a five-year credit life adequately covers a transition period for manufacturers in the early years of the program, while continuing to encourage technology development in later years.

We disagree with one commenter who stated that a three-year credit life is more appropriate than a five-year credit life. Rather, we believe five years appropriately balances providing flexibility in manufacturers product planning with ensuring available emissions control technologies are adopted. Further, as discussed in Section IV.G.4, inherent in an ABT program is the requirement for manufacturers producing engines above the emissions standard to also produce engines below the standard or to purchase credits from another manufacturer who has produced lower emitting engines. As such, while the five-year credit life in the final rule constrains the time period over which manufacturers can use credits, it does not impact the overall emissions

[409] See *NRDC* v. *Thomas,* 805 F. 2d 410, 425 (D.C. Cir. 1986) (upholding averaging as a reasonable and permissible means of implementing a statutory provision requiring technology-forcing standards).

[410] As discussed in Section IV.G.10, we are not finalizing the proposed allowance for manufacturers to generate credits from BEVs or FCEVs, and thus the credit life provisions in 40 CFR 1036.740(d) do not apply to BEVs or FCEVs.

reductions from the final rule. In addition, to the extent that credits are banked for five-years, the emissions reductions from those credits occur five-years earlier, and as discussed earlier in this Section IV.G, benefits realized in the near term are worth more to society than those deferred to a later time. Finally, a five-year credit life is consistent with our approach in the existing light-duty criteria and GHG programs, as well as our heavy-duty GHG program (see 40 CFR 86.1861–17, 86.1865–12, and 1037.740(c)).

As discussed in Section IV.G.7, we are finalizing a shorter credit life for credits generated in 2022 through 2026 with engines certified to a FEL below the current MY 2010 emissions standards, while complying with all other MY 2010 requirements, since these credits are generated from engines that do not meet the MY 2027 and later requirements. We are also finalizing longer credit life values for engines meeting all, or some of the key, MY 2027 and later requirements to further incentivize emissions reductions before the new standards begin (see IV.G.7 for details).

6. Existing Credit Balances

After further consideration, including information received in public comments, the final rule will allow manufacturers to generate credits in MYs 2022 and later for use in MYs 2027 and later, as described further in the following Section IV.G.7. Consistent with the proposal, in the final program, manufacturers will not be allowed to use credits generated prior to model year 2022 when certifying to model year 2027 and later requirements.

We proposed that while emission credits generated prior to MY 2027 could continue to be used to meet the existing emission standards through MY 2026 under 40 CFR part 86, subpart A, those banked credits could not be used to meet the proposed MYs 2027 and later standards (except as specified in 1036.150(a)(3) for transitional and early credits in 1036.150(a)(1) and (2)). Our rationale included that the currently banked NO_X emissions credits are not equivalent to credits that would be generated under the new program (*e.g.,* credits were generated without demonstrating emissions control under all test conditions of the new program), and that EPA did not rely on the use of existing credit balances to demonstrate feasibility of the proposed standards.

Some commenters urged EPA to allow the use of existing credits, or credits generated after the release of the CTI ANPR, to be used in MYs 2027 and later. Commenters stated that EPA has not demonstrated the standards are feasible without the use of credits, and that the credits were from engines with improved emissions that provide real-world NO_X benefits, even if they are not certified to all of the test conditions of the proposed program. They further stated that not allowing the use of existing credits in 2027 and later could discourage manufacturers from proactively improving emissions performance. In contrast, other commenters support the proposal to discontinue the use of old credits (*e.g.,* those generated before 2010) since allowing the use of these credits would delay emissions reductions and prevent a timely transition to new standards.

EPA did not rely on the use of existing or prior to MY 2027 credit balances to demonstrate feasibility of the proposed standards (see Section III) and continues to believe that credits from older model years should not be used to meet the final MY 2027 and later standards. Credits from older model years (*i.e.,* MY 2009 or prior) were generated as manufacturers transitioned to the current standards, and thus would not require manufacturers to introduce new emissions control technologies to generate credits leading up to MY 2027. However, EPA agrees with some commenters that credits generated in model years leading up to MY 2027 are from engines with improved emissions controls and provide some real-world NO_X benefits, even if they are not certified to all of the test conditions of the model year 2027 and later program. Therefore, the transitional credit program we are finalizing allows manufacturers to generate credits starting in model year 2022 for use in MYs 2027 and later; however, credits generated from engines in MYs 2022–2026 that do not meet all of the MY 2027 and later requirements are discounted to account for the differences in emissions controls between those engines and engines meeting all 2027 and later requirements (see Section IV.G.7 and Section 12 of the RTC for details). For credits generated in model years prior to MY 2022, we are finalizing that such emission credits could continue to be used to meet the existing emission standards through MY 2026 under 40 CFR part 86, subpart A.

We selected model year 2022 for two reasons. First, allowing MY 2022 and later credits inherently precludes emissions credits from the oldest model years (*i.e.,* MY 2009 or prior). These oldest years are when the vast majority of existing credit balances were accumulated, to create flexibility in transitioning to the MY 2007–2010 standards.[411] The oldest model year credits were not generated with current emissions control technologies and are therefore quite distinct from credits generated under the final standards. Second, regarding both the oldest MY credits and those few generated in more recent years, allowing only MY 2022 and later credits incentivizes manufacturers to maximize their development and introduction of the best available emissions control technologies ahead of when they are required to do so in MY2027. As discussed in IV.G.7, this not only provides a stepping-stone to the broader introduction of this technology soon thereafter, but also encourages the early production of cleaner vehicles, which enhances the early benefits of our program. If we were to allow manufacturers to use emissions credits from older model years then there would be no incentive to apply new emissions control technologies in the years leading up to MY 2027. Further, we recognize that some manufacturers have begun to modernize some of their emissions controls in anticipation of needing to comply with the CARB Omnibus standards that begin in 2024,[412] or potential future Federal standards under this final rule, and agree with commenters that it's appropriate to recognize the effort to proactively improve emissions performance.[413] Thus, allowing credits generated in MY 2022 and later both recognizes improvements in emissions controls beyond what is needed to meet the current standards, and ensures that only credits generated in the model years leading up to 2027 can be used to meet the standards finalized in this rule.

7. Transitional Credits Generated in MYs 2022 Through 2026

We are finalizing a transitional credit program that includes several pathways for manufacturers to generate transitional credits in MYs 2022 through 2026 that they can then use in MYs 2027 and later. The transitional credit pathways differ in several ways from

[411] EPA compliance data shows that prior to MY 2022, the majority of heavy-duty on-highway engine manufacturers were not generating NO_X emissions credits in recent model years (*i.e.,* since model year 2009).

[412] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule.

[413] As discussed in this Section IV.G, the final ABT program does not allow manufacturers to generate emissions credits from engines certified to state emission standards that are different than the federal standards; however, as discussed in IV.G.7, manufacturers could generate emissions credits if they produce larger volumes of engines to sell outside of those states that have adopted emission standards that are different than the federal standards.

what we proposed based on further consideration, including the consideration of public comments. In this section, IV.G.7, we briefly summarize our proposed transitional credit program, stakeholder comments on the proposed transitional credit program, and then discuss EPA's responses to comments along with our rationale for the transitional credit pathways in the final rule.

Under the proposed transitional credit program, manufacturers would generate transitional credits in model years 2024 through 2026. As proposed, manufacturers would have calculated transitional credits based on the current NO_X emissions standards and useful life periods; however, manufacturers would have been required to certify to the other model year 2027 and later requirements, including the LLC and off-cycle test procedures. We proposed the same five-year credit life for transitional credits as other credits in the proposed general ABT program (see 87 FR 17553–17554 March 28, 2022, for additional details of the proposed transitional credits).

We requested comment on our proposed approach to offer transitional NO_X emission credits that incentivize manufacturers to adopt the proposed test procedures earlier than required in MY 2027. We also requested comment on whether CI engines should be required to meet the proposed off-cycle standards to qualify for the transitional credits, and were specifically interested in comments on other approaches to calculating transitional credits before MY 2027 that would account for the differences in our current and proposed compliance programs. In addition, we requested comment on our proposed five-year credit life for transitional NO_X emission credits. Finally, we also requested comment related to our proposed Early Adoption Incentives on whether EPA should adopt an incentive that reflects the MY 2024 Omnibus requirements being a step more stringent than our current standards, but less comprehensive than the proposed MY 2027 requirements.

Several commenters provided perspectives on the proposed transitional credit program under the ABT program. Most commenters either opposed allowing manufacturers to generate NO_X emissions credits, or suggested additional requirements for generating credits that could be used in MYs 2027 and later. One commenter stated that due to lead time and resource constraints, manufacturers would not be able to participate in the proposed transitional credit program. Another commenter supported the proposed transitional credit program. One commenter also stated that incentives for compliant vehicles, not just ZEVs, purchased prior to the MY 2027 will bring tremendous health benefits to at-risk communities and the nation. Similarly, one commenter encouraged EPA to further incentivize emissions reductions prior to the start of the new standards by providing additional flexibilities to use credits in MY 2027 and later if manufacturers were able to certify prior to MY 2027 a large volume of engines (*i.e.,* an entire engine service class) to almost all MY2027 and later requirements.

Commenters who opposed allowing manufacturers to generate NO_X emissions credits prior to MY2027 were concerned that the difference between Federal and state (*i.e.,* CARB Omnibus) standards would result in ''windfall of credits'' that would allow a large fraction of engines to emit at the FEL cap into MY2030 and later. One commenter stated that EPA has not adequately assessed the potential erosion of emissions reductions from credits generated by engines certifying to the CARB Omnibus standards. Another commenter stated that manufacturers are already certifying to levels below the current MY2010 standards, and they believe that certifying to the new test procedures will take little effort for manufacturers. The commenter stated that there is no need to incentivize manufacturers to adopt proposed test procedures ahead of MY2027 because they will already be doing so under the Omnibus program. They argued that rather than requiring new testing, EPA should encourage new technology adoption. Commenters opposing the transitional credit program stated that EPA should eliminate the transitional credit program, or if EPA choses to finalize the transitional credit program, then EPA should adjust the final standards to account for the transitional credit program impacts, or revise the transitional credit program (*e.g.,* shorten credit life to three years, establish a separate bank for credits generated by engines in states adopting the Omnibus standards). Two commenters stated that EPA should require engines generating credits prior to 2027 to meet all of the requirements of 2027 and beyond; they highlighted the importance of the 2027 and later low-load cycle and off-cycle standards to ensure real-world reductions on the road, and stated that there should be consistency in the way credits are generated and the way they are used. Similarly, these commenters oppose credits for legacy engines or legacy technologies (*i.e.,* engines or technologies used to meet the current emissions standards).

The commenter who stated that manufacturers would be unable to generate credits under the proposed transitional credit due to lead time and resource constraints argued that manufacturers would be unable to adjust their engine development plans to meet the new LLC and off-cycle test standards in MY 2024. They further stated that in many cases deterioration factor (DF) testing has already started for MY 2024 engines. The commenter also argued that they view the ABT program as part of the emissions standards, and the proposed transitional credit program provided less than the four-year lead time that the CAA requires when setting heavy-duty criteria pollutant emissions standards. In addition, the commenter stated that the proposed transitional credit program would disincentivize manufacturers to make real-world NO_X emissions reductions ahead of when new standards are in place because they would not be able to design and validate their engines to meet the requirements to generate credits.

Finally, a commenter suggested EPA further encourage additional emissions reductions prior to the start of new standards by providing greater flexibility to use credits in MYs 2027 and later.[414] Specifically, this commenter suggested that EPA provide a longer credit life (*e.g.,* ten years compared to the five years proposed for the ABT program) and also allow the movement of credits between averaging sets. The commenter stated that in order to generate credits with these additional flexibilities manufacturers would need to certify an entire engine service class (*e.g.,* all heavy heavy-duty engines a manufacturer produced) in a given model year to a FEL of 50 mg/hp-hr or less, and meet all other MY 2027 and later requirements. They further stated that it may not be appropriate for natural gas engines to generate credits with these additional flexibilities since natural gas engines can meet a 50 mg/hp-hr FEL today. Finally, the commenter stated that engines using these credits in MYs 2027 and later should be required to certify to a FEL of 50 mg/hp-hr or less. Additional details on comments regarding the proposed transitional credit program are included in section 12 of the Response to Comments document.

After considering comments on the proposed transitional credit program, we are choosing to finalize a revised

[414] U.S. EPA. Stakeholder Meeting Log. December 2022.

version of the proposed transitional credit program. Similar to the proposed rule, we are finalizing an optional transitional credit program to help us meet our emission reduction goals at a faster pace, while also providing flexibilities to manufacturers to meet new, more stringent emission standards. Building on the ABT program as whole, the transitional credit program in the final rule can benefit the environment and public health in two ways. First, early introduction of new emission control technologies can accelerate the entrance of lower-emitting engines and vehicles into the heavy-duty vehicle fleet, thereby reducing NO_X emissions from the heavy-duty sector and lowering its contributions to ozone and PM formation before new standards are in place. Second, the earlier improvements in ambient air quality will result in public health benefits sooner than they would otherwise occur; these benefits are worth more to society than those deferred to a later time, and could be particularly impactful for communities already overburdened with pollution. As discussed in Section II, many state and local agencies have asked the EPA to further reduce NO_X emissions, specifically from heavy-duty engines, because such reductions will be a critical part of many areas' strategies to attain and maintain the ozone and $PM_{2.5}$ NAAQS. Several of these areas are working to attain or maintain NAAQS in timeframes leading up to and immediately following the required compliance dates of the final standards, which underscores the importance of the early introduction of lower-emitting vehicles.

The transitional credit program is voluntary and as such no manufacturer is required to participate in the transitional credit program. The transitional credit program in the final rule will provide four pathways for manufacturers to generate credits in MYs 2022 through 2026 for use in MYs 2027 and later: (1) In MY 2026, certify all engines in the manufacturer's heavy heavy-duty service class to a FEL of 50 mg/hp-hr or less and meet all other EPA requirements for MYs 2027 and later to generate undiscounted credits that have additional flexibilities for use in MYs 2027 and later (2026 Service Class Pull Ahead Credits); (2) starting in MY 2024, certify one or more engine family(ies) to a FEL below the current MY2010 emissions standards and meet all other EPA requirements for MYs 2027 and later to generate undiscounted credits based on the longer UL periods included in the 2027 and later program (Full Credits); (3) starting in MY 2024, certify one or more engine family(ies) to a FEL below the current MY2010 emissions standards and meet several of the key requirements for MYs 2027 and later, while meeting the current useful life and warranty requirements to generate undiscounted credits based on the shorter UL period (Partial Credits); (4) starting in MY 2022, certify one or more engine family(ies) to a FEL below the current MY2010 emissions standards, while complying with all other MY2010 requirements, to generate discounted credits (Discounted Credits).

All credits generated in the first pathway have an eight-year credit life and can therefore be used through MY 2034. All credits generated under the second or third pathways will expire by MY2033; all credits generated in the fourth pathway will expire by MY 2030. We further describe each pathway and our rationale for each pathway in this section (see the final interim provisions in 40 CFR 1036.150(a) for additional details).[415] In Section IV.G.8 we discuss our decision to finalize the transitional credit pathways in lieu of the proposed Early Adoption Incentives program (section 12 of the Response to Comments document includes additional details on the comments received on the proposed Early Adoption Incentives program).

In developing the final transitional credit program and each individual pathway, we considered several factors. For instance, for the transitional credit program as a whole, one commenter stated that there should be consistency in the way the credits are generated and the way they are used; several commenters urged EPA to only provide transitional credits to engines meeting all the 2027 and later requirements. The transitional credit program acknowledges these commenters' input by only providing full credit value to engines meeting all the 2027 and later requirements [*i.e.,* 2026 Service Class Pull Ahead Credits and Full Credits pathways], while providing a lesser value for credits generated from engines that do not meet all of the 2027 and later requirements but still demonstrate improved emissions performance compared to the current standards.

We now turn to discussing in detail each pathway, and the factors we considered in developing each pathway. The first pathway acknowledges the significant emissions reductions that would occur if manufacturers were to certify an entire service class of heavy heavy-duty engines to a much lower numeric standard than the current standards and meet all other MY 2027 requirements prior to the start of the new standards. Specifically, compared to the emissions reductions expected from the final rule, our assessment shows significant, additional reductions in the early years of the program from certifying the entire heavy heavy-duty engine fleet to a FEL of 50 mg/hp-hr or less and meeting all other MY2027 requirements in MY 2026, one model year prior to the start of the new standards.[416] As discussed throughout this Section IV.G, emissions reductions, and the resulting public health benefits, that are realized earlier in time are worth more to society than those deferred to a later time. Based on the potential for additional, early emissions reductions, we are finalizing the 2026 Service Class Pull Ahead Credits pathway with two additional flexibilities for manufacturers to use the credits in MYs 2027 and later. First, 2026 Service Class Pull Ahead Credits have an eight-year credit life (*i.e.,* expire in MY 2034), which is longer than credits generated in the other transitional credit pathways, or under the main ABT program. Second, we are allowing 2026 Service Class Pull Ahead Credits to move from a heavy heavy-duty to a medium heavy-duty averaging set; however, credits moved between averaging sets will be discounted at 10 percent. We note that a recent assessment by an independent NGO shows that allowing credits to move between service classes could reduce the overall monetized health benefits of a program similar to the one in this final rule; however, the 10 percent discount rate that we are apply would more than offset the potential for reduced emissions reductions. Moreover, as noted in this section, the early emissions reductions from this transitional credit program would provide important positive benefits, particularly in communities

[415] We are finalizing as proposed a requirement that, to generate transitional NO_X emission credits, manufacturers must meet the applicable PM, HC, and CO emission standards without generating or using emission credits. For the first and second pathways, applicable PM, HC, and CO emission standards are in 40 CFR 1036.104. For the third and fourth pathways (Partial and Discounted Credits), applicable PM, HC, and CO emission standards are in 40 CFR 86.007–11 or 86.008–10.

[416] See RIA Chapter 5.5.5 for additional details on our assessment of emissions reductions projected to occur from certifying engines to a FEL of 50 mg/hp-hr and meeting all other 2027 requirements in MY 2026. Note that for the purposes of bounding the potential emissions impacts, we assumed all heavy heavy-duty engines would participate in the 2026 Service Class Pull Ahead Credits pathway, and that those credits would be used by both medium and heavy heavy-duty engines in MY 2027 and later, until manufacturers used all of the credits.

overburdened with pollution.[417] Further, we are balancing these additional flexibilities with restrictions on which engines can participate in the 2026 Service Class Pull Ahead Credits pathway. Specifically, only heavy heavy-duty engines may generate 2026 Service Class Pull Ahead Credits; we expect a much lower level of investment would be required for natural gas-fueled engines, light heavy-duty engines, and SI engines to meet the 2026 Service Class Pull Ahead Credits requirements compared to the investment needed for heavy- heavy-duty engines. We expect that the combination of discounting credits moved across averaging sets and only allowing the heavy heavy-duty engine service class to participate in the 2026 Service Class Pull Ahead Credits pathway will appropriately balance the potential for meaningful emissions reductions in the early years of the program with the potential for adverse competitive disadvantages or environmental risks from either unequal investments to generate credits or producing large volumes of credits from engines that could easily meet the requirements of the 2026 Service Class Pull Ahead Credits pathway. Finally, engines certified using 2026 Service Class Pull Ahead Credits in 2027 through 2034 will need to meet a FEL of 50 mg/hp-hr or less; this requirement helps to ensure that these credits are used only to certify engines that are at least as low emitting as the engines that generated the credits.

The second pathway (Full Credits) acknowledges the emissions reductions that could be achieved prior to the start of new standards if manufacturers certify to a FEL lower than today's standard and meet all other MY 2027 and later requirements, although without doing so for an entire engine service class. This pathway is similar to our proposed transitional credit program and is consistent with input from commenters who highlighted the importance of meeting MY 2027 and later requirements such as the low-load cycle and off-cycle standards to ensure real-world reductions on the road. As proposed, all heavy-duty engine service classes, including heavy-duty natural gas engines in the respective service classes, can participate in this pathway.

The third pathway (Partial Credits) incentivizes manufacturers to produce engines that meet several of the key final requirements for MY 2027 and later, including the LLC and off-cycle standards for NO_X, while meeting the existing useful life and warranty periods.[418] This pathway allows manufacturers to adopt new emissions control technologies without demonstrating durability over the longer useful life periods required in MY 2027 and later, or certifying to the longer warranty periods in the final rule. We expect that some manufacturers may already be planning to produce such engines in order to comply with 2024 California Omnibus program; however, this transitional pathway would incentivize manufacturers to produce greater volumes of these engines than they would otherwise do to comply in states adopting the Omnibus standards. Some commenters were concerned that the proposed transitional credit program would result in ''windfall credits'' due to manufacturers generating credits from engines produced to comply with more stringent state standards. As discussed in IV.G, the final program will not allow manufacturers to generate credits from engines certified to meet state standards that are different from the Federal standards.[419] The Partial Credits pathway thus avoids ''windfall credits'' because manufacturers are not allowed to generate credits from engines produced to meet the more stringent 2024 Omnibus requirements, but rather are incentivized to produce cleaner engines that would benefit areas of the country where such engines may not otherwise be made available (*i.e.,* outside of states adopting the Omnibus program).[420] Further, because engines participating in this pathway will be certified to shorter useful life periods, they will generate fewer credits than engines participating in the third and fourth pathways (Full Credits and 2026 Service Class Pull Ahead Credits).

The first, second, and third pathways all include meeting the LLC requirements for MY 2027 and later. One commenter suggested meeting the LLC would require manufacturers to simply meet a lower numeric standard than the current standard; however, EPA disagrees. Certifying to the LLC will require more than simply meeting a lower numeric standard since the LLC is a new test cycle that requires demonstration of emissions control in additional engine operations (*i.e.,* low load) compared to today's test cycles (see preamble Section III and section 3 of the Response to Comments document and for more discussion on the LLC).

Finally, the fourth pathway (Discounted Credits) allows manufacturers to generate credits for use in MY 2027 and later with engines that are not designed to meet the LLC and off-cycle standards and so could provide additional compliance flexibility for meeting the final standards; however, since the engines are not meeting the full requirements of the MY 2027 and later program the credits are discounted and will expire before credits generated in the other transitional credit pathways. This Discounted Credits pathway includes consideration of input from one commenter who stated that it would be infeasible for manufacturers to comply with the new LLC and off-cycle test procedures in MY 2024 in order to generate credits under the proposed credit program; they further argued that for manufacturers relying on credits to comply with the final standards, the proposed transitional credit program would not provide the lead time required by the CAA. As described in Section III of this preamble, the new standards in the final rule are feasible without the ABT program and without the use of transitional credits; participation in ABT is voluntary and is intended to provide additional flexibility to manufacturers through an optional compliance pathway. While manufacturers have the option of generating NO_X emissions credits under the transitional credit program in the final rule, they are not required to do so. The four-year lead time requirement under CAA 202(a)(3) does not apply to these ABT provisions.

[417] See U.S. EPA. Stakeholder Meeting Log. December 2022 for details of the assessment by the independent NGO (ICCT).

[418] Engines earning Partial Credits must comply with NO_X standards over the Low Load Cycle and the off-cycle standards. The family emission limits for the Low Load Cycle and off-cycle standards are calculated relative to the family emission limit the manufacturer declares for FTP testing, as described in 40 CFR 1036.104(c). If we direct a manufacturer to do in-use testing for an engine family earning Partial Credits, we may direct the manufacturer to follow either the in-use testing program specified in 40 CFR part 1036 for NO_X, or the in-use testing program in 40 CFR part 86 for all criteria pollutants. Except for the NO_X standards for the Low Load Cycle and for off-cycle testing, engines generating Partial Credits would be subject to all the certification and testing requirements from 40 CFR part 86.

[419] See final part 1036, subpart H, and 40 CFR 1036.801 (which EPA did not propose any revisions to in the proposed migration from part 86, subpart A, to part 1036). See also the substantively similar definition of U.S.-directed production in current 40 CFR 86.004–2. Under 40 CFR 1036.705(c), which we are also finalizing as proposed as applicable for NO_X ABT, compliance through ABT does not allow credit calculations to include engines excluded from the definition of U.S.-directed production volume: ''As described in § 1036.730, compliance with the requirements of this subpart is determined at the end of the model year based on actual U.S.-directed production volumes. Keep appropriate records to document these production volumes. Do not include any of the following engines to calculate emission credits: . . . (4) Any other engines if we indicate elsewhere in this part 1036 that they are not to be included in the calculations of this subpart.''

[420] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule.

Nevertheless, the final rule allows credits generated under this Discounted Credits pathway to incentivize improvements in emissions controls, even if the engines are not certified to the full MY2027 and later requirements. Credits will be discounted by 40 percent to account for differences in NO_X emissions during low-load and off-cycle operations between current engines and engines certifying to the model year 2027 and later requirements. While we expect that manufacturers certifying to a FEL below the current 200 mg/hp-hr standard will reflect improvement in emissions control over the FTP and SET duty-cycles, the discount applied to the credits accounts for the fact that these engines are not required to maintain the same level of emissions control over all operations of the off-cycle standards, or during the low-load operations of the LLC. For example, a manufacturer certifying a HHDE engine family to a FEL of 150 mg/hp-hr and all other MY 2010 requirements with a U.S.-directed production volume of 50,000 engines in 2024 would generate approximately 5,000 credits (see Equation IV–1), which they would then multiply by 0.6 to result in a final credit value of 3,000 credits. See the final, revised from proposal, interim provision in 40 CFR 1036.150(a)(1) for additional details on the calculation of discounted credits.

Credits generated under this Discounted Credits pathway could be used in MY 2027 through MY 2029. The combination of the discount and limited number of model years in which manufacturers are allowed to use these credits is consistent with our past practice and helps to addresses some commenters' concerns about allowing legacy engines to generate credits, or credits generated under the transitional credit program eroding emissions reductions expected from the rule (55 FR 30584–30585, July 26,1990). There are two primary ways that the Discounted Credits pathway results in positive public health impacts. First, an immediate added benefit to the environment is the discounting of credits, which ensures that there will be a reduction of the overall emission level. The 40 percent discount provides a significant public health benefit, while not being so substantial that it would discourage the voluntary initiatives and innovation the transitional ABT program is designed to elicit. Second, consistent with the benefits of the overall transitional credit program, when the ''time value'' of benefits (*i.e.,* their present value) is taken into account, benefits realized in the near term are worth more to society than those deferred to a later time. The earlier expiration date of credits in the Discounted Pathway reflects that these credits are intended to help manufacturers transition in the early years of the program, but we don't think they are appropriate for use in later years of the program. The earlier expiration of credits is also consistent with comments that we should finalize a 3-year credit life for transitional credits (*i.e.,* credits can be used for 3-years once the new standards begin).

As discussed earlier in this Section IV.G.7, credits generated under the first pathway (2026 Service Class Pull Ahead Credits) can be used for eight years, through MY 2034; we selected this expiration date to balance incentivizing manufacturers to participate in the 2026 Credits pathway and thereby realize the potential for additional, early emissions reductions, with continuing to encourage the introduction of improved emissions controls, particularly as the heavy-duty fleet continues to transition into zero emissions technologies.[421] As stated in the preceding paragraphs, all credits generated in the second and third pathways can be used through MY 2032. Our rationale for this expiration date is two-fold. First, providing a six-year credit life from when the new standards begin provides a longer credit life than provided in the final ABT program for credits generated in MY 2027 and later; similar to the first pathway, this longer credit life incentivizes manufacturers to produce engines that emit lower levels of NO_X earlier than required. Second, the six-year credit life balances additional flexibility for manufacturers to transition over all of their product lines with the environmental and human health benefits of early emissions reductions. This transitional period acknowledges that resource constraints may make it challenging to convert over all product lines immediately when new standards begin, but maintains emission reductions projected from program by requiring the use of credits to certify engines that emit above the level of the new standard. While some commenters stated that manufacturers will have been complying with the CARB Omnibus program starting in 2024, we acknowledge that complying with the 2027 and later Federal standards will require another step in technology and thus think it is appropriate to provide additional flexibility for manufacturers to transition to the new standards through the use of emissions credits in the ABT program.

This section describes how to generate credits for MY 2026 and earlier engines that are certified to standards under 40 CFR part 86, subpart A. As noted in Section III.A.3, we are allowing manufacturers to continue to certify engines to the existing standards for the first part of model year 2027. While those engines continue to be subject to standards under 40 CFR part 86, subpart A, we are not allowing those engines to generate credits that carry forward for certifying engines under 40 CFR part 1036.[422] Manufacturers may only generate NO_X emissions credits under transitional credit pathways for MY 2024–2026 engines since one purpose of transitional credits is to incentivize emission reductions in the model years leading up to MY 2027. To the extent manufacturers choose to split MY 2027, the engines produced in the first part of the split MY are produced very close in time to when the new standards will apply, and thus we expect that rather than incentivizing earlier emission reductions, providing an allowance to generate NO_X emission credits would incentivize production at higher volumes during the first part of the split MY than would otherwise occur (*i.e.,* incentivizing more of the MY 2027 production before the final standards apply). The higher production volume of engines in the first part of the split MY could thereby result in additional NO_X emission credits without additional emission reductions that would otherwise occur. See preamble Section III.A.3 for details on the split model year provision in this final rule.

8. Early Adoption Incentives

EPA is choosing not to finalize the Early Adoption Incentives program as proposed. This includes a decision not to include emissions credit multipliers in the final ABT program. Rather, we are finalizing a revised version of the transitional credit program under the ABT program as described above in Section IV.G.7. In this Section IV.G.8 we briefly describe the proposed Early Adoption Incentives program, stakeholder comments on the proposed Early Adoption Incentives program, and then discuss EPA's responses to comments along with our rationale for

[421] As discussed in RIA 5.5.5, our evaluation shows that manufacturers would use all 2026 Service Class Pull Ahead Credits in about an eight-year period, which further supports the eight-year credit life of the 2026 Service Class Pull Ahead Credits pathway.

[422] MY 2027 engines produced prior to four years after the date that the final rule is promulgated and certified to the existing 40 CFR part 86 standards cannot participate in the part 1036 ABT program; however, MY 2027 engines certified to 40 CFR part 1036 standards and requirements may participate in the ABT program specified in 40 CFR part 1036, subpart H.

choosing not to finalize the Early Adoption Incentives program.

We proposed an early adoption incentive program that would allow manufacturers who demonstrated early compliance with all of the final MY 2027 standards (or MY 2031 standards under proposed Option 1) to include Early Adoption Multiplier values of 1.5 or 2.0 when calculating NO_X emissions credits. In the proposed Early Adoption Incentives program, manufacturers could generate credits in MYs 2024 through 2026 and use those credits in MYs 2027 and later.

We requested comment on all aspects of our proposed early adoption incentive program. We were aware that some aspects of the proposed requirements could be challenging to meet ahead of the required compliance dates, and thus requested comment on any needed flexibilities that we should include in the early adoption incentive program in the final rule. See 87 FR 17555, March 28, 2022, for additional discussion on the proposed Early Adoption Incentives program, including specifics of our requests for comment.

Several commenters provided general comments on the proposed Early Adoption Incentive program. Although many of the commenters generally supported incentives such as emissions credit multipliers to encourage early investments in emissions reductions technology, several were concerned that the emissions credit multipliers would result in an excess of credits that would undermine some of the benefits of the rule; other commenters were concerned that the multipliers would incentivize some technologies (*e.g.,* hybrid powertrains, natural gas engines) over others (*e.g.,* battery-electric vehicles).

As described in preamble Section IV.G.7, the revised transitional credit program that we are finalizing provides discounted credits for engines that do not comply with all of the MY 2027 and later requirements. In addition, after consideration of comments responding to our request for comment about incentivizing early reductions through our proposed transitional and Early Adoption Incentive program, the final transitional credit program includes an additional pathway that incentivizes manufacturers to produce engines that meet several of the key final requirements for MY 2027 and later, including the LLC and off-cycle standards for NO_X, while meeting the current useful life and warranty periods. We expect that this transitional credit pathway will incentivize manufacturers to produce greater volumes of the same or similar engines that they plan to produce to comply with the MY 2024 Omnibus requirements. By choosing not to finalize the Early Adoption Incentives program and instead finalizing a modified version of the Transitional Credit program, we are avoiding the potential concern some commenters raised that the credit multipliers would result in a higher volume or magnitude of higher-emitting MY 2027 and later engines compared to a program without emission credit multipliers. We believe the Transitional Credit program we are finalizing will better balance incentivizing emissions reduction technologies prior to MY 2027 against avoiding an excess of emissions credits that leads to much greater volumes or magnitudes of higher-emitting engines in MYs 2027 and later. Moreover, by not finalizing the Early Adoption Incentive program we are avoiding any concerns that the emissions credit multipliers would incentivize some technologies over others (see section 12.5 of the Response to Comments and preamble Section IV.G.10 for additional discussion on battery-electric and fuel cell electric vehicles in the final rule; see section 3 of the Response to Comments for discussion on additional technology pathways).

9. Production Volume Allowance

After further consideration, including consideration of public comments, EPA is finalizing an interim production volume allowance for MYs 2027 through 2029 in 40 CFR 1036.150(k) that is consistent with our request for comment in the proposal, but different in several key aspects. In particular, the production volume allowance we are finalizing allows manufacturers to use NO_X emissions credits to certify a limited volume of heavy heavy-duty engines compliant with pre-MY 2027 requirements in MYs 2027 through 2029.[423] In addition, since we are requiring the use of credits to certify MY 2010 compliant heavy heavy-duty engines in the early years of the final program, and to aid in implementation, we are choosing to not limit the applications that are eligible for this production volume allowance. Finally, the production volume allowance in the final rule will be five percent of the average U.S.-directed production volumes of Heavy HDE over three model years, see 40 CFR 1036.801, and thus excludes engines certified to different emission standards in CA or other states adopting the Omnibus program. In this section, IV.G.9, we summarize our request for comment on a production volume allowance, related stakeholder comments, and EPA's responses to comments along with our rationale for the production volume allowance in the final rule.

In the proposal we stated that we were considering a flexibility to allow engine manufacturers, for model years 2027 through 2029 only, to certify up to five percent of their total production volume of heavy-duty highway CI engines in a given model year to the current, pre-MY 2027 engine provisions of 40 CFR part 86, subpart A. We stated the allowance would be limited to Medium HDE or Heavy HDE engine families that manufacturers show would be used in low volume, specialty vocational vehicles. We noted that such an allowance from the MY 2027 criteria pollutant standards may be necessary to provide engine and vehicle manufacturers additional lead time and flexibility to redesign some low sales volume products to accommodate the technologies needed to meet the proposed more stringent engine emission standards.

We requested comment on the potential option of a three-year allowance from the proposed MY 2027 criteria pollutant standards for engines installed in specialty vocational vehicles, including whether and why the flexibility would be warranted and whether 5 percent of a manufacturers engine production volume is an appropriate value for such an interim provision. In addition, we requested comment on whether the flexibility should be limited to specific vocational vehicle regulatory subcategories and the engines used in them.

Several commenters provided perspectives on our request for comment on providing an additional flexibility that would allow manufacturers to certify up to five percent of their total production volume of 2027 through 2029 MY medium and heavy HDEs to the current Federal engine provisions. Many environmental and state organizations opposed the potential production volume allowance, while most manufacturers and one supplier generally supported the potential allowance although they suggested changes to the parameters included in the proposal.

Commenters opposing the production volume allowance had two primary concerns. First, they stated that the production volume flexibility is not needed because there is enough lead time between now and MY 2027 to develop the technologies and overcome any packaging challenges. One commenter further noted that the CARB

[423] Engines certified under this production volume allowance would meet the current, pre-MY 2027 engine provisions of 40 CFR part 86, subpart A.

Omnibus standards would already be in effect in 15 percent of the market. Second, commenters argued that the production volume allowance would result in high NO_X emissions and adverse health effects, particularly in high-risk areas, which would undermine the effectiveness of the rule to reduce emissions and protect public health. One commenter noted that HHDEs last for many years before being scrapped and that the production volume allowance, combined with other flexibilities in the proposal, could result in significant emissions impacts for many years to follow, which would create extreme difficulty for California and other impacted states to achieve air quality goals. Another commenter estimated that in MY 2027 through 2029, the production volume allowance would result in 20,000 vehicles emitting nearly 6 times more NO_X on the FTP cycle than proposed Option 1, and that these vehicles could represent 20–25 percent of the total NO_X emissions from MY 2027 through 2029 vehicles. Still another commenter stated that the production volume allowance would result in up to a 45 percent increase in NO_X emissions inventory for each applicable model year's production from a manufacturer with products in a single useful life and power rating category; the commenter noted that the emissions inventory impact could be even greater if a manufacturer used the five percent allowance for engines with longer useful life periods and higher power ratings. One commenter opposing the production volume allowance stated that EPA should not exempt any engines from complying with the adopted new emission standards for any amount of time. Other commenters opposing the production volume allowance stated that if EPA chose to finalize a production allowance then emissions from those engines should be offset with ABT emission credits to protect vulnerable impacted communities. Finally, one commenter opposing the production volume allowance state that if EPA chose to finalize the production allowance then the Agency should provide strong technical justification for each engine category subject to the provision.

Commenters generally supporting the production volume allowance suggested several ways to further limit the flexibility, or suggested additional flexibilities based on the CARB Omnibus program. For instance, several engine manufacturers and their trade association suggested limiting the provision to include only engines with low annual miles traveled to minimize the emissions inventory impacts. These commenters suggested limiting the allowance to engines with greater than or equal to 525 hp or 510 hp in specific vehicle applications, namely: Heavy-haul tractors and custom chassis motor homes, concrete mixers, and emergency vehicles. Two engine manufacturers further suggested the production volume allowance include vehicles where aftertreatment is mounted off the frame rails, or that EPA review and approve applications demonstrating severe packaging constraints for low volume, highly specialized vocational applications. Another engine manufacturer argued that manufacturers need to be able to carry over some existing engines into MY 2027 and later for a few years in order to adequately manage investments and prioritize ultra-low NO_X and ZEV technology adoption in the applications that make the most sense. They further stated that EPA should consider alternate credit program options that can be used to truly manage investment and to prioritize appropriate applications by allowing manufacturers to leverage credits to stage development programs. One engine manufacturer and one supplier suggested EPA consider programs similar to the CARB Omnibus' separate certification paths for 'legacy engines,' emergency vehicles, and low-volume high horsepower engines. Additional details on comments received on the request for comment on a potential production volume allowance are available in section 12.7 of the Response to Comments.

After considering comments on the proposed production volume allowance, we are finalizing an allowance in MY 2027 through 2029 for manufacturers to certify up to five percent of their Heavy HDE U.S.-directed production volume averaged over three model years (MY 2023 through 2025) as compliant with the standards and other requirements of MY 2026 (*i.e.,* the current, pre-MY 2027 engine provisions of 40 CFR part 86, subpart A). As explained earlier in this Section IV.G, U.S.-directed production volume excludes engines certified to different state emission standards (*e.g.,* would exclude engines certified to CARB Omnibus standards if EPA grants the pending waiver request), and thus would be a smaller total volume than all Heavy HDE engine production in a given model year.[424] [425] By finalizing a production volume allowance based on the average U.S.-directed production volume over three model years (MY 2023 through 2025), rather than an allowance that varies by production volume in each of the model years included in the allowance period (MY 2027 through 2029), we are providing greater certainty to manufacturers and other stakeholders regarding the number of engines that could be produced under this allowance. Further, we avoid the potential for economic conditions in any one year to unduly influence the volume of engines that could be certified under this allowance. Based on EPA certification data, we estimate that five percent MY 2021 Heavy HDE would result in approximately 12,000 engines per year permitted under this allowance.[426]

We are limiting the final production volume allowance to Heavy HDE, rather than Heavy HDE and Medium HDE as proposed, because comments from manufacturers generally pointed to Heavy HDE applications or otherwise suggested limiting the allowance to larger engines (*e.g.,* greater than 510 hp). After considering comments on the vehicle categories to include in the production volume allowance, we are choosing not to specify the vehicle categories for engines certified under this production volume. Our rationale includes three main factors. First, we are requiring manufacturers to use credits to certify engines under the production volume allowance, which will inherently result in the production of lower-emitting engines to generate the necessary credits. We believe requiring emission credits to certify engines under the production volume allowance better protects the expected emission reductions from the final rule than limiting the production allowance to specific vehicle categories. Our approach is consistent with some commenters' recommendation to finalize a program that required the use of emission credits to protect vulnerable impacted communities by ensuring that lower-emitting engines are produced earlier to generate the credits necessary to produce engines certified under this allowance. Second, a variety of vehicle categories were identified in comments as vehicle categories for which manufacturers may need additional lead time and flexibility to redesign to accommodate the technologies needed to meet the final emission standards. We expect that the specific vehicle

[424] See final part 1036, subpart H, and 40 CFR 1036.801.

[425] EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule.

[426] We note that there would be fewer engines eligible for this allowance in the event we approve the pending waiver request since our existing regulations provide that the production volume allowance would exclude engines certified to state emission standards that are different than the federal standards.

category(ies) for which additional lead time and flexibility is of interest will vary by manufacturer, and thus are choosing not to specify vehicle categories to avoid competitive disruptions. Finally, we are choosing not to limit the production volume allowance to specific vehicle categories to simplify and streamline implementation; the specific vehicle in which an engine will be installed is not always known when an engine is produced, which would make implementing restrictions on engines installed in specific vehicle categories challenging for both EPA and manufacturers.

We continue to believe it is important to ensure that technology turns over in a timely manner and that manufacturers do not continue producing large numbers of higher-emitting pre-MY 2027 compliant engines once the MY 2027 standards are in place. The combination of a limited production volume (*i.e.,* five percent of the average U.S.-directed production volume over three model years, (MY 2023 through 2025, in MYs 2027 through 2029) and a requirement to use credits will prevent the production of large numbers of these higher emitting engines, while providing additional flexibility for manufacturers to redesign engine product lines to accommodate the technologies needed to meet the final emission standards.

For engines certified under the production volume allowance, manufacturers would need to meet the standards and related requirements that apply for model year 2026 engines under 40 CFR part 86, subpart A. Engine families must be certified as separate engine families that qualify for carryover certification, which means that the engine family would still be properly represented by test data submitted in an earlier model year.

Manufacturers would need to declare a NO_X family emission limit (FEL) that is at or below the standard specified in 40 CFR 86.007–11 and calculate negative credits by comparing the declared NO_X FEL to the FTP emission standard for model year 2027 engines. In addition, manufacturers would calculate negative credits using a value for useful life of 650,000 miles to align with the credit calculation for engines that will be generating credits under 40 CFR part 1036 starting in model year 2027 (see Equation IV–I for credit calculation). The inclusion of useful life and work produced over the FTP in the calculation of credits addresses some commenters' concern regarding the production of engines with higher power ratings and longer useful life periods under the production volume allowance. Manufacturers would need to demonstrate compliance with credit accounting based on the same ABT reporting requirements that apply for certified engines under 40 CFR part 1036.

See 40 CFR 1036.150(k) for additional details on the limited production volume allowance in the final rule.

10. Zero Emission Vehicle NO_X Emission Credits

After further consideration, including consideration of public comments, EPA is not finalizing the proposed allowance for manufacturers to generate NO_X emissions credits from heavy-duty zero emissions vehicles (ZEVs). Rather, the current 40 CFR 86.016–1(d)(4), which specifies that heavy-duty ZEVs may not generate NO_X or PM emission credits, will continue to apply through MY 2026, after which 40 CFR 1037.1 will apply. The final 40 CFR 1037.1 migrates without revisions the text of 40 CFR 86.016–1(d)(4), rather than the revisions we proposed to allow manufacturers to generate NO_X emissions credits from ZEVs.[427] [428] In this Section IV.G.10, we briefly describe the proposal to allow manufacturers to generate NO_X emissions credits from ZEVs; the comments received on the proposal to allow ZEV NO_X credits; and EPA's response to those comments, which includes our rationale for the approach to ZEV NO_X credits in the final rule.

We proposed that if manufacturers met certain requirements, then they could generate NO_X emissions credits from battery-electric vehicles, BEVs, and fuel cell electric vehicles, FCEVs; we refer to BEVs and FCEVs collectively as zero emissions vehicles, ZEVs.[429] Under the proposal, manufacturers would calculate the value of NO_X emission credits generated from ZEVs using the same equation provided for engine emission credits (see Equation IV–1 in final preamble Section IV.G.2). To generate the inputs to the equation, we proposed that manufacturers would submit test data at the time of certification, which is consistent with requirements for CI and SI engine manufacturers to generate NO_X emissions credits. We proposed that vehicle manufacturers, rather than powertrain manufacturers, would generate vehicle credits for ZEVs since vehicle manufacturers already certify ZEVs to GHG standards under 40 CFR part 1037. To ensure that ZEV NO_X credits were calculated accurately, and reflected the environmental and public health benefits of vehicles with zero tailpipe emissions over their full useful life, we proposed that in MY 2024 and beyond, ZEVs used to generate NO_X emission credits would need to meet certain battery and fuel cell performance requirements over the useful life period (*i.e.,* durability requirements).

We requested comment on the general proposed approach of allowing ZEVs to generate NO_X credits, which could then be used in the heavy-duty engine ABT program. We also requested comment on several specific aspects of our proposal. See 87 FR 17558, March 28, 2022, for additional discussion on the proposal to allow manufacturers to generate NO_X emissions credits from ZEVs if those vehicles met the specified requirements.

Numerous commenters provided feedback on EPA's proposal to allow manufacturers to generate NO_X emissions credits from ZEVs. The majority of commenters oppose allowing manufacturers to generate NO_X emissions credits from ZEVs. Several additional commenters oppose ZEV NO_X emissions credits unless there were restrictions on the credits (*e.g.,* shorter credit life, sunsetting credit generation in 2026). Other commenters support allowing manufacturers to generate NO_X emissions credits from electric vehicles. Arguments from each of these commenter groups are summarized immediately below.

Commenters opposing NO_X emissions credits for ZEVs present several lines of argument, including the potential for: (1) Substantial impacts on the emissions reductions expected from the proposed rule, which could also result in disproportionate impacts in disadvantaged communities already

[427] At the time of proposal, we referred to battery-electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs); in this final rule we generally use the term zero emissions vehicles (ZEVs) to collectively refer to both BEVs and FCEVs.

[428] As proposed, we are consolidating certification requirements for BEVs and FCEVs over 14,000 pounds GVWR in 40 CFR part 1037 such that manufacturers of BEVs and FCEVs over 14,000 pounds GVWR would certify to meeting the emission standards and requirements of part 1037, as provided in the current 40 CFR 1037.1. The final 1037.1 migrates without revisions the text of 40 CFR 86.016–1(d)(4), rather than the revisions we proposed to allow manufacturers to generate NO_X emissions credits from BEVs and FCEVs. See preamble Section III for additional details on the migration of 40 CFR 86.016–1(d)(4) to 40 CFR 1037.1.

[429] We also proposed to allow manufacturers to optionally test the hybrid engine and powertrain together, rather than testing the engine alone, to demonstrate the NO_X emission performance of hybrid electric vehicle (HEV) technologies; if the emissions results of testing the hybrid engine and powertrain together showed NO_X emissions lower than the final standards, then manufacturers could choose to participate in the NO_X ABT program; see preamble Section III.A for details on HEVs in the final rule.

overburdened with pollution; (2) a lack of improvements in conventional engine technologies; and (3) ZEV NO_X credits to result higher emissions from internal combustion engines, rather than further incentivizing additional ZEVs (further noting that other State and Federal actions are providing more meaningful and less environmentally costly HD ZEV incentives). Stakeholders opposing NO_X emissions credits from ZEVs were generally environmental or state organizations, or suppliers of heavy-duty engine and vehicle components.

In contrast, several commenters support allowing manufacturers to generate these credits. Many of these commenters are heavy-duty engine and vehicle manufacturers. Commenters supporting an allowance to generate NO_X emissions credits from ZEVs also provided several lines of argument, including the potential for: (1) ZEVs to help meet emissions reductions and air quality goals; (2) ZEV NO_X credits to be essential to the achievability of the standards for some manufacturers; and (3) ZEV NO_X credits to allow manufacturers to manage investments across different products and ultimately result in increased ZEV deployment. Each of these topic areas is discussed further in section 12.5 of the Response to Comments document.

Three considerations resulted in our decision not to finalize at this time the allowance for manufacturers to generate NO_X emissions credits from heavy-duty ZEVs. First, the standards in the final rule are technology-forcing, yet achievable for MY2027 and later internal combustion engines without this flexibility. Second, since the final standards are not based on projected utilization of ZEV technology, and given that we believe there will be increased penetration of ZEVs in the HD fleet by MY2027 and later, we are concerned that allowing NO_X emissions credits would result in fewer emissions reductions than intended from this rule.[430] For example, by allowing manufacturers to generate ZEV NO_X credits, EPA would be allowing higher emissions (through engines using credits to emit up to the FEL cap) in MY 2027 and later, without requiring commensurate emissions reductions (through additional ZEVs beyond those already entering the market without this rule), which could be particularly impactful in communities already overburdened by pollution. Third, we continue to believe that testing requirements to ensure continued battery and fuel cell performance over the useful life of a ZEV may be important to ensure the zero-emissions tailpipe performance for which they are generating NO_X credits; however, after further consideration, including consideration of public comments, we believe it is appropriate to take additional time to work with industry and other stakeholders on any test procedures and other specifications for ZEV battery and fuel cell performance over the useful life period of the ZEV (see section 12.6 of the Response to Comments document for additional detail on comments and EPA responses to comments on the proposed ZEV testing and useful life and warranty requirements).

In section 12.6 of the Response to Comments document, we further discuss each of these considerations in our decision not to finalize the allowance for manufacturers to generate NO_X emissions credits from ZEVs. Additional detail on comments received and EPA responses to comments, including comments on more specific aspects of comments on the proposed allowance for ZEV NO_X emissions credits, such as testing, useful life, and warranty requirements for ZEVs, are also available in section 12.6 of the Response to Comments document. Our responses to comments on the proposed vehicle certification for ZEVs are summarized in preamble Section III, with additional detail in section 12.6.3 of the Response to Comments document.

V. Program Costs

In Chapter 3 of the RIA, we differentiate between direct, indirect, and operating costs when estimating the costs of the rule. ''Direct'' costs represent the direct manufacturing costs of the technologies we expect to be used to comply with the final standards over the final useful lives; these costs accrue to the manufacturer. In this section we use those costs to estimate the year-over-year manufacturing costs going forward from the first year of implementation. ''Indirect'' costs, *i.e.,* research and development (R&D), administrative costs, marketing, and other costs of running a company, are associated with the application of the expected technologies and also accrue to the manufacturer. Like direct costs, indirect costs are expected to increase under the final standards, in part due to the useful life provisions. Indirect costs are also expected to increase under the final program due to the warranty provisions. We term the sum of these direct and indirect costs ''technology costs'' or ''technology package costs.'' They represent the costs incurred by manufacturers—*i.e.,* regulated entities—to comply with the final program.[431] ''Operating'' costs represent the costs of using the technology in the field. Operating costs include, for example, changes in diesel exhaust fluid (DEF) consumption or fuel consumption. These costs accrue to the owner/operator of MY 2027 and later heavy-duty vehicles.[432] We present total costs associated with the final program in Section V.C. All costs are presented in 2017 dollars consistent with the proposed cost analysis, unless noted otherwise.

We requested comment on all aspects of the cost analysis. In particular, we requested comment on our estimation of warranty and research and development costs via use of scalars applied to indirect cost contributors (see Section V.A.2) and our estimates of emission repair cost impacts (see Section V.B.3). We also requested that comments include supporting data and/or alternative approaches that we could have considered when developing estimates for the final rulemaking.

In response to our requests, we received many helpful comments, although lack of data in conjunction with some comments made it challenging to evaluate the changes suggested by the commenter. After careful consideration of the comments we received, we have made several changes to the final cost analysis relative to the proposal. Those changes are summarized in Table V–1. Note that, throughout this discussion of costs, we use the term regulatory class which defines vehicles with similar emission standards (see Chapter 5.2.2 of the RIA); we use the term regulatory class for consistency with our MOVES model and its classification system so that our costs align with our inventory estimates

[430] For example, the recently passed Inflation Reduction Act (IRA) has many incentives for promoting zero-emission vehicles, see Sections 13403 (Qualified Clean Vehicles), 13404 (Alternative Fuel Refueling Property Credit), 60101 (Clean Heavy-Duty Vehicles), 60102 (Grants to Reduce Air Pollution at Ports), and 70002 (United States Postal Service Clean Fleets) of H.R. 5376.

[431] More precisely, these technology costs represent costs that manufacturers are expected to attempt to recapture via new vehicle sales. As such, profits are included in the indirect cost calculation. Clearly, profits are not a ''cost'' of compliance—EPA is not imposing new regulations to force manufacturers to make a profit. However, profits are necessary for manufacturers in the heavy-duty industry, a competitive for-profit industry, to sustain their operations. As such, manufacturers are expected to make a profit on the compliant vehicles they sell, and we include those profits in estimating technology costs.

[432] Importantly, the final standards, useful lives, and warranty periods apply only to new, MY 2027 and later heavy-duty vehicles. The legacy fleet is not subject to the new requirements and, therefore, users of prior model year vehicles will not incur the operating costs we estimate.

and the associated benefits discussed in Sections VI, VII and VIII.

TABLE V–1—MAJOR CHANGES TO THE COST ANALYSIS SINCE PROPOSAL

Area of change	Proposed analysis	Final analysis
Warranty costs	Warranty contributions to indirect costs were scaled using the ratio of proposed provisions (miles/age) to the baseline provisions.	Warranty costs are calculated using a starting point of $1,000 (2018 dollars, $976 in 2017 dollars) per year of warranty coverage for a vehicle equipped with a heavy HDE; warranty costs for other regulatory classes were scaled by the ratio of the direct manufacturing costs (DMC) for the regulatory class to the DMC of the heavy HDE regulatory class.
Warranty costs	Baseline warranty costs were estimated for the regulated warranty period only (i.e., the analysis assumed that no vehicles were purchased with extended warranties).	Baseline warranty costs are estimated assuming that a percentage of vehicles are purchased with extended warranties.
Emission repair costs	Repair costs used a cost per mile curve derived from a Fleet Advantage Whitepaper with direct manufacturing cost (DMC) ratio scalars applied to determine cost per mile values for different regulatory classes.	Repair costs use a 2021 study by the American Transportation Research Institute (ATRI) in place of the Fleet Advantage Whitepaper.
Fuel prices	Used AEO2018 fuel prices in 2017 dollars	Uses AEO2019 fuel prices for consistency with the final rule version of the MOVES model while continuing with 2017 dollars.
Technology piece costs	Exhaust aftertreatment system (EAS) costs were based on an ICCT methodology with updates by EPA.	EAS costs have been updated and are based on FEV teardowns as described in RIA Chapter 3.

A. Technology Package Costs

Commenters' primary comment with respect to our proposed technology package costs dealt with the need to replace the emission control system due to the combination of the low NO_X standards with the long warranty and useful life provisions under proposed Option 1. Another comment with respect to our proposed technology package costs dealt with the estimated warranty costs, including both the methodology used and the magnitude of the cost estimated by EPA. As explained in Sections III and IV, the final program neither imposes numeric NO_X standards as stringent as, nor does the final rule for heavy HDE contain warranty and useful life provisions as long as, proposed Option 1. We address these comments in more detail in section 18 of the RTC. EPA considers the concerns raised in first of these comments to be obviated by the final emission standards and regulatory useful life values, in light of which we foresee no need for a routine replacement of the entire emission control system to maintain in-use compliance as suggested by some commenters. Regarding the second, as discussed in more detail in Section V.A.2 and section 18 of the RTC, EPA has updated the warranty cost methodology, including based on information submitted by commenters, and this has resulted in different costs associated with warranty.

Individual technology piece costs are presented in Chapter 3 of the RIA. The direct manufacturing costs (DMC) presented in RIA Chapter 3 use a different dollar basis than the cost analysis, and as such, the DMC values presented here have been adjusted to 2017 dollars. Following the first year of implementation, the costs also account for a learning effect to represent the cost reductions expected to occur via the ''learning by doing'' phenomenon.[433] This provides a year-over-year cost for each technology package—where a technology package consists of the entire emission-control system—as it is applied to new engine sales. We then apply industry standard ''retail price equivalent'' (RPE) markup factors, with adjustments discussed in the rest of this section, to estimate indirect costs associated with each technology package. Both the learning effects applied to direct costs and the application of markup factors to estimate indirect costs are consistent with the cost estimation approaches used in EPA's past transportation-related regulatory programs. The sum of the direct and indirect costs represents our estimate of technology costs per vehicle on a year-over-year basis. These technology costs multiplied by estimated sales then represent the total technology costs associated with the final program.

This cost calculation approach presumes that the expected technologies will be purchased by original equipment manufacturers (OEMs) from their suppliers. So, while the DMC estimates include the indirect costs and profits incurred by the supplier, the indirect cost markups we apply cover the indirect costs incurred by OEMs to incorporate the new technologies into their vehicles and to cover profit margins typical of the heavy-duty truck industry. We discuss the indirect costs in more detail in Section V.A.2.

1. Direct Manufacturing Costs

To produce a unit of output, manufacturers incur direct and indirect costs. Direct costs include cost of materials and labor costs to manufacture that unit. Indirect costs are discussed in the following section. The direct manufacturing costs presented here include individual technology costs for emission-related engine components and exhaust aftertreatment systems (EAS).

Notably, for this analysis we include not only the marginal increased costs associated with the standards, but also the emission control system costs for the baseline, or no action, case.[434] Throughout this discussion, we refer to baseline case costs, or baseline costs, which reflect our cost estimate of emission-related engine systems and the exhaust aftertreatment system absent impacts of this final rule. This inclusion of baseline system costs contrasts with EPA's approach in recent greenhouse gas rules or the light-duty Tier 3 criteria pollutant rule where we estimated costs relative to a baseline case, which obviated the need to estimate baseline costs. We have included baseline costs in this analysis because the new emissions warranty and regulatory useful life provisions are expected to have some impact on not only the new technology added to comply with the final standards, but also on emission control technologies already developed and in use. The new warranty and useful life provisions will increase costs not only for the new technology added in response to the new standards, but also for the technology already in place

[433] The ''learning by doing'' phenomenon is the process by which the cost to manufacture a good decreases as more of that good is produced, as producers of the good learn from their experience.

[434] For this cost analysis, the baseline, or no action, case consists of MY 2019 engines and emission control systems. See also Section VI for more information about the emission inventory baseline and how that baseline is characterized.

(to which the new technology is added) because the new warranty and useful life provisions will apply to the entire emission-control system, not just the new technology added in response to the new standards. The baseline direct manufacturing costs detailed in this section are intended to reflect that portion of baseline case engine hardware and aftertreatment systems for which new indirect costs will be incurred due to the new warranty and useful life provisions, even apart from changes in the level of emission standards.

As done in the NPRM, we have estimated the baseline engine costs based on studies done by the International Council on Clean Transportation (ICCT), as discussed in more detail in Chapter 7 of the RIA. As discussed there, the baseline engine costs consist of turbocharging, fuel system, exhaust gas recirculation, etc. These costs represent those for technologies that will be subject to new, longer warranty and useful life provisions under this final rule. For costs associated with the action case, we have used FEV-conducted teardown-based costs as presented in Chapter 3 of the RIA for newly added cylinder deactivation systems,[435] and for the exhaust aftertreatment system (EAS) costs.[436] The direct manufacturing costs for the baseline engine+aftertreatment and for the final program are shown for diesel engines in Table V–2, gasoline engines in Table V–3 and CNG engines in Table V–4. Costs are shown for regulatory classes included in the cost analysis and follow the categorization approach used in our MOVES model. Please refer to Chapter 6 of the RIA for a description of the regulatory classes and why the tables that follow include or do not include each regulatory class. In short, where MOVES has regulatory class populations and associated emission inventories, our cost analysis estimates costs. Note also that, throughout this section, we use several acronyms, including heavy-duty engine (HDE), exhaust gas recirculation (EGR), exhaust aftertreatment system (EAS), and compressed natural gas (CNG).

TABLE V–2—DIESEL TECHNOLOGY AND PACKAGE DIRECT MANUFACTURING COSTS PER ENGINE BY REGULATORY CLASS FOR THE BASELINE AND FINAL PROGRAM, MY2027, 2017 DOLLARS

MOVES regulatory class	Technology	Baseline	Final program (MY2027 increment to baseline)
Light HDE	Package	3,699	1,957
	Engine hardware	1,097	0
	Closed crankcase	18	37
	Cylinder deactivation	0	196
	EAS	2,585	1,724
Medium HDE	Package	3,808	1,817
	Engine hardware	1,254	0
	Closed crankcase	18	37
	Cylinder deactivation	0	147
	EAS	2,536	1,634
Heavy HDE	Package	5,816	2,316
	Engine hardware	2,037	0
	Closed crankcase	18	37
	Cylinder deactivation	0	206
	EAS	3,761	2,074
Urban bus	Package	3,884	1,850
	Engine hardware	1,254	0
	Closed crankcase	18	37
	Cylinder deactivation	0	147
	EAS	2,613	1,666

TABLE V–3—GASOLINE TECHNOLOGY AND PACKAGE DIRECT MANUFACTURING COSTS PER ENGINE BY REGULATORY CLASS FOR THE BASELINE AND FINAL PROGRAM, MY2027, 2017 DOLLARS

MOVES regulatory class	Technology	Baseline	Final program (MY2027 increment to baseline)
Light HDE	Package	2,681	688
	Engine hardware	522	0
	Aftertreatment	2,158	664
	ORVR	0	24
Medium HDE	Package	2,681	688
	Engine hardware	522	0
	Aftertreatment	2,158	664
	ORVR	0	24
Heavy HDE	Package	2,681	688
	Engine hardware	522	0
	Aftertreatment	2,158	664
	ORVR	0	24

[435] Mamidanna, S. 2021. Heavy-Duty Engine Valvetrain Technology Cost Assessment. U.S. EPA Contract with FEV North America, Inc., Contract No. 68HERC19D0008, Task Order No. 68HERH20F0041.Submitted to the Docket with the proposal.

[436] Mamidanna, S. 2021. Heavy-Duty Vehicles Aftertreatment Systems Cost Assessment. Submitted to the Docket with the proposal.

TABLE V–4—CNG TECHNOLOGY AND PACKAGE DIRECT MANUFACTURING COSTS PER ENGINE BY REGULATORY CLASS, FOR THE BASELINE AND FINAL PROGRAM, MY2027, 2017 DOLLARS

MOVES regulatory class	Technology	Baseline	Final standards (MY2027 increment to baseline)
Heavy HDE	Package	8,585	25
	Engine hardware	896	0
	Aftertreatment	7,689	25
Urban bus	Package	6,438	19
	Engine hardware	672	0
	Aftertreatment	5,766	19

The direct costs are then adjusted to account for learning effects going forward from the first year of implementation. We describe in detail in Chapter 7 of the RIA the approach used to apply learning effects in this analysis. Learning effects were applied on a technology package cost basis, and MOVES-projected sales volumes were used to determine first-year sales and cumulative sales. The resultant direct manufacturing costs and how those costs decrease over time are presented in Section V.A.3.

2. Indirect Costs

The indirect costs presented here are all the costs estimated to be incurred by manufacturers of new heavy-duty engines and vehicles associated with producing the unit of output that are not direct costs. For example, they may be related to production (such as research and development (R&D)), corporate operations (such as salaries, pensions, and health care costs for corporate staff), or selling (such as transportation, dealer support, and marketing). Indirect costs are generally recovered by allocating a share of the indirect costs to each unit of good sold. Although direct costs can be allocated to each unit of good sold, it is more challenging to account for indirect costs allocated to a unit of goods sold. To ensure that regulatory analyses capture the changes in indirect costs, markup factors (which relate total indirect costs to total direct costs) have been developed and used by EPA and other stakeholders. These factors are often referred to as retail price equivalent (RPE) multipliers. RPE multipliers provide, at an aggregate level, the relative shares of revenues, where:

Revenue = Direct Costs + Indirect Costs

Revenue/Direct Costs = 1 + Indirect Costs/Direct Costs = Retail Price Equivalent (RPE)

Resulting in:

$$\text{Indirect Costs} = \text{Direct Costs} \times (\text{RPE} - 1)$$

If the relationship between revenues and direct costs (*i.e.,* RPE) can be shown to equal an average value over time, then an estimate of direct costs can be multiplied by that average value to estimate revenues, or total costs. Further, that difference between estimated revenues, or total costs, and estimated direct costs can be taken as the indirect costs. EPA has frequently used these multipliers [437] to predict the resultant impact on costs associated with manufacturers' responses to regulatory requirements and we are using that approach in this analysis to account for most of the indirect cost contributions. The exception is the warranty cost as described in this section.

The cost analysis estimates indirect costs by applying the RPE markup factor used in past rulemakings (such as those setting greenhouse gas standards for heavy-duty trucks).[438] The markup factors are based on financial filings with the Securities and Exchange Commission for several engine and engine/truck manufacturers in the heavy-duty industry.[439] The RPE factors for the HD truck industry are shown in Table V–5. Also shown in Table V–5 are the RPE factors for light-duty vehicle manufacturers.[440]

TABLE V–5—RETAIL PRICE EQUIVALENT FACTORS IN THE HEAVY-DUTY AND LIGHT-DUTY INDUSTRIES

Cost contributor	HD truck industry	LD vehicle industry
Direct manufacturing cost	1.00	1.00
Warranty	0.03	0.03
R&D	0.05	0.05
Other (admin, retirement, health, etc.)	0.29	0.36
Profit (cost of capital)	0.05	0.06
RPE	1.42	1.50

For this analysis, EPA based indirect cost estimates for diesel and CNG regulatory classes on the HD Truck Industry RPE values shown in Table V–5.[441] For gasoline regulatory classes, we used the LD Vehicle Industry values shown in Table V–5 since they more closely represent the cost structure of manufacturers in that industry—Ford, General Motors, and Stellantis.

Of the cost contributors listed in Table V–5, Warranty and R&D are the elements of indirect costs that the final rule requirements are expected to impact. As discussed in Section IV of this preamble, EPA is lengthening the required warranty period, which we expect to increase the contribution of warranty costs to indirect costs. EPA is also tightening the numeric standards and extending the regulatory useful life,

[437] See 75 FR 25324, 76 FR 57106, 77 FR 62624, 79 FR 23414, 81 FR 73478, 86 FR 74434.

[438] 76 FR 57106; 81 FR 73478.

[439] Heavy Duty Truck Retail Price Equivalent and Indirect Cost Multipliers, Draft Report, July 2010.

[440] Rogozhin, A., et al., Using indirect cost multipliers to estimate the total cost of adding new technology in the automobile industry. International Journal of Production Economics (2009), doi:10.1016/j.ijpe.2009.11.031.

[441] Note that the report used the term ''HD Truck'' while EPA generally uses the term ''HD vehicle;'' they are equivalent when referring to this report.

which we expect to result in increased R&D expenses as compliant systems are developed. All other indirect cost elements—those encapsulated by the ''Other'' category, including General and Administrative Costs, Retirement Costs, Healthcare Costs, and other overhead costs—as well as Profits, are expected to scale according to their historical levels of contribution.

As mentioned, Warranty and R&D are the elements of indirect costs that are expected to be impacted. Warranty expenses are the costs that a business expects to or has already incurred for the repair or replacement of goods that it has sold. The total amount of warranty expense is limited by the warranty period that a business typically allows. After the warranty period for a product has expired, a business no longer incurs a warranty liability; thus, a longer warranty period results in a longer period of liability for a product. At the time of sale, a warranty liability account is adjusted to reflect the expected costs of any potential future warranty claims. If and when warranty claims are made by customers, the warranty liability account is debited and a warranty claims account is credited to cover warranty claim expenses.[442]

In the proposed analysis, to address the expected increased indirect cost contributions associated with warranty (increased funding of the warranty liability account) due to the proposed longer warranty requirements, we applied scaling factors commensurate with the changes in proposed Option 1 or Option 2 to the number of miles included in the warranty period (*i.e.,* VMT-based scaling factors). Industry commenters took exception to this approach, arguing that it resulted in underestimated costs associated with warranty. To support their comments, one commenter submitted data that showed costs associated with actual warranty claims for roughly 250,000 heavy heavy-duty vehicles. The following figure includes the chart from their comments, which are also in the public docket for this rule.

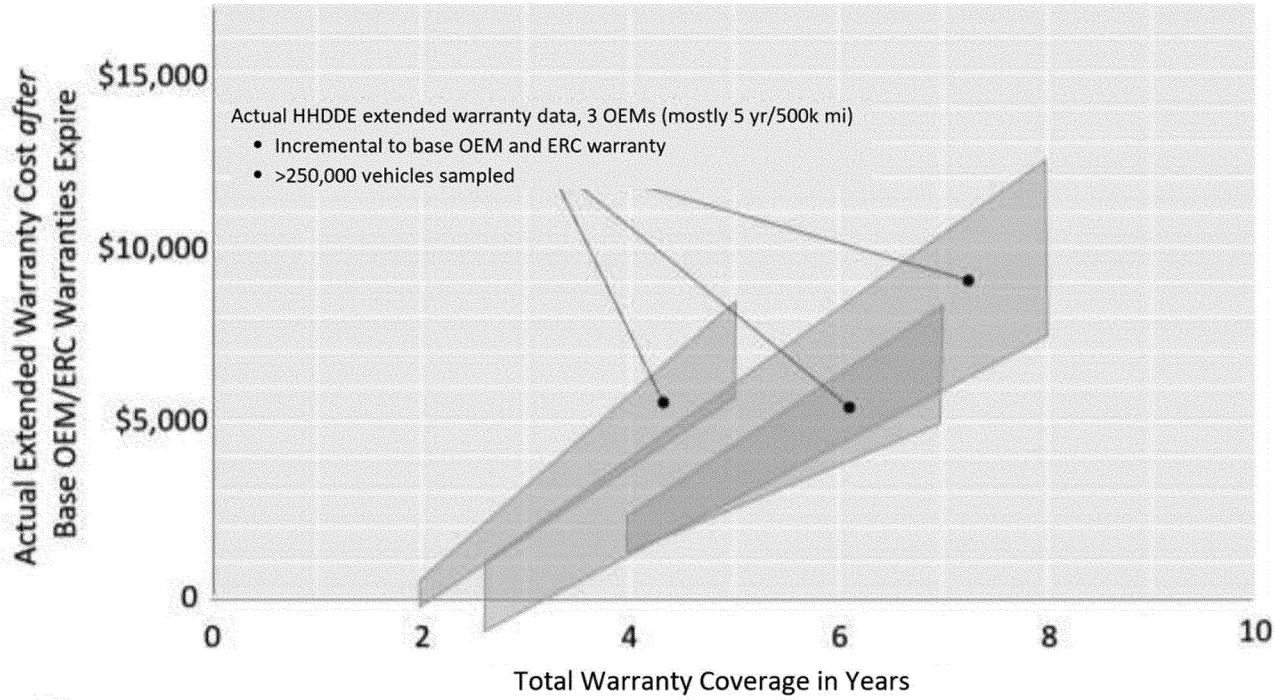

Figure V–1 Warranty Costs Submitted as Part of the Comments From An Industry Association; See EPA–HQ–OAR–2019–0055–1203–A1, Page 151

EPA considers this comment and supporting information to be persuasive, not only because it represents data, but also because it represents data from three manufacturers and over 250,000 vehicles; thus, we switched from a VMT-based scaling approach to a years-based approach to better take into account this information. However, the data are for heavy HDE, so it is not possible to determine an appropriate cost per year for light or medium HDE from the data directly. Also, the data represent actual warranty claims without any mention of the warranty claims rate (*i.e.,* the share of engines sold that are making the warranty claims represented in the data). This latter issue makes it difficult to determine the costs that might be imposed on all new engines sold to cover the future warranty claims for the relatively smaller fraction of engines that incur warranty repair. In other words, if all heavy HDE purchases are helping to fund a warranty liability account, it is unclear if the $1,000 per year per engine is the right amount or if $1,000 per year is needed on only that percent of engines that will incur warranty repair. In the end, warranty costs imposed on new engine sales should be largely recouped by purchasers of those engines in the form of reduced emission repair expenses. EPA believes it is unlikely that a manufacturer would use their warranty program as a profit generator under the $1,000 per engine approach, especially in a market as competitive as the HD engine and vehicle industry. The possibility exists that the costs associated with the longer warranty

[442] Warranty expense is recognized in the same period as the sales for the products that were sold, if it is probable that an expense will be incurred and the company can estimate the amount of the expense. For more discussion of this topic, see the supporting material in this docket, *AccountingTools.com*, December 24, 2020, accessed January 28, 2021.

coverage required by this rule will (1) converge towards those of the better performing OEMs; and (2) drop over time via something analogous to the learning by doing phenomenon described earlier. If true, we have probably overestimated the costs estimated here as attributable to this rule.

Thus, after careful consideration of these comments regarding warranty, and the engineering judgement of EPA subject matter experts, we revised our approach to estimating warranty costs, and for the final rule we have estimated warranty costs assuming a cost of $1,000 (2018 dollars or $977 in 2017 dollars) per estimated number of years of warranty coverage for a heavy heavy-duty diesel engine or heavy-duty vehicle equipped with such an engine. For other regulatory (engine) classes, we have scaled that value by the ratio of their estimated baseline emission-control system direct cost to the estimated emission-control system direct cost of the baseline heavy heavy-duty diesel engine. We use the baseline heavy heavy-duty diesel engine direct cost here because it should be consistent with the data behind the $1,000 per year value. The resulting emission-related warranty costs per year for a MY 2027 HD engine are as shown in Table V–6.

TABLE V–6—WARRANTY COSTS PER YEAR

[2017 Dollars] [a]

MOVES regulatory class	Scaling approach	Diesel	Gasoline	CNG
Light HDE	Base Light HDE DMC/Base Diesel Heavy HDE DMC	621	450	.....
Medium HDE	Base Medium HDE DMC/Base Diesel Heavy HDE DMC	639	449	.....
Heavy HDE	Base Heavy HDE DMC/Base Diesel Heavy HDE DMC	977	448	1,442
Urban bus	Base Urban bus DMC/Base Diesel Heavy HDE DMC	652	.....	1,081

[a] The Base Diesel HDE DMC would be the $5,816 value shown in Table V–2.

As noted, we have used the estimated number of years of warranty coverage, not the regulated number of years. In other words, a long-haul tractor accumulating over 100,000 miles per year will reach any regulated warranty mileage prior to a refuse truck accumulating under 40,000 miles per year, assuming both are in the same regulatory class and, therefore, have the same warranty provisions. In all cases, we estimate the number of years of warranty coverage by determining the minimum number of years to reach either the number of years, the number of miles, or the number of hours of operation covered by the EPA emissions-related warranty. We provide more detail on this in Chapter 7 of the final RIA.

Lastly, with respect to warranty, we have estimated that many of the regulated products are sold today with a warranty period longer than the EPA required emissions-related warranty period. In the proposal, we calculated baseline warranty costs only for the required warranty periods. In the final analysis, we calculate baseline warranty costs based on the warranty periods for which engines are actually sold. For diesel and CNG heavy HDE, we assume all are sold with warranties covering 250,000 miles, and for diesel and CNG medium HDE, we assume half are sold with warranties covering 150,000 miles. For all other engines and associated fuel types, we have not estimated any use of extended warranties in the baseline.

We use these annual warranty costs for both the baseline and the final standards despite the addition of new technology associated with this final rule. We believe this is reasonable for two reasons: (1) The source data included several years of data during which there must have been new technology introductions, yet annual costs appear to have remained generally steady; and, (2) the R&D we expect to be done, discussed next, is expected to improve overall durability, which should serve to help maintain historical annual costs.

For R&D, we have maintained the approach used in the proposal, although it is applied using the final useful life provisions. For example, for R&D on a Class 8 truck, the final standards would extend regulatory useful life from 10 years, 22,000 hours, or 435,000 miles, to 11 years, 32,000 hours, or 650,000 miles. We have applied a scaling factor of 1.49 (650/435) to the 0.05 R&D contribution factor for MYs 2027 and later. We apply this same methodology to estimating R&D for other vehicle categories. We estimate that once the development efforts into longer useful life are complete, increased expenditures will return to their normal levels of contribution. Therefore, we have implemented R&D scalars for three years (2027 through 2029). In MY 2030 and later, the R&D scaling factors are no longer applied.

The VMT-based scaling factors applied to R&D cost contributors used in our cost analysis of final standards are shown in Table V–7 for diesel and CNG regulatory classes and in Table V–8 for gasoline regulatory classes.

TABLE V–7—SCALING FACTORS APPLIED TO RPE CONTRIBUTION FACTORS TO REFLECT CHANGES IN THEIR CONTRIBUTIONS, DIESEL & CNG REGULATORY CLASSES

Scenario	MOVES regulatory class	R&D scalars	
		MY2027–2029	MY2030+
Baseline	Light HDE	1.00	1.00
	Medium HDE	1.00	1.00
	Heavy HDE	1.00	1.00
	Urban Bus	1.00	1.00
Final Program	Light HDE	2.45	1.00
	Medium HDE	1.89	1.00
	Heavy HDE	1.49	1.00
	Urban Bus	1.49	1.00

TABLE V–8—SCALING FACTORS APPLIED TO RPE CONTRIBUTION FACTORS TO REFLECT CHANGES IN THEIR CONTRIBUTIONS, GASOLINE REGULATORY CLASSES

Scenario	MOVES regulatory class	R&D scalars	
		MY2027–2029	MY2030+
Baseline	Light HDE	1.00	1.00
	Medium HDE	1.00	1.00
	Heavy HDE	1.00	1.00
Final Program	Light HDE	1.82	1.00
	Medium HDE	1.82	1.00
	Heavy HDE	1.82	1.00

Lastly, as mentioned in Section V.A.1, the markups for estimating indirect costs are applied to our estimates of the absolute direct manufacturing costs for emission-control technology shown in Table V–2, Table V–3 and Table V–4, not just the incremental costs associated with the final program (*i.e.,* the Baseline + Final costs). Table V–9 provides an illustrative example using a baseline technology cost of $5000, a final incremental cost of $1000, and an indirect cost R&D contribution of 0.05 with a simple scalar of 1.5 associated with a longer useful life period. In this case, the costs could be calculated according to two approaches, as shown in Table V–9. By including the baseline costs, we are estimating new R&D costs in the final standards, as illustrated by the example where including baseline costs results in R&D costs of $450 while excluding baseline costs results in R&D costs of $75.

TABLE V–9—SIMPLIFIED HYPOTHETICAL EXAMPLE OF INDIRECT R&D COSTS CALCULATED ON AN INCREMENTAL VS. ABSOLUTE TECHNOLOGY PACKAGE COST

[Values are not from the analysis and are for presentation only]

	Using incremental costs only	Using absolute costs
Baseline direct manufacturing cost (DMC)	$5,000	$5,000.
Direct Manufacturing Cost (DMC)	$1,000	$5,000 + $1,000 = $6,000.
Indirect R&D Costs	$1,000 × 0.05 × 1.5 = $75	$6,000 × 0.05 × 1.5 = $450.
Incremental DMC + R&D	$1,000 + $75 = $1,075	$6,000 + $450 − $5,000 = $1,450.

3. Technology Costs per Vehicle

The following tables present the technology costs estimated for the final program on a per-vehicle basis for MY 2027. Reflected in these tables are learning effects on direct manufacturing costs and scaling effects associated with final program requirements. The sum is also shown and reflects the direct plus indirect cost per vehicle in the specific model year. Note that the indirect costs shown include warranty, R&D, ''other,'' and profit, the latter two which scale with direct costs via the indirect cost contribution factor. While direct costs do not change across the different vehicle types (*i.e.,* long-haul versus short-haul combination), the indirect costs do vary because differing miles driven and operating hours between types of vehicles result in different warranty and useful life estimates in actual use. These differences impact the estimated warranty and R&D costs.

We show costs per vehicle here, but it is important to note that these are costs and not prices. We are not estimating how manufacturers might price their products. Manufacturers may pass costs along to purchasers via price increases in a manner consistent with what we show here. However, manufacturers may also price certain products higher than what we show while pricing others lower—the higher-priced products thereby subsidizing the lower-priced products. This is true in any market, not just the heavy-duty highway industry. This may be especially true with respect to the indirect costs we have estimated because, for example, R&D done to improve emission durability can readily transfer across different engines whereas hardware added to an engine is uniquely tied to that engine.

Importantly, we present costs here for MY2027 vehicles, but these costs continue for every model year going forward from there. Consistent with the learning impacts described in section V.A.2, the costs per vehicle decrease slightly over time, but only the increased R&D costs are expected to decrease significantly. Increased R&D is estimated to occur for three years following and including MY2027 (*i.e.,* MY2027–29), after which time its contribution to indirect costs returns to lower values as shown in Table V.4.

TABLE V–10—MY2027 DIESEL LIGHT HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline			
Long-Haul Single Unit Trucks	3,699	2,332	6,031
Other Buses	3,699	2,263	5,962
School Buses	3,699	3,829	7,528
Short-Haul Single Unit Trucks	3,699	2,851	6,550
Transit Buses	3,699	2,263	5,962

TABLE V–10—MY2027 DIESEL LIGHT HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS—Continued

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline + Final Program			
Long-Haul Single Unit Trucks	5,656	6,353	12,009
Other Buses	5,656	6,064	11,720
School Buses	5,656	8,830	14,485
Short-Haul Single Unit Trucks	5,656	8,530	14,186
Transit Buses	5,656	6,064	11,720
Increased Cost of the Final Program			
Long-Haul Single Unit Trucks	1,957	4,021	5,978
Other Buses	1,957	3,800	5,757
School Buses	1,957	5,001	6,957
Short-Haul Single Unit Trucks	1,957	5,680	7,636
Transit Buses	1,957	3,800	5,757

TABLE V–11—MY2027 DIESEL MEDIUM HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline			
Long-Haul Single Unit Trucks	3,808	3,774	7,582
Motor Homes	3,808	4,682	8,490
Other Buses	3,808	3,597	7,404
Refuse Trucks	3,808	4,217	8,025
School Buses	3,808	4,682	8,490
Short-Haul Combination Trucks	3,808	2,595	6,402
Short-Haul Single Unit Trucks	3,808	4,682	8,490
Transit Buses	3,808	3,597	7,404
FRM Baseline + Final Program			
Long-Haul Single Unit Trucks	5,625	7,572	13,197
Motor Homes	5,625	8,839	14,464
Other Buses	5,625	7,175	12,799
Refuse Trucks	5,625	8,564	14,189
School Buses	5,625	8,839	14,464
Short-Haul Combination Trucks	5,625	4,930	10,555
Short-Haul Single Unit Trucks	5,625	8,839	14,464
Transit Buses	5,625	7,175	12,799
Increased Cost of the Final Program			
Long-Haul Single Unit Trucks	1,817	3,798	5,615
Motor Homes	1,817	4,157	5,974
Other Buses	1,817	3,578	5,395
Refuse Trucks	1,817	4,347	6,164
School Buses	1,817	4,157	5,974
Short-Haul Combination Trucks	1,817	2,335	4,153
Short-Haul Single Unit Trucks	1,817	4,157	5,974
Transit Buses	1,817	3,578	5,395

TABLE V–12—MY2027 DIESEL HEAVY HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline			
Long-Haul Combination Trucks	5,816	4,025	9,841
Long-Haul Single Unit Trucks	5,816	7,151	12,967
Motor Homes	5,816	7,151	12,967
Other Buses	5,816	7,151	12,967
Refuse Trucks	5,816	7,151	12,967
School Buses	5,816	7,151	12,967
Short-Haul Combination Trucks	5,816	5,658	11,473

TABLE V–12—MY2027 DIESEL HEAVY HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS—Continued

	Direct costs	Indirect costs	Costs per vehicle
Short-Haul Single Unit Trucks	5,816	7,151	12,967
FRM Baseline + Final Program			
Long-Haul Combination Trucks	8,132	6,535	14,667
Long-Haul Single Unit Trucks	8,132	13,139	21,271
Motor Homes	8,132	13,139	21,271
Other Buses	8,132	13,139	21,271
Refuse Trucks	8,132	13,139	21,271
School Buses	8,132	13,139	21,271
Short-Haul Combination Trucks	8,132	9,474	17,606
Short-Haul Single Unit Trucks	8,132	13,139	21,271
Increased Cost of the Final Program			
Long-Haul Combination Trucks	2,316	2,510	4,827
Long-Haul Single Unit Trucks	2,316	5,988	8,304
Motor Homes	2,316	5,988	8,304
Other Buses	2,316	5,988	8,304
Refuse Trucks	2,316	5,988	8,304
School Buses	2,316	5,988	8,304
Short-Haul Combination Trucks	2,316	3,816	6,132
Short-Haul Single Unit Trucks	2,316	5,988	8,304

TABLE V–13—MY2027 DIESEL URBAN BUS TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline	3,884	3,238	7,122
FRM Baseline + Final Program	5,734	8,901	14,635
Increased Cost of the Final Program	1,850	5,663	7,512

TABLE V–14—MY2027 GASOLINE HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline			
Long-Haul Single Unit Trucks	2,681	1,905	4,585
Motor Homes	2,681	3,511	6,192
Other Buses	2,681	1,855	4,535
School Buses	2,681	2,989	5,670
Short-Haul Single Unit Trucks	2,681	2,280	4,961
Transit Buses	2,681	1,855	4,535
FRM Baseline + Final Program			
Long-Haul Single Unit Trucks	3,369	3,784	7,153
Motor Homes	3,369	6,223	9,592
Other Buses	3,369	3,624	6,993
School Buses	3,369	6,223	9,592
Short-Haul Single Unit Trucks	3,369	4,986	8,355
Transit Buses	3,369	3,624	6,993
Increased Cost of the Final Program			
Long-Haul Single Unit Trucks	688	1,880	2,568
Motor Homes	688	2,712	3,401
Other Buses	688	1,770	2,458
School Buses	688	3,234	3,923
Short-Haul Single Unit Trucks	688	2,706	3,394
Transit Buses	688	1,770	2,458

TABLE V–15—MY2027 CNG HEAVY HDE TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline			
Long-Haul Single Unit Trucks	8,585	10,556	19,141
Other Buses	8,585	10,556	19,141
Refuse Trucks	8,585	10,556	19,141
School Buses	8,585	10,556	19,141
Short-Haul Combination Trucks	8,585	8,351	16,936
Short-Haul Single Unit Trucks	8,585	10,556	19,141
FRM Baseline + Final Program			
Long-Haul Single Unit Trucks	8,610	17,988	26,598
Other Buses	8,610	17,988	26,598
Refuse Trucks	8,610	17,988	26,598
School Buses	8,610	17,988	26,598
Short-Haul Combination Trucks	8,610	12,577	21,187
Short-Haul Single Unit Trucks	8,610	17,988	26,598
Increased Cost of the Final Program			
Long-Haul Single Unit Trucks	25	7,431	7,457
Other Buses	25	7,431	7,457
Refuse Trucks	25	7,431	7,457
School Buses	25	7,431	7,457
Short-Haul Combination Trucks	25	4,225	4,251
Short-Haul Single Unit Trucks	25	7,431	7,457

TABLE V–16—MY2027 CNG URBAN BUS TECHNOLOGY COSTS PER VEHICLE ASSOCIATED WITH THE FINAL PROGRAM, 2017 DOLLARS

	Direct costs	Indirect costs	Costs per vehicle
FRM Baseline	6,438	5,367	11,806
FRM Baseline + Final Program	6,457	13,490	19,948
Increased Cost of the Final Program	19	8,123	8,142

B. Operating Costs

We have estimated three impacts on operating costs expected to be incurred by users of new MY 2027 and later heavy-duty vehicles: Increased diesel exhaust fluid (DEF) consumption by diesel vehicles due to increased DEF dose rates to enable compliance with more stringent NO_X standards; decreased fuel costs for gasoline vehicles due to new onboard refueling vapor recovery systems that allow burning (in engine) of otherwise evaporated hydrocarbon emissions; emission repair impacts brought about by longer warranty and useful life provisions; and the potential higher emission-related repair costs for vehicles equipped with the new technology. For the repair impacts, we expect that the longer duration warranty period will result in lower owner/operator-incurred repair costs due to fewer repairs being paid for by owners/operators since more costs will be borne by the manufacturer, and that the longer duration useful life periods will result in increased emission control system durability. We have estimated the net effect on repair costs and describe our approach, along with increased DEF consumption and reduced gasoline consumption, in this section. Additional details on our methodology and estimates of operating costs are included in RIA Chapter 7.2.

1. Costs Associated With Increased Diesel Exhaust Fluid (DEF) Consumption in Diesel Engines

Consistent with the approach used to estimate technology costs, we have estimated both baseline case DEF consumption and DEF consumption under the final program. For the baseline case, we estimated DEF consumption using the relationship between DEF dose rate and the reduction in NO_X over the SCR catalyst. The relationship between DEF dose rate and NO_X reduction across the SCR catalyst is based on methodology presented in the Technical Support Document to the 2012 Nonconformance Penalty rule (the NCP Technical Support Document, or NCP TSD).[443] The relationship of DEF dose rate to NO_X reduction used in that methodology considered FTP emissions and, as such, the DEF dose rate increased as FTP tailpipe emissions decreased. The DEF dose rate used in this analysis is 5.18 percent of fuel consumed.

To estimate DEF consumption impacts under the final program, which involves not only the new FTP emission standards but also the new SET and LLC standards along with new off-cycle standards, we developed a new approach to estimate DEF consumption for the proposal, which we also applied in this final rule. For this analysis, we scaled DEF consumption with the NO_X reductions achieved under the final emission standards. This was done by considering the molar mass of NO_X, the molar mass of urea, the mass concentration of urea in DEF, along with the density of DEF, to estimate the

[443] Nonconformance Penalties for On-highway Heavy-duty Diesel Engines: Technical Support Document; EPA–420–R–12–014, August 2012.

theoretical gallons of DEF consumed per ton of NO_X reduced. We estimated theoretical DEF consumption per ton of NO_X reduced at 442 gallons/ton, which we then adjusted based on testing to 527 gallons/ton, the value used in this analysis. We describe this in more detail in Section 7.2.1 of the RIA.

These two DEF consumption metrics—dose rate per gallon for an engine meeting the baseline emission standards and any additional DEF consumption per ton of NO_X reduced to achieve the final emission standards over the final useful lives—were used to estimate total DEF consumption. These DEF consumption rates were then multiplied by DEF price per gallon, adjusted to 2017 dollars from the DEF prices presented in the NCP TSD, to arrive at the impacts on DEF costs for diesel engines. These are shown for MY2027 diesel vehicles in Table V–17. Because these are operating costs which occur over time, we present them at both 3 and 7 percent discount rates.

TABLE V–17—MY2027 LIFETIME DEF COSTS PER DIESEL VEHICLE ASSOCIATED WITH FINAL NO_X STANDARDS, 2017 DOLLARS

	3% Discount rate				7% Discount rate			
	Light HDE	Medium HDE	Heavy HDE	Urban bus	Light HDE	Medium HDE	Heavy HDE	Urban bus
FRM Baseline								
Long-Haul Combination Trucks	.....	.....	34,009	.....	.....	.....	25,768	.....
Long-Haul Single Unit Trucks	3,759	5,686	6,823	.....	2,937	4,443	5,331	.....
Motor Homes	.....	1,489	1,764	.....	.....	1,068	1,265	.....
Other Buses	9,118	11,285	11,688	.....	6,695	8,286	8,582	.....
Refuse Trucks	.....	8,435	8,787	.....	.....	6,317	6,581	.....
School Buses	2,331	3,030	3,187	.....	1,712	2,225	2,340	.....
Short-Haul Combination Trucks	.....	16,323	17,154	.....	.....	12,735	13,384	.....
Short-Haul Single Unit Trucks	2,733	4,144	4,975	.....	2,100	3,184	3,823	.....
Transit Buses	9,192	11,254	.....	11,742	6,750	8,263	.....	8,622
FRM Baseline + Final Program								
Long-Haul Combination Trucks	.....	.....	37,621	.....	.....	.....	28,580	.....
Long-Haul Single Unit Trucks	4,011	6,215	7,916	.....	3,136	4,865	6,200	.....
Motor Homes	.....	1,617	2,016	.....	.....	1,162	1,450	.....
Other Buses	9,805	12,277	13,594	.....	7,209	9,040	10,011	.....
Refuse Trucks	.....	9,182	10,246	.....	.....	6,895	7,696	.....
School Buses	2,501	3,293	3,671	.....	1,839	2,424	2,702	.....
Short-Haul Combination Trucks	.....	17,575	19,378	.....	.....	13,727	15,154	.....
Short-Haul Single Unit Trucks	2,949	4,573	5,864	.....	2,268	3,522	4,517	.....
Transit Buses	9,867	12,149	.....	13,410	7,253	8,945	.....	9,863
Increased Cost of the Final Program								
Long-Haul Combination Trucks	.....	.....	3,612	.....	.....	.....	2,812	.....
Long-Haul Single Unit Trucks	252	529	1,094	.....	199	422	869	.....
Motor Homes	.....	128	253	.....	.....	94	185	.....
Other Buses	687	992	1,906	.....	514	754	1,428	.....
Refuse Trucks	.....	747	1,459	.....	.....	579	1,115	.....
School Buses	170	263	484	.....	127	199	362	.....
Short-Haul Combination Trucks	.....	1,251	2,224	.....	.....	992	1,771	.....
Short-Haul Single Unit Trucks	216	429	889	.....	168	337	694	.....
Transit Buses	675	896	.....	1,669	504	681	.....	1,241

2. Costs Associated With Changes in Fuel Consumption on Gasoline Engines

We have estimated a decrease in fuel costs, *i.e.,* fuel savings, associated with the final ORVR requirements on gasoline engines. Due to the ORVR systems, evaporative emissions that would otherwise be emitted into the atmosphere will be trapped and subsequently burned in the engine. We describe the approach taken to estimate these impacts in Chapter 7.2.2 of the RIA. These newly captured evaporative emissions are converted to gallons and then multiplied by AEO 2019 reference case gasoline prices (converted to 2017 dollars) to arrive at the monetized impacts. These impacts are shown in Table V–18. In the aggregate, we estimate that the ORVR requirements in the final program will result in an annual reduction of approximately 0.3 million (calendar year 2027) to 4.9 million (calendar year 2045) gallons of gasoline, representing roughly 0.1 percent of gasoline consumption from impacted vehicles.

TABLE V–18—MY2027 LIFETIME FUEL COSTS PER GASOLINE VEHICLE ASSOCIATED WITH ORVR REQUIREMENTS, 2017 DOLLARS

	3% Discount rate			7% Discount rate		
	Light HDE	Medium HDE	Heavy HDE	Light HDE	Medium HDE	Heavy HDE
FRM Baseline						
Long-Haul Single Unit Trucks	120,876	150,530	192,727	94,841	118,108	151,216
Motor Homes	30,329	38,339	48,887	21,905	27,691	35,309
Other Buses	273,223	.....	.....	201,982	.....	.....
School Buses	69,242	.....	.....	51,188	.....	.....
Short-Haul Single Unit Trucks	86,494	109,427	139,754	66,791	84,501	107,918
Transit Buses	269,797	.....	.....	199,449	.....	.....
FRM Baseline + Final Program						
Long-Haul Single Unit Trucks	120,744	150,349	192,470	94,739	117,969	151,019
Motor Homes	30,271	38,260	48,781	21,864	27,635	35,233
Other Buses	272,656	.....	.....	201,570	.....	.....
School Buses	69,110	.....	.....	51,092	.....	.....
Short-Haul Single Unit Trucks	86,397	109,292	139,566	66,717	84,399	107,777
Transit Buses	269,245	.....	.....	199,047	.....	.....
Increased Cost of the Final Program						
Long-Haul Single Unit Trucks	−132	−181	−257	−102	−139	−197
Motor Homes	−58	−79	−106	−41	−56	−75
Other Buses	−567	.....	.....	−412	.....	.....
School Buses	−132	.....	.....	−96	.....	.....
Short-Haul Single Unit Trucks	−97	−135	−187	−74	−102	−141
Transit Buses	−552	.....	.....	−402	.....	.....

3. Emission-Related Repair Cost Impacts Associated With the Final Program

The final extended warranty and useful life requirements will have an impact on emission-related repair costs incurred by truck owners. Researchers have noted the relationships among quality, reliability, and warranty for a variety of goods.[444] Wu,[445] for instance, examines how analyzing warranty data can provide ''early warnings'' on product problems that can then be used for design modifications. Guajardo et al. describe one of the motives for warranties to be ''incentives for the seller to improve product quality''; specifically for light-duty vehicles, they find that buyers consider warranties to substitute for product quality, and to complement service quality.[446] Murthy and Jack, for new products, and Saidi-Mehrabad et al. for second-hand products, consider the role of warranties in improving a buyer's confidence in quality of the good.[447] [448]

On the one hand, we expect owner-incurred emission repair costs to decrease due to the final program because the longer emission warranty requirements will result in more repair costs covered by the OEMs. Further, we expect improved serviceability in an effort by OEMs to decrease the repair costs that they will incur. We also expect that the longer useful life periods in the final standards will result in more durable parts to ensure regulatory compliance over the longer timeframe. On the other hand, we also expect that the more costly emission control systems required by the final program may result in higher repair costs which might increase owner-incurred costs outside the warranty and/or useful life periods.

As discussed in Section V.A.2, we have estimated increased OEM costs associated with increased warranty liability (*i.e.,* longer warranty periods), and for more durable parts resulting from the longer useful life periods. These costs are accounted for via increased warranty costs and increased research and development (R&D) costs. We also included additional aftertreatment costs in the direct manufacturing costs to address the increased useful life requirements (*e.g.,* larger catalyst volume; see Chapters 2 and 3 of the RIA for detailed discussions). We estimate that the new useful life and warranty provisions will help to reduce emission repair costs during the emission warranty and regulatory useful life periods, and possibly beyond.

In the proposal, to estimate impacts on emission repair costs, we began with an emission repair cost curve derived from an industry white paper.[449] Some commenters took exception to the approach we took, preferring instead that we use what they consider to be a more established repair and maintenance cost estimate from the American Transportation Research

[444] Thomas, M., and S. Rao (1999). ''Warranty Economic Decision Models: A Summary and Some Suggested Directions for Future Research.'' Operations Research 47(6):807–820.

[445] Wu, S (2012). Warranty Data Analysis: A Review. Quality and Reliability Engineering International 28: 795–805.

[446] Guajardo, J., M Cohen, and S. Netessine (2016). ''Service Competition and Product Quality in the U.S. Automobile Industry.'' Management Science 62(7):1860–1877. The other rationales are protection for consumers against failures, provision of product quality information to consumers, and a means to distinguish consumers according to their risk preferences.

[447] Murthy, D., and N. Jack (2009). ''Warranty and Maintenance,'' Chapter 18 in Handbook of Maintenance Management and Engineering, Mohamed Ben-Daya et al., editors. London: Springer.

[448] Saidi-Mehrabad, M., R. Noorossana, and M. Shafiee (2010). ''Modeling and analysis of effective ways for improving the reliability of second-hand products sold with warranty.'' International Journal of Advanced Manufacturing Technology 46: 253–265.

[449] See ''Mitigating Rising Maintenance & Repair Costs for Class-8 Truck Fleets, Effective Data & Strategies to Leverage Newer Trucks to Reduce M&R Costs,'' Fleet Advantage Whitepaper Series, 2018.

Institute.[450] After careful consideration of the ATRI data, we derived a cost per mile value for repair and maintenance based on the 10 years of data gathered and presented. We chose to use the ATRI data in place of the data used in the proposal because it constituted 10 years of data from an annually prepared study compared to the one year of data behind the study used in the proposal.

Because the ATRI data represent heavy HD combination vehicles it was necessary for us to scale the ATRI values for applicability to HD vehicles with different sized engines having different emission-control system costs. We have done this in the same way as was discussed earlier for scaling of warranty cost (see Table V–6). Given that future engines and vehicles will be equipped with new, more costly technology, it is possible that the repair costs for vehicles under the final program will be higher than the repair costs in the baseline. We have included such an increase for the period beyond useful life. This is perhaps conservative because it seems reasonable to assume that the R&D used to improve durability during the useful life period would also improve durability beyond it. Nonetheless, we also think it is reasonable to include an increase in repair costs, relative to the baseline case, because the period beyond useful life is of marginally less concern to manufacturers.[451] Lastly, since our warranty and useful life provisions pertain to emissions-related systems and their repair, we adjusted the ATRI values by 10.8 percent to arrive at an emission-related repair cost. The 10.8 percent value was similarly used in the proposal and was derived by EPA using data in the Fleet Advantage Whitepaper. Table V–19 shows how we have scaled the repair and maintenance costs derived from the ATRI study.

Importantly, during the warranty period, there are no emission-related repair costs incurred by owner/operators since those will be covered under warranty.

TABLE V–19—SCALING APPROACH USED IN ESTIMATING BASELINE EMISSION-RELATED REPAIR COSTS PER MILE, 2017 CENTS *

MOVES regulatory class	Scaling approach	Repair & maintenance			Emission-related repair (10.8% of repair & maintenance)		
		Diesel	Gasoline	CNG	Diesel	Gasoline	CNG
Light HDE	Base Light HDE DMC/Base Diesel Heavy HDE DMC	10.1	7.28	.....	1.09	0.79	.....
Medium HDE	Base Medium HDE DMC/Base Diesel Heavy HDE DMC	10.3	7.28	.....	1.12	0.79	.....
Heavy HDE	Base Heavy HDE DMC/Base Diesel Heavy HDE DMC	15.8	7.28	23.2	1.71	0.79	2.52
Urban bus	Base Urban bus DMC/Base Diesel Heavy HDE DMC	9.80	.....	16.2	1.06	.....	1.75

* The Base Diesel Heavy HDE DMC would be the $5,816 value shown in Table V–2; shown is scaling of baseline emission-repair costs per mile although we also scaled emission-repair cost per hour and applied those values for most vocational vehicles; this is detailed in Chapter 7.2.3 of the final RIA.

We present more details in Chapter 7 of the RIA behind the emission-repair cost values we are using, the scaling used and the 10.8 percent emission-related repair adjustment factor and how it was derived. As done for warranty costs, we have used estimated ages for when warranty and useful life are reached, using the required miles, ages and hours along with the estimated miles driven and hours of operation for each specific type of vehicle. This means that warranty and useful life ages are reached in different years for different vehicles, even if they belong to the same service class and have the same regulatory warranty and useful life periods. For example, we expect warranty and useful life ages to be attained at different points in time by a long-haul combination truck driving over 100,000 miles per year or over 2,000 hours per year and a refuse truck driven around 40,000 miles per year or operating less than 1,000 hours per year. The resultant MY2027 lifetime emission-related repair costs are shown in Table V–20 for diesel HD vehicles, in Table V–21 for gasoline HD vehicles, and in Table V–22 for CNG HD vehicles. Since these costs occur over time, we present them using both a 3 percent and a 7 percent discount rate. Note that these costs assume that all emission-related repair costs are paid by manufacturers during the warranty period, and beyond the warranty period the emission-related repair costs are incurred by owners/operators.

TABLE V–20—MY2027 LIFETIME EMISSION-RELATED REPAIR COSTS PER DIESEL VEHICLE, 2017 DOLLARS

	3% Discount rate				7% Discount rate			
	Light HDE	Medium HDE	Heavy HDE	Urban bus	Light HDE	Medium HDE	Heavy HDE	Urban bus
FRM Baseline								
Long-Haul Combination Trucks	.....	.....	22,041	.....	.....	.....	16,138	.....
Long-Haul Single Unit Trucks	3,208	2,493	3,060	.....	2,440	1,790	2,109	.....
Motor Homes	.....	613	936	.....	.....	394	602	.....
Other Buses	4,292	3,668	4,719	.....	3,083	2,499	3,074	.....
Refuse Trucks	.....	2,222	3,110	.....	.....	1,506	2,065	.....
School Buses	1,148	1,050	1,604	.....	771	684	1,045	.....
Short-Haul Combination Trucks	.....	6,635	8,088	.....	.....	5,003	5,823	.....
Short-Haul Single Unit Trucks	1,799	1,292	1,973	.....	1,318	876	1,338	.....

[450] ''An Analysis of the Operational Costs of Trucking: 2021 Update,'' American Transportation Research Institute, November 2021.

[451] This is not meant to suggest that manufacturers no longer care about their products beyond their regulatory useful life, but rather to reflect the expectation that regulatory pressures—*i.e.,* regulatory compliance during the useful life—tend to focus manufacturer resources.

TABLE V–20—MY2027 LIFETIME EMISSION-RELATED REPAIR COSTS PER DIESEL VEHICLE, 2017 DOLLARS—Continued

	3% Discount rate				7% Discount rate			
	Light HDE	Medium HDE	Heavy HDE	Urban bus	Light HDE	Medium HDE	Heavy HDE	Urban bus
Transit Buses	4,242	3,625	.....	3,941	3,047	2,469	.....	2,732
FRM Baseline + Final Program								
Long-Haul Combination Trucks	.....	.....	25,070	.....	.....	.....	17,497	.....
Long-Haul Single Unit Trucks	2,284	1,531	1,524	.....	1,509	956	906	.....
Motor Homes	.....	480	728	.....	.....	272	415	.....
Other Buses	4,090	3,261	3,454	.....	2,598	1,978	1,979	.....
Refuse Trucks	.....	1,408	2,038	.....	.....	819	1,180	.....
School Buses	667	772	1,174	.....	378	439	673	.....
Short-Haul Combination Trucks	.....	7,029	6,436	.....	.....	4,960	4,225	.....
Short-Haul Single Unit Trucks	764	721	1,115	.....	451	421	655	.....
Transit Buses	4,042	3,224	.....	2,394	2,567	1,955	.....	1,370
Increased Cost of the Final Program								
Long-Haul Combination Trucks	.....	.....	3,028	.....	.....	.....	1,359	.....
Long-Haul Single Unit Trucks	−924	−962	−1,536	.....	−931	−834	−1,203	.....
Motor Homes	.....	−132	−207	.....	.....	−122	−187	.....
Other Buses	−203	−406	−1,265	.....	−486	−520	−1,095	.....
Refuse Trucks	.....	−814	−1,072	.....	.....	−687	−885	.....
School Buses	−481	−278	−430	.....	−393	−245	−372	.....
Short-Haul Combination Trucks	.....	394	−1,651	.....	.....	−43	−1,598	.....
Short-Haul Single Unit Trucks	−1,035	−570	−857	.....	−867	−455	−684	.....
Transit Buses	−200	−402	.....	−1,547	−480	−514	.....	−1,362

TABLE V–21—MY2027 LIFETIME EMISSION-RELATED REPAIR COSTS PER GASOLINE VEHICLE, 2017 DOLLARS

	3% Discount rate			7% Discount rate		
	Light HDE	Medium HDE	Heavy HDE	Light HDE	Medium HDE	Heavy HDE
FRM Baseline						
Long-Haul Single Unit Trucks	2,324	2,324	2,324	1,768	1,768	1,768
Motor Homes	431	431	431	278	278	278
Other Buses	3,111	.....	.....	2,234	.....	.....
School Buses	832	.....	.....	559	.....	.....
Short-Haul Single Unit Trucks	1,304	1,304	1,304	955	955	955
Transit Buses	3,074	.....	.....	2,208	.....	.....
FRM Baseline + Final Program						
Long-Haul Single Unit Trucks	1,831	1,831	1,831	1,271	1,271	1,271
Motor Homes	275	275	275	156	156	156
Other Buses	2,898	.....	.....	1,917	.....	.....
School Buses	442	.....	.....	252	.....	.....
Short-Haul Single Unit Trucks	764	764	764	483	483	483
Transit Buses	2,865	.....	.....	1,895	.....	.....
Increased Cost of the Final Program						
Long-Haul Single Unit Trucks	−493	−493	−493	−497	−497	−497
Motor Homes	−156	−156	−156	−122	−122	−122
Other Buses	−212	.....	.....	−317	.....	.....
School Buses	−390	.....	.....	−306	.....	.....
Short-Haul Single Unit Trucks	−540	−540	−540	−471	−471	−471
Transit Buses	−210	.....	.....	−313	.....	.....

TABLE V–22—MY2027 LIFETIME EMISSION-RELATED REPAIR COSTS PER CNG VEHICLE, 2017 DOLLARS

	3% Discount rate		7% Discount rate	
	Heavy HDE	Urban bus	Heavy HDE	Urban bus
FRM Baseline				
Long-Haul Single Unit Trucks	4,517	.....	3,113	.....
Other Buses	6,966	.....	4,537	.....
Refuse Trucks	4,590	.....	3,048	.....
School Buses	2,368	.....	1,542	.....
Short-Haul Combination Trucks	11,938	.....	8,595	.....
Short-Haul Single Unit Trucks	2,912	.....	1,975	.....
Transit Buses	.....	6,532	.....	4,529
FRM Baseline + Final Program				
Long-Haul Single Unit Trucks	1,720	.....	1,029	.....
Other Buses	3,807	.....	2,194	.....
Refuse Trucks	2,260	.....	1,317	.....
School Buses	1,294	.....	746	.....
Short-Haul Combination Trucks	7,723	.....	5,143	.....
Short-Haul Single Unit Trucks	1,248	.....	737	.....
Transit Buses	.....	2,822	.....	1,626
Increased Cost of the Final Program				
Long-Haul Single Unit Trucks	−2,797	.....	−2,084	.....
Other Buses	−3,158	.....	−2,344	.....
Refuse Trucks	−2,330	.....	−1,732	.....
School Buses	−1,074	.....	−797	.....
Short-Haul Combination Trucks	−4,215	.....	−3,452	.....
Short-Haul Single Unit Trucks	−1,664	.....	−1,238	.....
Transit Buses	.....	−3,710	.....	−2,903

C. Program Costs

Using the cost elements outlined in Sections V.A and V.B, we have estimated the costs associated with the final program. Costs are presented in more detail in Chapter 7 of the RIA. As noted earlier, costs are presented in 2017 dollars in undiscounted annual values along with present values (PV) and equivalent annualized values (EAV) at both 3 and 7 percent discount rates with values discounted to the 2027 calendar year.

TABLE V–23—TOTAL TECHNOLOGY & OPERATING COST IMPACTS OF THE FINAL PROGRAM RELATIVE TO THE BASELINE CASE, ALL REGULATORY CLASSES AND ALL FUELS, BILLIONS OF 2017 DOLLARS [a]

Calendar year	Direct tech cost	Indirect warranty cost	Indirect R&D cost	Other indirect cost	Indirect profit	Total tech cost	Emission repair cost	Urea cost	Fuel cost	Total operating cost	Program cost
2027	1.1	2.1	0.21	0.34	0.058	3.8	0.00	0.06	−0.0004	0.057	3.9
2028	1.1	2.1	0.20	0.32	0.055	3.7	−0.05	0.12	−0.0008	0.07	3.8
2029	1.0	2.1	0.19	0.31	0.053	3.7	−0.30	0.18	−0.0013	−0.12	3.6
2030	1.0	2.1	0.051	0.30	0.052	3.5	−0.43	0.25	−0.0017	−0.19	3.4
2031	1.0	2.2	0.050	0.30	0.051	3.6	−0.50	0.33	−0.0022	−0.17	3.4
2032	0.99	2.2	0.049	0.29	0.050	3.6	−0.57	0.41	−0.0027	−0.16	3.4
2033	0.98	2.2	0.049	0.29	0.050	3.6	−0.61	0.47	−0.0034	−0.14	3.5
2034	0.98	2.3	0.049	0.29	0.049	3.6	−0.64	0.53	−0.0041	−0.11	3.5
2035	0.96	2.3	0.048	0.28	0.049	3.7	−0.66	0.58	−0.0048	−0.08	3.6
2036	0.95	2.3	0.048	0.28	0.048	3.7	−0.66	0.63	−0.0054	−0.04	3.6
2037	0.95	2.4	0.048	0.28	0.048	3.7	−0.60	0.68	−0.0060	0.07	3.8
2038	0.95	2.4	0.048	0.28	0.048	3.7	−0.54	0.72	−0.0066	0.17	3.9
2039	0.95	2.5	0.047	0.28	0.048	3.8	−0.49	0.76	−0.0072	0.27	4.0
2040	0.95	2.5	0.047	0.28	0.048	3.8	−0.45	0.80	−0.0078	0.34	4.2
2041	0.95	2.5	0.047	0.28	0.048	3.9	−0.41	0.84	−0.0083	0.41	4.3
2042	0.95	2.6	0.047	0.28	0.048	3.9	−0.39	0.87	−0.0088	0.47	4.4
2043	0.95	2.6	0.047	0.28	0.048	3.9	−0.37	0.91	−0.0093	0.53	4.5
2044	0.95	2.7	0.048	0.28	0.048	4.0	−0.35	0.94	−0.0097	0.57	4.6
2045	0.95	2.7	0.048	0.28	0.048	4.1	−0.34	0.97	−0.010	0.62	4.7
PV, 3%	14	33	1.1	4.2	0.72	53	−6.2	7.7	−0.069	1.4	55
PV, 7%	10	24	0.90	3.0	0.52	38	−4.3	4.9	−0.043	0.60	39
EAV, 3%	1.0	2.3	0.078	0.29	0.050	3.7	−0.43	0.54	−0.0048	0.099	3.8

TABLE V–23—TOTAL TECHNOLOGY & OPERATING COST IMPACTS OF THE FINAL PROGRAM RELATIVE TO THE BASELINE CASE, ALL REGULATORY CLASSES AND ALL FUELS, BILLIONS OF 2017 DOLLARS [a]—Continued

Calendar year	Direct tech cost	Indirect warranty cost	Indirect R&D cost	Other indirect cost	Indirect profit	Total tech cost	Emission repair cost	Urea cost	Fuel cost	Total operating cost	Program cost
EAV, 7%	1.0	2.3	0.087	0.29	0.051	3.7	−0.42	0.48	−0.0042	0.058	3.8

[a] Values show 2 significant digits; negative cost values denote savings; calendar year values are undiscounted, present values are discounted to 2027; Program Cost is the sum of Total Tech Cost and Total Operating Cost. Note also that the Information Collection Request costs addressed in Section XII would fall within the ''Other'' indirect costs shown here.

VI. Estimated Emissions Reductions From the Final Program

The final program, which is described in detail in Sections III and IV, is expected to reduce emissions from highway heavy-duty engines in several ways. We project the final emission standards for heavy-duty CI engines will reduce tailpipe emissions of NO_X; the combination of the final low-load test cycle and off-cycle test procedure for CI engines will help to ensure that the reductions in tailpipe emissions are achieved in-use, not only under high-speed, on-highway conditions, but also under low-load and idle conditions. We also project reduced tailpipe emissions of NO_X, CO, PM, VOCs, and associated air toxics from the final emission standards for heavy-duty SI engines, particularly under cold-start and high-load operating conditions. The longer emission warranty and regulatory useful life requirements for heavy-duty CI and SI engines in the final rule will help maintain the expected emission reductions for all pollutants, including primary exhaust $PM_{2.5}$, throughout the useful life of the engine. The onboard refueling vapor recovery requirements for heavy-duty SI engines in the final rule will reduce VOCs and associated air toxics. See RIA Chapter 5.3 for details on projected emission reductions of each pollutant.

Section VI.A provides an overview of the methods used to estimate emission reductions from our final program. All the projected emission reductions from the final program are outlined in Section VI.B, with more details provided in the RIA Chapter 5. Section VI.C presents projected emission reductions from the final program by engine operations and processes (*e.g.,* medium-to-high load or low-load engine operations).

A. Emission Inventory Methodology

To estimate the emission reductions from the final program, we used the current public version of EPA's Motor Vehicle Emission Simulator (MOVES) model, MOVES3. MOVES3 includes all the model updates previously made for the version of the MOVES model used for the NPRM analysis (''MOVES CTI NPRM''), as well as other more recent updates. Detailed descriptions of the underlying data and analyses that informed the model updates are discussed in Chapter 5.2 of the RIA and documented in peer-reviewed technical reports referenced in the RIA. Inputs developed to model the national emission inventories for the final program are also discussed in Chapter 5.2.2 of the RIA.

B. Estimated Emission Reductions From the Final Program

As discussed in Sections III and IV, the final program includes new, more stringent numeric emission standards, as well as longer regulatory useful life and emissions warranty periods compared to today's standards. Our estimates of the emission impacts of the final program in calendar years 2030, 2040, and 2045 are presented in Table VI–1. As shown in Table VI–1, we estimate that the final program will reduce NO_X emissions from highway heavy-duty vehicles by 48 percent nationwide in 2045. We also estimate an eight percent reduction in primary exhaust $PM_{2.5}$ from highway heavy-duty vehicles. VOC emissions from heavy-duty vehicles will be 23 percent lower. Emissions of CO from heavy-duty vehicles are estimated to decrease by 18 percent. Reductions in heavy-duty vehicle emissions of other pollutants, including air toxics, range from an estimated reduction of about 28 percent for benzene to about seven percent change in acetaldehyde. RIA Chapter 5.5.2 includes additional details on the emission reductions by vehicle fuel type; Chapter 5.5.4 provides our estimates of criteria pollutant emissions reductions for calendar years 2027 through 2045.

As the final program is implemented, emission reductions are expected to increase over time as the fleet turns over to new, compliant engines. We estimate no change in CO_2 emissions from the final program, based on data in our feasibility and cost analyses of the final program (see Section III for more discussion).[452]

TABLE VI–1—ANNUAL EMISSION REDUCTIONS FROM HEAVY-DUTY VEHICLES IN CALENDAR YEARS (CY) 2030, 2040, AND 2045—EMISSIONS WITH FINAL PROGRAM IN PLACE RELATIVE TO THE HEAVY-DUTY VEHICLE EMISSIONS BASELINE

Pollutant	CY2030		CY2040		CY2045	
	US short tons	% reduction	US short tons	% reduction	US short tons	% reduction
NO_X	139,677	14	398,864	44	453,239	48
VOC	5,018	5	17,139	20	20,758	23
Primary Exhaust $PM_{2.5}$	115	1	491	7	566	8
CO	43,978	3	208,935	16	260,750	18
Acetaldehyde	36	2	124	6	145	7
Benzene	40	4	177	23	221	28
Formaldehyde	29	1	112	7	134	8

[452] This estimate includes the assumption that vehicle sales will not change in response to the final rule. See Section X for further discussion on vehicle sales impacts of this final rule.

TABLE VI–1—ANNUAL EMISSION REDUCTIONS FROM HEAVY-DUTY VEHICLES IN CALENDAR YEARS (CY) 2030, 2040, AND 2045—EMISSIONS WITH FINAL PROGRAM IN PLACE RELATIVE TO THE HEAVY-DUTY VEHICLE EMISSIONS BASELINE—Continued

Pollutant	CY2030		CY2040		CY2045	
	US short tons	% reduction	US short tons	% reduction	US short tons	% reduction
Naphthalene	2	1	7	13	9	16

C. Estimated Emission Reductions by Engine Operations and Processes

Looking more closely at the NO_X emission inventory from highway heavy-duty vehicles, our analysis shows that the final standards will reduce emissions across several engine operations and processes, with the greatest reductions attributable to medium-to-high load engine operations, low-load engine operations, and age effects (Table VI–2). Emission reductions attributable to medium-to-high load engine operations are based on changes in the new numeric emissions standards compared to existing standards and corresponding test procedures, as described in preamble Section III. Emission reductions attributable to the age effects category are based on longer useful life and warranty periods in the final rule, which are described in preamble Section IV.

Table 5–13 in Chapter 5.2.2 of the RIA shows that tampering and mal-maintenance significantly increases emissions from current heavy heavy-duty engines (*e.g.,* we estimate a 500 percent increase in NO_X emissions for heavy heavy-duty vehicles due to NO_X aftertreatment malfunction). Absent the final rule, these substantial increases in emissions from tampering and mal-maintenance could potentially have large impact on the HD NO_X inventory. However, the longer regulatory useful life and emission-related warranty requirements in the final rule will ensure that more stringent standards are met for a longer period of time while the engines are in use. Specifically, we estimate 18 percent fewer NO_X emissions in 2045 due to the longer useful life and warranty periods reducing the likelihood of tampering and mal-maintenance after the current useful life periods of heavy-duty CI engines.[453] [454] We note that these estimates of emissions impacts from tampering and mal-maintenance of heavy-duty engines reflect currently available data and may not fully reflect the extent of emissions impacts from tampering or mal-maintenance; thus, additional data on the emissions impacts of heavy-duty tampering and mal-maintenance may show that there would be additional emissions reductions from the final rule.

Further, due to insufficient data, we are currently unable to quantify the impacts of other provisions to improve maintenance and serviceability of emission controls systems (*e.g.,* updated maintenance intervals, requiring manufacturers to provide more information on how to diagnose and repair emission control systems, as described in preamble Section IV). We expect the final provisions to improve maintenance and serviceability will reduce incentives to tamper with the emission control systems on MY 2027 and later engines, which would avoid large increases in emissions that would impact the reductions projected from the final rule. For example, we estimate a greater than 3000 percent increase in NO_X emissions for heavy heavy-duty vehicles due to malfunction of the NO_X emissions aftertreatment on a MY 2027 and later heavy heavy-duty vehicle. As such, the maintenance and serviceability provisions combined with the longer useful life and warranty periods will provide a comprehensive approach to ensure that the new, much more stringent emissions standards are met during in use operations.

Table VI–2 compares NO_X emissions in 2045 from different engine operations and processes with and without the final standards. A graphical comparison of NO_X emissions by process is included in RIA Chapter 5.5.3.

TABLE VI–2—HEAVY-DUTY NO_X EMISSION REDUCTIONS BY PROCESS IN CY2045

[US tons]

Engine operation or process	Emission inventory contribution without final program (%)	Tons reduced	Percent reduction from baseline	Emission inventory contribution with final program (%)
Medium- to High-Load	36	217,708	64	24
Low-Load	30	177,967	63	21
Aging	22	35,750	18	34
Extended Idle & APU	2	11,692	63	1
Starts	5	10,122	23	7
Historical Fleet (MY 2010 to 2026)	6	0	0	12

VII. Air Quality Impacts of the Final Rule

As discussed in Section VI, we project the standards in the final rule will result in meaningful reductions in emissions of NO_X, VOC, CO and $PM_{2.5}$. When feasible, we conduct full-scale photochemical air quality modeling to accurately project levels of criteria and air toxic pollutants, because the atmospheric chemistry related to ambient concentrations of $PM_{2.5}$, ozone,

[453] See Chapter 5.2.2 of the RIA for a discussion of how we calculate the emission rates due to the final useful life and warranty periods for Light, Medium, and Heavy heavy-duty engines.

[454] Although we anticipate emission benefits from the lengthened warranty and useful life periods from gasoline and NG-fueled vehicles, they were not included in the analysis done for the final rule (see RIA Chapter 5.2 for details).

and air toxics is very complex. Air quality modeling was performed for the proposed rule and demonstrated improvements in concentrations of air pollutants. Given the similar structure of the proposed and final programs, the geographic distribution of emissions reductions and modeled improvements in air quality are consistent and demonstrate that the final rule will lead to substantial improvements in air quality.[455]

Specifically, we expect this rule will decrease ambient concentrations of air pollutants, including significant improvements in ozone concentrations in 2045 as demonstrated in the air quality modeling analysis. We also expect reductions in ambient $PM_{2.5}$, NO_2 and CO due to this rule. Although the spatial resolution of the air quality modeling is not sufficient to quantify it, this rule's emission reductions will also reduce air pollution in close proximity to major roadways, where concentrations of many air pollutants are elevated and where people of color and people with low income are disproportionately exposed.

The emission reductions provided by the final standards will be important in helping areas attain the NAAQS and prevent future nonattainment. In addition, the final standards are expected to result in improvements in nitrogen deposition and visibility. Additional information and maps showing expected changes in ambient concentrations of air pollutants in 2045 are included in the proposal, Chapter 6 of the RIA and in the Air Quality Modeling Technical Support Document from the proposed rule.[456] [457]

The proposed rule air quality modeling analysis consisted of a base case, reference scenario, and control scenario. The ''base'' case represents 2016 air quality. The ''reference'' scenario represents projected 2045 air quality without the proposed rule and the ''control'' scenario represents projected 2045 emissions with the proposed rule. Air quality modeling was done for the future year 2045 when the program will be fully implemented and when most of the regulated fleet will have turned over.

A. Ozone

The scenario modeled for the proposed rule reduced 8-hour ozone design values significantly in 2045. Ozone design values decreased by more than 2 ppb in over 150 counties, and over 200 additional modeled counties are projected to have decreases in ozone design values of between 1 and 2 ppb in 2045. Our modeling projections indicate that some counties will have design values above the level of the 2015 NAAQS in 2045, and the rule will help those counties, as well as other counties, in reducing ozone concentrations. Table VII–1 shows the average projected change in 2045 8-hour ozone design values due to the modeled scenario. Counties within 10 percent of the level of the NAAQS are intended to reflect counties that, although not violating the standard, would also be affected by changes in ambient levels of ozone as they work to ensure long-term attainment or maintenance of the ozone NAAQS. The projected changes in design values, summarized in Table VII–1, indicate in different ways the overall improvement in ozone air quality due to emission reductions from the modeled scenario.

TABLE VII–1—AVERAGE CHANGE IN PROJECTED 8-HOUR OZONE DESIGN VALUES IN 2045 DUE TO THE RULE

Projected design value category	Number of counties	2045 Population [a]	Average change in 2045 design value (ppb)	Population-weighted average change in design value (ppb)
all modeled counties	457	246,949,949	−1.87	−2.23
counties with 2016 base year design values above the level of the 2015 8-hour ozone standard	118	125,319,158	−2.12	−2.43
counties with 2016 base year design values within 10% of the 2015 8-hour ozone standard	245	93,417,097	−1.83	−2.10
counties with 2045 reference design values above the level of the 2015 8-hour ozone standard	15	37,758,488	−2.26	−3.03
counties with 2045 reference design values within 10% of the 2015 8-hour ozone standard	56	39,302,665	−1.78	−2.02
counties with 2045 control design values above the level of the 2015 8-hour ozone standard	10	27,930,138	−2.36	−3.34
counties with 2045 control design values within 10% of the 2015 8-hour ozone standard	42	31,395,617	−1.69	−1.77

[a] Population numbers based on Woods & Poole data. Woods & Poole Economics, Inc. (2015). Complete Demographic Database. Washington, DC. *http://www.woodsandpoole.com/index.php.*

B. Particulate Matter

The scenario modeled for the proposed rule reduced 24-hour and annual $PM_{2.5}$ design values in 2045. Annual $PM_{2.5}$ design values in the majority of modeled counties decreased by between 0.01 and 0.05 $\mu g/m^3$ and by greater than 0.05 $\mu g/m^3$ in over 75 additional counties. 24-hour $PM_{2.5}$ design values decreased by between 0.15 and 0.5 $\mu g/m^3$ in over 150 counties and by greater than 0.5 $\mu g/m^3$ in 5 additional counties. Our modeling projections indicate that some counties will have design values above the level of the 2012 $PM_{2.5}$ NAAQS in 2045 and the rule will help those counties, as well as other counties, in reducing $PM_{2.5}$ concentrations. Table VII–2 and Table VII–3 present the average projected changes in 2045 annual and 24-hour $PM_{2.5}$ design values. Counties within 10 percent of the level of the NAAQS are intended to reflect counties that, although not violating the standards, would also be affected by changes in ambient levels of $PM_{2.5}$ as they work to ensure long-term attainment or maintenance of the annual and/or 24-hour $PM_{2.5}$ NAAQS. The projected changes in $PM_{2.5}$ design values, summarized in Table VII–2 and Table VII–3, indicate in different ways the overall improvement in $PM_{2.5}$ air quality due to the emission reductions resulting from the modeled scenario. We expect this rule's reductions in directly emitted $PM_{2.5}$ will also contribute to reductions in $PM_{2.5}$ concentrations near roadways, although our air quality modeling is not of sufficient resolution to capture that impact.

[455] Additional detail on the air quality modeling inventory used in the proposed rule, along with the final rule emission reductions, can be found in Chapter 5 of the RIA.

[456] USEPA (2021) Technical Support Document: Air Quality Modeling for the HD 2027 Proposal. EPA–HQ–OAR–2019–0055. October 2021.

[457] Section VII of the proposed rule preamble, 87 FR 17414 (March 28, 2022).

TABLE VII–2—AVERAGE CHANGE IN PROJECTED ANNUAL $PM_{2.5}$ DESIGN VALUES IN 2045 DUE TO THE RULE

Projected design value category	Number of counties	2045 Population [a]	Average change in 2045 design value (ug/m^3)	Population-weighted average change in design value (ug/m^3)
all modeled counties	568	273,604,437	−0.04	−0.04
counties with 2016 base year design values above the level of the 2012 annual $PM_{2.5}$ standard	17	26,726,354	−0.09	−0.05
counties with 2016 base year design values within 10% of the 2012 annual $PM_{2.5}$ standard	5	4,009,527	−0.06	−0.06
counties with 2045 reference design values above the level of the 2012 annual $PM_{2.5}$ standard	12	25,015,974	−0.10	−0.05
counties with 2045 reference design values within 10% of the 2012 annual $PM_{2.5}$ standard	6	1,721,445	−0.06	−0.06
counties with 2045 control design values above the level of the 2012 annual $PM_{2.5}$ standard	10	23,320,070	−0.10	−0.05
counties with 2045 control design values within 10% of the 2012 annual $PM_{2.5}$ standard	8	3,417,349	−0.08	−0.09

[a] Population numbers based on Woods & Poole data. Woods & Poole Economics, Inc. (2015). Complete Demographic Database. Washington, DC. *http://www.woodsandpoole.com/index.php.*

TABLE VII–3—AVERAGE CHANGE IN PROJECTED 24-HOUR $PM_{2.5}$ DESIGN VALUES IN 2045 DUE TO THE RULE

Projected design value category	Number of counties	2045 Population [a]	Average change in 2045 design value (ug/m^3)	Population-weighted average change in design value (ug/m^3)
all modeled counties	568	272,852,777	−0.12	−0.17
counties with 2016 base year design values above the level of the 2006 daily $PM_{2.5}$ standard	33	28,394,253	−0.40	−0.67
counties with 2016 base year design values within 10% of the 2006 daily $PM_{2.5}$ standard	15	13,937,416	−0.18	−0.27
counties with 2045 reference design values above the level of the 2006 daily $PM_{2.5}$ standard	29	14,447,443	−0.38	−0.55
counties with 2045 reference design values within 10% of the 2006 daily $PM_{2.5}$ standard	12	22,900,297	−0.30	−0.59
counties with 2045 control design values above the level of the 2006 daily $PM_{2.5}$ standard	29	14,447,443	−0.38	−0.55
counties with 2045 control design values within 10% of the 2006 daily $PM_{2.5}$ standard	10	19,766,216	−0.26	−0.60

[a] Population numbers based on Woods & Poole data. Woods & Poole Economics, Inc. (2015). Complete Demographic Database. Washington, DC. *http://www.woodsandpoole.com/index.php.*

C. Nitrogen Dioxide

The scenario modeled for the proposed rule decreased annual NO_2 concentrations in most urban areas and along major roadways by more than 0.3 ppb and decreased annual NO_2 concentrations by between 0.01 and 0.1 ppb across much of the rest of the country in 2045. The emissions reductions in the modeled scenario will also likely decrease 1-hour NO_2 concentrations and help any potential nonattainment areas attain and maintenance areas maintain the NO_2 standard.[458] We expect this rule will also contribute to reductions in NO_2 concentrations near roadways, although our air quality modeling is not of sufficient resolution to capture that impact. Section 6.4.4 of the RIA contains more detail on the impacts of the rule on NO_2 concentrations.

D. Carbon Monoxide

The scenario modeled for the proposed rule decreased annual CO concentrations by more than 0.5 ppb in many urban areas and decreased annual CO concentrations by between 0.02 and 0.5 ppb across much of the rest of the country in 2045. The emissions reductions in the modeled scenario will also likely decrease 1-hour and 8-hour CO concentrations and help any potential nonattainment areas attain and maintenance areas maintain the CO standard.[459] Section 6.4.5 of the RIA contains more detail on the impacts of the rule on CO concentrations.

E. Air Toxics

In general, the scenario modeled for the proposed rule had relatively little impact on national average ambient concentrations of the modeled air toxics in 2045. The modeled scenario had smaller impacts on air toxic pollutants dominated by primary emissions (or a decay product of a directly emitted pollutant), and relatively larger impacts on air toxics that primarily result from photochemical transformation, in this case due to the projected large reductions in NO_X emissions. Specifically, in 2045, our modeling projects that ambient benzene and naphthalene concentrations will decrease by less than 0.001 ug/m^3 across the country. Acetaldehyde concentrations will increase slightly across most of the country, while formaldehyde will generally have small decreases in most areas and some small increases in urban areas. Section 6.4.6 of the RIA contains more detail on the impacts of the modeled scenario on air toxics concentrations.

F. Visibility

Air quality modeling was used to project visibility conditions in 145 Mandatory Class I Federal areas across the United States. The results show that the modeled scenario improved visibility in these areas.[460] The average visibility at all modeled Mandatory Class I Federal areas on the 20 percent most impaired days is projected to improve by 0.04 deciviews, or 0.37 percent, in 2045 due to the rule. Section 6.4.7 of the RIA contains more detail on the visibility portion of the air quality modeling.

G. Nitrogen Deposition

The scenario modeled for the proposed rule projected substantial decreases in nitrogen deposition in 2045. The modeled scenario resulted in annual decreases of greater than 4 percent in some areas and greater than

[458] As noted in Section II, there are currently no nonattainment areas for the NO_2 NAAQS.

[459] As noted in Section II, there are currently no nonattainment areas for the CO NAAQS.

[460] The level of visibility impairment in an area is based on the light-extinction coefficient and a unitless visibility index, called a ''deciview'', which is used in the valuation of visibility. The deciview metric provides a scale for perceived visual changes over the entire range of conditions, from clear to hazy. Under many scenic conditions, the average person can generally perceive a change of one deciview. The higher the deciview value, the worse the visibility. Thus, an improvement in visibility is a decrease in deciview value.

1 percent over much of the rest of the country. For maps of deposition impacts, and additional information on these impacts, see Section 6.4.8 of the RIA.

H. Environmental Justice

EPA's 2016 ''Technical Guidance for Assessing Environmental Justice in Regulatory Analysis'' provides recommendations on conducting the highest quality analysis feasible, recognizing that data limitations, time and resource constraints, and analytic challenges will vary by media and regulatory context.[461] When assessing the potential for disproportionately high and adverse health or environmental impacts of regulatory actions on people of color, low-income populations, Tribes, and/or indigenous peoples, the EPA strives to answer three broad questions: (1) Is there evidence of potential environmental justice (EJ) concerns in the baseline (the state of the world absent the regulatory action)? Assessing the baseline will allow the EPA to determine whether pre-existing disparities are associated with the pollutant(s) under consideration (*e.g.,* if the effects of the pollutant(s) are more concentrated in some population groups). (2) Is there evidence of potential EJ concerns for the regulatory option(s) under consideration? Specifically, how are the pollutant(s) and its effects distributed for the regulatory options under consideration? And, (3) do the regulatory option(s) under consideration exacerbate or mitigate EJ concerns relative to the baseline? It is not always possible to quantitatively assess these questions.

EPA's 2016 Technical Guidance does not prescribe or recommend a specific approach or methodology for conducting an environmental justice analysis, though a key consideration is consistency with the assumptions underlying other parts of the regulatory analysis when evaluating the baseline and regulatory options. Where applicable and practicable, the Agency endeavors to conduct such an analysis.[462] EPA is committed to conducting environmental justice analysis for rulemakings based on a framework similar to what is outlined in EPA's Technical Guidance, in addition to investigating ways to further weave environmental justice into the fabric of the rulemaking process.

There is evidence that communities with EJ concerns are disproportionately impacted by the emissions sources controlled in this final rule.[463] Numerous studies have found that environmental hazards such as air pollution are more prevalent in areas where people of color and low-income populations represent a higher fraction of the population compared with the general population.[464] [465] [466] Consistent with this evidence, a recent study found that most anthropogenic sources of $PM_{2.5}$, including industrial sources and light- and heavy-duty vehicle sources, disproportionately affect people of color.[467] In addition, compared to non-Hispanic Whites, some other racial groups experience greater levels of health problems during some life stages. For example, in 2018–2020, about 12 percent of non-Hispanic Black; 9 percent of non-Hispanic American Indian/Alaska Native; and 7 percent of Hispanic children were estimated to currently have asthma, compared with 6 percent of non-Hispanic White children.[468] Nationally, on average, non-Hispanic Black and Non-Hispanic American Indian or Alaska Native people also have lower than average life expectancy based on 2019 data, the latest year for which CDC estimates are available.[469]

In addition, as discussed in Section II.B.7 of this document, concentrations of many air pollutants are elevated near high-traffic roadways, and populations who live, work, or go to school near high-traffic roadways experience higher rates of numerous adverse health effects, compared to populations far away from major roads.

EPA's analysis of environmental justice includes an examination of the populations living in close proximity to truck routes and to major roads more generally. This analysis, described in Section VII.H.1 of this document, finds that there is substantial evidence that people who live or attend school near major roadways are more likely to be people of color, Hispanic ethnicity, and/or low socioeconomic status. This final rule will reduce emissions that contribute to NO_2 and other near-roadway pollution, improving air quality for the 72 million people who live near major truck routes and are already overburdened by air pollution from diesel emissions.

Heavy-duty vehicles also contribute to regional concentrations of ozone and $PM_{2.5}$. As described in Section VII.H.2 of this document, EPA used the air quality modeling data described in this Section VII to conduct a demographic analysis of human exposure to future air quality in scenarios with and without the rule in place. Although the spatial resolution of the air quality modeling is not sufficient to capture very local heterogeneity of human exposures, particularly the pollution concentration gradients near roads, the analysis does allow estimates of demographic trends at a national scale. The analysis indicates that the largest predicted improvements in both ozone and $PM_{2.5}$ are estimated to occur in areas with the worst baseline air quality, and that a larger number of people of color are projected to reside in these areas.

1. Demographic Analysis of the Near-Road Population

We conducted an analysis of the populations living in close proximity to truck freight routes as identified in USDOT's FAF4.[470] FAF4 is a model from the USDOT's Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), which provides data associated with freight movement in the United States.[471] Relative to the rest of

[461] ''Technical Guidance for Assessing Environmental Justice in Regulatory Analysis.'' *Epa.gov*, Environmental Protection Agency, *https://www.epa.gov/sites/production/files/2016-06/documents/ejtg_5_6_16_v5.1.pdf*. (June 2016).

[462] As described in this section, EPA evaluated environmental justice for this rule as recommended by the EPA 2016 Technical Guidance. However, it is EPA's assessment of the relevant statutory factors in CAA section 202(a)(3)(A) that justify the final emission standards. See section I.D. for further discussion of the statutory authority for this rule.

[463] Mohai, P.; Pellow, D.; Roberts Timmons, J. (2009) Environmental justice. Annual Reviews 34: 405–430. *https://doi.org/10.1146/annurev-environ-082508-094348*.

[464] Rowangould, G.M. (2013) A census of the near-roadway population: public health and environmental justice considerations. Trans Res D 25: 59–67. *http://dx.doi.org/10.1016/j.trd.2013.08.003*.

[465] Marshall, J.D., Swor, K.R.; Nguyen, N.P. (2014) Prioritizing environmental justice and equality: diesel emissions in Southern California. Environ Sci Technol 48: 4063–4068. *https://doi.org/10.1021/es405167f*.

[466] Marshall, J.D. (2008) Environmental inequality: air pollution exposures in California's South Coast Air Basin. Atmos Environ 21: 5499–5503. *https://doi.org/10.1016/j.atmosenv.2008.02.005*.

[467] C.W. Tessum, D.A. Paolella, S.E. Chambliss, J.S. Apte, J.D. Hill, J.D. Marshall, $PM_{2.5}$ polluters disproportionately and systemically affect people of color in the United States. Sci. Adv. 7, eabf4491 (2021).

[468] *http://www.cdc.gov/asthma/most_recent_data.htm*.

[469] Arias, E. Xu, J. (2022) United States Life Tables, 2019. National Vital Statistics Report, Volume 70, Number 19. [Online at *https://www.cdc.gov/nchs/data/nvsr/nvsr70/nvsr70-19.pdf*].

[470] U.S. EPA (2021). Estimation of Population Size and Demographic Characteristics among People Living Near Truck Routes in the Conterminous United States. Memorandum to the Docket.

[471] FAF4 includes data from the 2012 Commodity Flow Survey (CFS), the Census Bureau on international trade, as well as data associated with construction, agriculture, utilities, warehouses, and other industries. FAF4 estimates the modal choices for moving goods by trucks, trains, boats, and other types of freight modes. It includes traffic

the population, people living near FAF4 truck routes are more likely to be people of color and have lower incomes than the general population. People living near FAF4 truck routes are also more likely to live in metropolitan areas. Even controlling for region of the country, county characteristics, population density, and household structure, race, ethnicity, and income are significant determinants of whether someone lives near a FAF4 truck route. We note that we did not analyze the population living near warehousing, distribution centers, transshipment, ot intermodal freight facilities.

We additionally analyzed national databases that allowed us to evaluate whether homes and schools were located near a major road and whether disparities in exposure may be occurring in these environments. Until 2009, the U.S. Census Bureau's American Housing Survey (AHS) included descriptive statistics of over 70,000 housing units across the nation and asked about transportation infrastructure near respondents' homes every two years.[472] [473] We also analyzed the U.S. Department of Education's Common Core of Data (CCD), which includes enrollment and location information for schools across the United States.[474]

In analyzing the 2009 AHS, we focused on whether a housing unit was located within 300 feet of a ''4-or-more lane highway, railroad, or airport'' (this distance was used in the AHS analysis).[475] We analyzed whether there were differences between households in such locations compared with those in locations farther from these transportation facilities.[476] We included other variables, such as land use category, region of country, and housing type. We found that homes with a non-White householder were 22–34 percent more likely to be located within 300 feet of these large transportation facilities than homes with White householders. Homes with a Hispanic householder were 17–33 percent more likely to be located within 300 feet of these large transportation facilities than homes with non-Hispanic householders. Households near large transportation facilities were, on average, lower in income and educational attainment and more likely to be a rental property and located in an urban area compared with households more distant from transportation facilities.

In examining schools near major roadways, we used the CCD from the U.S. Department of Education, which includes information on all public elementary and secondary schools and school districts nationwide.[477] To determine school proximities to major roadways, we used a geographic information system (GIS) to map each school and roadways based on the U.S. Census's TIGER roadway file.[478] We estimated that about 10 million students attend schools within 200 meters of major roads, about 20 percent of the total number of public school students in the United States.[479] About 800,000 students attend public schools within 200 meters of primary roads, or about 2 percent of the total. We found that students of color were overrepresented at schools within 200 meters of primary roadways, and schools within 200 meters of primary roadways had a disproportionate population of students eligible for free or reduced-price lunches.[480] Black students represent 22 percent of students at schools located within 200 meters of a primary road, compared to 17 percent of students in all U.S. schools. Hispanic students represent 30 percent of students at schools located within 200 meters of a primary road, compared to 22 percent of students in all U.S. schools.

We also reviewed existing scholarly literature examining the potential for disproportionate exposure among people of color and people with low socioeconomic status (SES). Numerous studies evaluating the demographics and socioeconomic status of populations or schools near roadways have found that they include a greater percentage of residents of color, as well as lower SES populations (as indicated by variables such as median household income). Locations in these studies include Los Angeles, CA; Seattle, WA; Wayne County, MI; Orange County, FL; the State of California generally; and nationally.[481] [482] [483] [484] [485] [486] [487] Such disparities may be due to multiple factors.[488] [489] [490] [491] [492]

People with low SES often live in neighborhoods with multiple stressors

assignments, including truck flows on a network of truck routes. *https://ops.fhwa.dot.gov/freight/freight_analysis/faf/.*

[472] U.S. Department of Housing and Urban Development, & U.S. Census Bureau. (n.d.). Age of other residential buildings within 300 feet. In American Housing Survey for the United States: 2009 (pp. A–1). Retrieved from *https://www.census.gov/programs-surveys/ahs/data/2009/ahs-2009-summary-tables0/h150-09.html.*

[473] The 2013 AHS again included the ''etrans'' question about highways, airports, and railroads within half a block of the housing unit but has not maintained the question since then.

[474] *http://nces.ed.gov/ccd/.*

[475] This variable primarily represents roadway proximity. According to the Central Intelligence Agency's World Factbook, in 2010, the United States had 6,506,204 km of roadways, 224,792 km of railways, and 15,079 airports. Highways thus represent the overwhelming majority of transportation facilities described by this factor in the AHS.

[476] Bailey, C. (2011) Demographic and Social Patterns in Housing Units Near Large Highways and other Transportation Sources. Memorandum to docket.

[477] *http://nces.ed.gov/ccd/.*

[478] Pedde, M.; Bailey, C. (2011) Identification of Schools within 200 Meters of U.S. Primary and Secondary Roads. Memorandum to the docket.

[479] Here, ''major roads'' refer to those TIGER classifies as either ''Primary'' or ''Secondary.'' The Census Bureau describes primary roads as ''generally divided limited-access highways within the Federal interstate system or under state management.'' Secondary roads are ''main arteries, usually in the U.S. highway, state highway, or county highway system.''

[480] For this analysis we analyzed a 200-meter distance based on the understanding that roadways generally influence air quality within a few hundred meters from the vicinity of heavily traveled roadways or along corridors with significant trucking traffic. See U.S. EPA, 2014. Near Roadway Air Pollution and Health: Frequently Asked Questions. EPA–420–F–14–044.

[481] Marshall, J.D. (2008) Environmental inequality: air pollution exposures in California's South Coast Air Basin.

[482] Su, J.G.; Larson, T.; Gould, T.; Cohen, M.; Buzzelli, M. (2010) Transboundary air pollution and environmental justice: Vancouver and Seattle compared. GeoJournal 57: 595–608. doi:10.1007/s10708–009–9269–6.

[483] Chakraborty, J.; Zandbergen, P.A. (2007) Children at risk: measuring racial/ethnic disparities in potential exposure to air pollution at school and home. J Epidemiol Community Health 61: 1074–1079. doi:10.1136/jech.2006.054130.

[484] Green, R.S.; Smorodinsky, S.; Kim, J.J.; McLaughlin, R.; Ostro, B. (20042004) Proximity of California public schools to busy roads. Environ Health Perspect 112: 61–66. doi:10.1289/ehp.6566.

[485] Wu, Y.; Batterman, S.A. (2006) Proximity of schools in Detroit, Michigan to automobile and truck traffic. J Exposure Sci & Environ Epidemiol. doi:10.1038/sj.jes.7500484.

[486] Su, J.G.; Jerrett, M.; de Nazelle, A.; Wolch, J. (2011) Does exposure to air pollution in urban parks have socioeconomic, racial, or ethnic gradients? Environ Res 111: 319–328.

[487] Jones, M.R.; Diez-Roux, A.; Hajat, A.; et al. (2014) Race/ethnicity, residential segregation, and exposure to ambient air pollution: The Multi-Ethnic Study of Atherosclerosis (MESA). Am J Public Health 104: 2130–2137. [Online at: *https://doi.org/10.2105/AJPH.2014.302135*].

[488] Depro, B.; Timmins, C. (2008) Mobility and environmental equity: do housing choices determine exposure to air pollution? Duke University Working Paper.

[489] Rothstein, R. The Color of Law: A Forgotten History of How Our Government Segregated America. New York: Liveright, 2018.

[490] Lane, H.J.; Morello-Frosch, R.; Marshall, J.D.; Apte, J.S. (2022) Historical redlining is associated with present-day air pollution disparities in US Cities. Environ Sci & Technol Letters 9: 345–350. DOI: [Online at: *https://doi.org/10.1021/acs.estlett.1c01012*].

[491] Ware, L. (2021) Plessy's legacy: the government's role in the development and perpetuation of segregated neighborhoods. RSF: The Russel Sage Foundation Journal of the Social Sciences, 7:92–109. DOI: DOI: 10.7758/RSF.2021.7.1.06.

[492] Archer, D.N. (2020) ''White Men's Roads through Black Men's Homes'': advancing racial equity through highway reconstruction. Vanderbilt Law Rev 73: 1259.

and health risk factors, including reduced health insurance coverage rates, higher smoking and drug use rates, limited access to fresh food, visible neighborhood violence, and elevated rates of obesity and some diseases such as asthma, diabetes, and ischemic heart disease. Although questions remain, several studies find stronger associations between air pollution and health in locations with such chronic neighborhood stress, suggesting that populations in these areas may be more susceptible to the effects of air pollution.[493] [494] [495] [496]

Several publications report nationwide analyses that compare the demographic patterns of people who do or do not live near major roadways.[497] [498] [499] [500] [501] [502] Three of these studies found that people living near major roadways are more likely to be people of color or low in SES.[503] [504] [505] They also found that the outcomes of their analyses varied between regions within the United States. However, only one such study looked at whether such conclusions were confounded by living in a location with higher population density and how demographics differ between locations nationwide.[506] In general, it found that higher density areas have higher proportions of low-income residents and people of color. In other publications based on a city, county, or state, the results are similar.[507] [508]

Two recent studies provide strong evidence that reducing emissions from heavy-duty vehicles is extremely likely to reduce the disparity in exposures to traffic-related air pollutants, both using NO_2 observations from the recently launched TROPospheric Ozone Monitoring Instrument (TROPOMI) satellite sensor as a measure of air quality, which provides the highest-resolution observations heretofore unavailable from any satellite.[509]

One study evaluated satellite NO_2 concentrations during the COVID–19 lockdowns in 2020 and compared them to NO_2 concentrations from the same dates in 2019.[510] That study found that average NO_2 concentrations were highest in areas with the lowest percentage of White populations, and that the areas with the greatest percentages of non-White or Hispanic populations experienced the greatest declines in NO_2 concentrations during the lockdown. These NO_2 reductions were associated with the density of highways in the local area.

In the second study, satellite NO_2 measured from 2018–2020 was averaged by racial groups and income levels in 52 large U.S. cities.[511] Using census tract-level NO_2, the study reported average population-weighted NO_2 levels to be 28 percent higher for low-income non-White people compared with high-income White people. The study also used weekday-weekend differences and bottom-up emission estimates to estimate that diesel traffic is the dominant source of NO_2 disparities in the studied cities. Overall, there is substantial evidence that people who live or attend school near major roadways are more likely to be of a non-White race, Hispanic, and/or have a low SES. Although proximity to an emissions source is an indicator of potential exposure, it is important to note that the impacts of emissions from tailpipe sources are not limited to communities in close proximity to these sources. For example, the effects of potential decreases in emissions from sources affected by this final rule might also be felt many miles away, including in communities with EJ concerns. The spatial extent of these impacts depends on a range of interacting and complex factors including the amount of pollutant emitted, atmospheric lifetime of the pollutant, terrain, atmospheric chemistry and meteorology. However, recent studies using satellite-based NO_2 measurements provide evidence that reducing emission from heavy-duty vehicles is likely to reduce disparities in exposure to traffic-related pollution.

2. Demographic Analysis of Ozone and $PM_{2.5}$ Impacts

When feasible, EPA's Office of Transportation and Air Quality conducts full-scale photochemical air quality modeling to demonstrate how its national mobile source regulatory actions affect ambient concentrations of regional pollutants throughout the United States. As described in RIA Chapter 6.2, the air quality modeling we conducted for the proposal also supports our analysis of future projections of $PM_{2.5}$ and ozone concentrations in a ''baseline'' scenario absent the rule and in a ''control''

[493] Clougherty, J.E.; Kubzansky, L.D. (2009) A framework for examining social stress and susceptibility to air pollution in respiratory health. Environ Health Perspect 117: 1351–1358. Doi:10.1289/ehp.0900612.

[494] Clougherty, J.E.; Levy, J.I.; Kubzansky, L.D.; Ryan, P.B.; Franco Suglia, S.; Jacobson Canner, M.; Wright, R.J. (2007) Synergistic effects of traffic-related air pollution and exposure to violence on urban asthma etiology. Environ Health Perspect 115: 1140–1146. doi:10.1289/ehp.9863.

[495] Finkelstein, M.M.; Jerrett, M.; DeLuca, P.; Finkelstein, N.; Verma, D.K.; Chapman, K.; Sears, M.R. (2003) Relation between income, air pollution and mortality: a cohort study. Canadian Med Assn J 169: 397–402.

[496] Shankardass, K.; McConnell, R.; Jerrett, M.; Milam, J.; Richardson, J.; Berhane, K. (2009) Parental stress increases the effect of traffic-related air pollution on childhood asthma incidence. Proc Natl Acad Sci 106: 12406–12411. doi:10.1073/pnas.0812910106.

[497] Rowangould, G.M. (2013) A census of the U.S. near-roadway population: public health and environmental justice considerations. Transportation Research Part D; 59–67.

[498] Tian, N.; Xue, J.; Barzyk. T.M. (2013) Evaluating socioeconomic and racial differences in traffic-related metrics in the United States using a GIS approach. J Exposure Sci Environ Epidemiol 23: 215–222.

[499] CDC (2013) Residential proximity to major highways—United States, 2010. Morbidity and Mortality Weekly Report 62(3): 46–50.

[500] Clark, L.P.; Millet, D.B., Marshall, J.D. (2017) Changes in transportation-related air pollution exposures by race-ethnicity and socioeconomic status: outdoor nitrogen dioxide in the United States in 2000 and 2010. Environ Health Perspect *https://doi.org/10.1289/EHP959.*

[501] Mikati, I.; Benson, A.F.; Luben, T.J.; Sacks, J.D.; Richmond-Bryant, J. (2018) Disparities in distribution of particulate matter emission sources by race and poverty status. Am J Pub Health *https://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2017.304297?journalCode=ajph.*

[502] Alotaibi, R.; Bechle, M.; Marshall, J.D.; Ramani, T.; Zietsman, J.; Nieuwenhuijsen, M.J.; Khreis, H. (2019) Traffic related air pollution and the burden of childhood asthma in the continuous United States in 2000 and 2010. Environ International 127: 858–867. *https://www.sciencedirect.com/science/article/pii/S0160412018325388.*

[503] Tian, N.; Xue, J.; Barzyk. T.M. (2013) Evaluating socioeconomic and racial differences in traffic-related metrics in the United States using a GIS approach. J Exposure Sci Environ Epidemiol 23: 215–222.

[504] Rowangould, G.M. (2013) A census of the U.S. near-roadway population: public health and environmental justice considerations. Transportation Research Part D; 59–67.

[505] CDC (2013) Residential proximity to major highways—United States, 2010. Morbidity and Mortality Weekly Report 62(3): 46–50.

[506] Rowangould, G.M. (2013) A census of the U.S. near-roadway population: public health and environmental justice considerations. Transportation Research Part D; 59–67.

[507] Pratt, G.C.; Vadali, M.L.; Kvale, D.L.; Ellickson, K.M. (2015) Traffic, air pollution, minority, and socio-economic status: addressing inequities in exposure and risk. Int J Environ Res Public Health 12: 5355–5372. *http://dx.doi.org/10.3390/ijerph120505355.*

[508] Sohrabi, S.; Zietsman, J.; Khreis, H. (2020) Burden of disease assessment of ambient air pollution and premature mortality in urban areas: the role of socioeconomic status and transportation. Int J Env Res Public Health doi:10.3390/ijerph17041166.

[509] TROPospheric Ozone Monitoring Instrument (TROPOMI) is part of the Copernicus Sentinel-5 Precursor satellite.

[510] Kerr, G.H.; Goldberg, D.L.; Anenberg, S.C. (2021) COVID–19 pandemic reveals persistent disparities in nitrogen dioxide pollution. PNAS 118. [Online at *https://doi.org/10.1073/pnas.2022409118*].

[511] Demetillo, M.A.; Harkins, C.; McDonald, B.C.; et al. (2021) Space-based observational constraints on NO_2 air pollution inequality from diesel traffic in major US cities. Geophys Res Lett 48, e2021GL094333. [Online at *https://doi.org/10.1029/2021GL094333*].

scenario that assumes the rule is in place.[512]

This air quality modeling data can also be used to conduct a demographic analysis of human exposure to future air quality in scenarios with and without the rule in place. Although the spatial resolution of the air quality modeling is not sufficient to capture very local heterogeneity of human exposures, particularly the pollution concentration gradients near roads, the analysis does allow estimates of demographic trends at a national scale. We developed this approach by considering the purpose and specific characteristics of this rulemaking, as well as the nature of known and potential exposures to the air pollutants controlled by the standards. The heavy-duty standards apply nationally and will be implemented consistently across roadways throughout the United States. The pollutant predominantly controlled by the standard is NO_X. Reducing emissions of NO_X will reduce formation of ozone and secondarily formed $PM_{2.5}$, which will reduce human exposures to regional concentrations of ambient ozone and $PM_{2.5}$. These reductions will be geographically widespread. Taking these factors into consideration, this demographic analysis evaluates the exposure outcome distributions that will result from this rule at the national scale with a focus on locations that are projected to have the highest baseline concentrations of $PM_{2.5}$ and ozone.

To analyze trends in exposure outcomes, we sorted projected 2045 baseline air quality concentrations from highest to lowest concentration and created two groups: Areas within the contiguous United States with the worst air quality (highest 5 percent of concentrations) and the rest of the country. This approach can then answer two principal questions to determine disparity among people of color:

1. What is the demographic composition of areas with the worst baseline air quality in 2045?

2. Are those with the worst air quality benefiting more from the heavy-duty vehicle and engine standards?

We found that in the 2045 baseline, the number of people of color projected to live within the grid cells with the highest baseline concentrations of ozone (26 million) is nearly double that of non-Hispanic Whites (14 million). Thirteen percent of people of color are projected to live in areas with the worst baseline ozone, compared to seven percent of non-Hispanic Whites. The number of people of color projected to live within the grid cells with the highest baseline concentrations of $PM_{2.5}$ (93 million) is nearly double that of non-Hispanic Whites (51 million). Forty-six percent of people of color are projected to live in areas with the worst baseline $PM_{2.5}$, compared to 25 percent of non-Hispanic Whites. We also found that the largest predicted improvements in both ozone and $PM_{2.5}$ are estimated to occur in areas with the worst baseline air quality, and that a larger number of people of color are projected to reside in these areas.

EPA received comments related to the methods the Agency used to analyze the distribution of impacts of the heavy-duty vehicle and engine standards. We summarize and respond to those comments in the Response to Comments document that accompanies this rulemaking. After consideration of comments, we have retained our approach used in the proposal for this final rule. However, after considering comments that EPA undertake an analysis of race/ethnicity-stratified impacts, we have added an analysis of the demographic composition of air quality impacts that accrue to specific race and ethnic groups. The result of that analysis found that non-Hispanic Blacks will experience the greatest reductions in $PM_{2.5}$ and ozone concentrations as a result of the standards. Chapter 6.6.9 of the RIA describes the data and methods used to conduct the demographic analysis and presents our results in detail.

VIII. Benefits of the Heavy-Duty Engine and Vehicle Standards

The highway heavy-duty engines and vehicles subject to the final rule are significant sources of mobile source air pollution, including directly-emitted $PM_{2.5}$ as well as NO_X and VOC emissions (both precursors to ozone formation and secondarily-formed $PM_{2.5}$). The final program will reduce exhaust emissions of these pollutants from the regulated engines and vehicles, which will in turn reduce ambient concentrations of ozone and $PM_{2.5}$, as discussed in Sections VI and VII. Exposures to these pollutants are linked to adverse environmental and human health impacts, such as premature deaths and non-fatal illnesses (see Section II).

In this section, we present the quantified and monetized human health benefits from reducing concentrations of ozone and $PM_{2.5}$ using the air quality modeling results described in Section VII. As noted in Section VII, we performed full-scale photochemical air quality modeling for the proposal. No further air quality modeling has been conducted to reflect the emissions impacts of the final program. Because air quality modeling results are necessary to quantify estimates of avoided mortality and illness attributable to changes in ambient $PM_{2.5}$ and ozone, we present the benefits from the proposal as a proxy for the health benefits associated with the final program. RIA Chapter 5 describes the differences in emissions between those used to estimate the air quality impacts of the proposal and those that will be achieved by the final program. Emission reductions associated with the final program are similar to those used in the air quality modeling conducted for the proposal. We therefore conclude that the health benefits from the proposal are a fair characterization of those that will be achieved due to the substantial improvements in air quality attributable to the final program.

The approach we used to estimate health benefits is consistent with the approach described in the technical support document (TSD) that was published for the final Revised Cross-State Air Pollution Rule (CSAPR) Update RIA.[513] Table VIII–1 and Table VIII–2 present quantified health benefits from reductions in human exposure to ambient $PM_{2.5}$ and ozone, respectively, in 2045. Table VIII–3 presents the total monetized benefits attributable to the final rule in 2045. We estimate that in 2045, the annual monetized benefits are $12 and $33 billion at a 3 percent discount rate and $10 and $30 billion at a 7 percent discount rate (2017 dollars).

There are additional human health and environmental benefits associated with reductions in exposure to ambient concentrations of $PM_{2.5}$, ozone, and NO_2 that EPA has not quantified due to data, resource, or methodological limitations. There are also benefits associated with reductions in air toxic pollutant emissions that result from the final standards, but EPA is not currently able to monetize those impacts due to methodological limitations. The estimated benefits of this rule would be

[512] Air quality modeling was performed for the proposed rule, which used emission reductions that are very similar to the emission reductions projected for the final rule. Given the similar structure of the proposed and final programs, we expect consistent geographic distribution of emissions reductions and modeled improvements in air quality, and that the air quality modeling conducted at the time of proposal adequately represents the final rule. Specifically, we expect this rule will decrease ambient concentrations of air pollutants, including significant improvements in ozone concentrations in 2045 as demonstrated in the air quality modeling analysis.

[513] U.S. Environmental Protection Agency (U.S. EPA). 2021. Estimating $PM_{2.5}$- and Ozone-Attributable Health Benefits. Technical Support Document (TSD) for the Final Revised Cross-State Air Pollution Rule Update for the 2008 Ozone Season NAAQS. EPA–HQ–OAR–2020–0272. March.

larger if we were able to monetize all unquantified benefits at this time.

EPA received several comments related to the methods the Agency used to estimate the benefits of the proposal. We summarize and respond to those comments in the Response to Comments document that accompanies this rulemaking. After consideration of comments, we have retained our approach to estimating benefits and have not made any changes to the analysis. For more detailed information about the benefits analysis conducted for this rule, please refer to RIA Chapter 8 that accompanies this preamble.

TABLE VIII–1—ESTIMATED AVOIDED $PM_{2.5}$ MORTALITY AND ILLNESSES FOR 2045

[95 Percent confidence interval] [ab]

	Avoided health incidence
Avoided premature mortality:	
Turner et al. (2016)—Ages 30+	740 (500 to 980).
Di et al. (2017)—Ages 65+	800 (780 to 830).
Woodruff et al. (2008)—Ages <1	4.1 (−2.6 to 11).
Non-fatal heart attacks among adults:	
Short-term exposure:	
Peters et al. (2001)	790 (180 to 1,400).
Pooled estimate	85 (31 to 230).
Morbidity effects:	
Long-term exposure:	
Asthma onset	1,600 (1,500 to 1,600).
Allergic rhinitis symptoms	10,000 (2,500 to 18,000)
Stroke	41 (11 to 70).
Lung cancer	52 (16 to 86).
Hospital Admissions—Alzheimer's disease	400 (300 to 500).
Hospital Admissions—Parkinson's disease	43 (22 to 63).
Short-term exposure:	
Hospital admissions—cardiovascular	110 (76 to 130).
ED visits—cardiovascular	210 (−82 to 500).
Hospital admissions—respiratory	68 (23 to 110).
ED visits—respiratory	400 (78 to 830).
Asthma symptoms	210,000 (−100,000 to 520,000).
Minor restricted-activity days	460,000 (370,000 to 550,000).
Cardiac arrest	10 (−4.2 to 24).
Lost work days	78,000 (66,000 to 90,000).

[a] Values rounded to two significant figures.

[b] $PM_{2.5}$ exposure metrics are not presented here because all PM health endpoints are based on studies that used daily 24-hour average concentrations. Annual exposures are estimated using daily 24-hour average concentrations.

TABLE VIII–2—ESTIMATED AVOIDED OZONE MORTALITY AND ILLNESSES FOR 2045

[95 Percent confidence interval] [a]

	Metric and season [b]	Avoided health incidence
Avoided premature mortality:		
Long-term exposure:		
Turner et al. (2016)	MDA8; April–September	2,100 (1,400 to 2,700).
Short-term exposure:		
Katsouyanni et al. (2009)	MDA1; April–September	120 (−69 to 300).
Morbidity effects:		
Long-term exposure:		
Asthma onset [c]	MDA8; June–August	16,000 (14,000 to 18,000).
Short-term exposure:		
Allergic rhinitis symptoms	MDA8; May–September	88,000 (47,000 to 130,000).
Hospital admissions—respiratory	MDA1; April–September	350 (−91 to 770).
ED visits—respiratory	MDA8; May–September	5,100 (1,400 to 11,000).
Asthma symptoms—Cough [d]	MDA8; May–September	920,000 (−50,000 to 1,800,000).
Asthma symptoms—Chest Tightness [d]	MDA8; May–September	770,000 (85,000 to 1,400,000).
Asthma symptoms—Shortness of Breath [d]	MDA8; May–September	390,000 (−330,000 to 1,100,000).
Asthma symptoms—Wheeze [d]	MDA8; May–September	730,000 (−57,000 to 1,500,000).
Minor restricted-activity days [d]	MDA1; May–September	1,600,000 (650,000 to 2,600,000).
School absence days	MDA8; May–September	1,100,000 (−150,000 to 2,200,000).

[a] Values rounded to two significant figures.

[b] MDA8—maximum daily 8-hour average; MDA1—maximum daily 1-hour average. Studies of ozone vary with regards to season, limiting analyses to various definitions of summer (*e.g.,* April–September, May–September or June–August). These differences can reflect state-specific ozone seasons, EPA-defined seasons or another seasonal definition chosen by the study author. The paucity of ozone monitoring data in winter months complicates the development of full year projected ozone surfaces and limits our analysis to only warm seasons.

[c] The underlying metric associated with this risk estimate is daily 8-hour average from 10 a.m.–6 p.m. (AVG8); however, we ran the study with a risk estimate converted to MDA8.

[d] Applied risk estimate derived from full year exposures to estimates of ozone across a May-September ozone season. When risk estimates based on full-year, long-term ozone exposures are applied to warm season air quality projections, the resulting benefits assessment may underestimate impacts, due to a shorter timespan for impacts to accrue.

TABLE VIII–3—TOTAL OZONE AND $PM_{2.5}$-ATTRIBUTABLE BENEFITS IN 2045

[95 Percent confidence interval; billions of 2017$] [a] [b]

	Total annual benefits in 2045		
3% Discount Rate	$12 ($0.72 to $31) [c]	and	$33 ($3.5 to $87) [d]
7% Discount Rate	$10 ($0.37 to $28) [c]	and	$30 ($3.0 to $78) [d]

[a] The benefits associated with the standards presented here do not include the full complement of health and environmental benefits that, if quantified and monetized, would increase the total monetized benefits.

[b] Values rounded to two significant figures. The two benefits estimates separated by the word ''and'' signify that they are two separate estimates. The estimates do not represent lower- and upper-bound estimates though they do reflect a grouping of estimates that yield more and less conservative benefit totals. They should not be summed.

[c] Sum of benefits using the Katsouyanni et al. (2009) short-term exposure ozone respiratory mortality risk estimate and the Turner et al. (2016) long-term exposure $PM_{2.5}$ all-cause risk estimate.

[d] Sum of benefits using the Turner et al. (2016) long-term exposure ozone respiratory mortality risk estimate and the Di et al. (2017) long-term exposure $PM_{2.5}$ all-cause risk estimate.

The full-scale criteria pollutant benefits analysis that was conducted for the proposal, and is presented here, reflects spatially and temporally allocated emissions inventories (see RIA Chapter 5), photochemical air quality modeling (see RIA Chapter 6), and $PM_{2.5}$ and ozone benefits generated using EPA's Environmental Benefits Mapping and Analysis Program—Community Edition (BenMAP–CE) (see RIA Chapter 8),[514] all for conditions projected to occur in calendar year 2045. As we presented in Sections V and VI, national estimates of program costs and emissions were generated for each analysis year from the final rule's implementation to a year when the final rule will be fully phased-in and the vehicle fleet is approaching full turnover (2027–2045). The computational requirements needed to conduct photochemical air quality modeling to support a full-scale benefits analysis for analysis years from 2027 to 2044 precluded the Agency from conducting benefits analyses comparable to the proposal's benefits analysis for calendar year 2045. Instead, we use a reduced-form approach to scale total benefits in 2045 back to 2027 using projected reductions in year-over-year NO_X emissions so we can estimate the present and annualized values of the stream of estimated benefits for the final rule.[515] For more information on the benefits scaling approach we applied to estimate criteria pollutant benefits over time, please refer to RIA Chapter 8.6 that accompanies this preamble.

Table VIII–4 and Table VIII–5 present the annual, estimated undiscounted total health benefits ($PM_{2.5}$ plus ozone) for the stream of years beginning with the first year of rule implementation, 2027, through 2045. The tables also display the present and annualized values of benefits over this time series, discounted using both 3 percent and 7 percent discount rates and reported in 2017 dollars. Table VIII–4 presents total benefits as the sum of short-term ozone respiratory mortality benefits for all ages, long-term $PM_{2.5}$ all-cause mortality benefits for ages 30 and above, and all monetized avoided illnesses. Table VIII–5 presents total benefits as the sum of long-term ozone respiratory mortality benefits for ages 30 and above, long-term $PM_{2.5}$ all-cause mortality benefits for ages 65 and above, and all monetized avoided illnesses.

TABLE VIII–4—UNDISCOUNTED STREAM AND PRESENT VALUE OF HUMAN HEALTH BENEFITS FROM 2027 THROUGH 2045: MONETIZED BENEFITS QUANTIFIED AS SUM OF SHORT-TERM OZONE RESPIRATORY MORTALITY AGES 0–99, AND LONG-TERM $PM_{2.5}$ ALL-CAUSE MORTALITY AGES 30+

[Discounted at 3 percent and 7 percent; billions of 2017$] [a] [b]

	Monetized benefits	
	3% Discount rate	7% Discount rate
2027	$0.66	$0.59
2028	1.4	1.2
2029	2.1	1.9
2030	2.8	2.6
2031	3.8	3.4
2032	4.8	4.3
2033	5.5	5.0
2034	6.2	5.6
2035	6.9	6.2
2036	7.5	6.7
2037	8.0	7.2
2038	8.6	7.7
2039	9.1	8.2
2040	9.6	8.7

[514] BenMAP–CE is an open-source computer program that calculates the number and economic value of air pollution-related deaths and illnesses. The software incorporates a database that includes many of the concentration-response relationships, population files, and health and economic data needed to quantify these impacts. More information about BenMAP–CE, including downloadable versions of the tool and associated user manuals, can be found at EPA's website *www.epa.gov/benmap*.

[515] Because NO_X is the dominant pollutant controlled by the final rule, we make a simplifying assumption that total PM and ozone benefits can be scaled by NO_X emissions, even though emissions of other pollutants are controlled in smaller amounts by the final rule.

TABLE VIII–4—UNDISCOUNTED STREAM AND PRESENT VALUE OF HUMAN HEALTH BENEFITS FROM 2027 THROUGH 2045: MONETIZED BENEFITS QUANTIFIED AS SUM OF SHORT-TERM OZONE RESPIRATORY MORTALITY AGES 0–99, AND LONG-TERM $PM_{2.5}$ ALL-CAUSE MORTALITY AGES 30+—Continued

[Discounted at 3 percent and 7 percent; billions of 2017$] [a] [b]

	Monetized benefits	
	3% Discount rate	7% Discount rate
2041	10	9.0
2042	10	9.4
2043	11	9.7
2044	11	10
2045 [c]	12	10
Present Value	91	53
Annualized Value	6.3	5.1

[a] The benefits associated with the standards presented here do not include the full complement of health and environmental benefits that, if quantified and monetized, would increase the total monetized benefits.

[b] Benefits calculated as value of avoided: $PM_{2.5}$-attributable deaths (quantified using a concentration-response relationship from the Turner et al. 2016 study); Ozone-attributable deaths (quantified using a concentration-response relationship from the Katsouyanni et al. 2009 study); and $PM_{2.5}$ and ozone-related morbidity effects.

[c] Year in which $PM_{2.5}$ and ozone air quality was simulated (2045).

TABLE VIII–5—UNDISCOUNTED STREAM AND PRESENT VALUE OF HUMAN HEALTH BENEFITS FROM 2027 THROUGH 2045: MONETIZED BENEFITS QUANTIFIED AS SUM OF LONG-TERM OZONE RESPIRATORY MORTALITY AGES 30+, AND LONG-TERM $PM_{2.5}$ ALL-CAUSE MORTALITY AGES 65+

[Discounted at 3 percent and 7 percent; billions of 2017$] [a] [b]

	Monetized benefits	
	3% Discount rate	7% Discount rate
2027	$1.8	$1.6
2028	3.7	3.3
2029	5.7	5.1
2030	7.9	7.1
2031	11	9.6
2032	13	12
2033	16	14
2034	18	16
2035	19	17
2036	21	19
2037	23	21
2038	25	22
2039	26	23
2040	28	25
2041	29	26
2042	30	27
2043	31	28
2044	32	29
2045 [c]	33	30
Present Value	260	150
Annualized Value	18	14

[a] The benefits associated with the standards presented here do not include the full complement of health and environmental benefits that, if quantified and monetized, would increase the total monetized benefits.

[b] Benefits calculated as value of avoided: $PM_{2.5}$-attributable deaths (quantified using a concentration-response relationship from the Di et al. 2017 study); Ozone-attributable deaths (quantified using a concentration-response relationship from the Turner et al. 2016 study); and $PM_{2.5}$ and ozone-related morbidity effects.

[c] Year in which $PM_{2.5}$ and ozone air quality was simulated (2045).

This analysis includes many data sources as inputs that are each subject to uncertainty. Input parameters include projected emission inventories, air quality data from models (with their associated parameters and inputs), population data, population estimates, health effect estimates from epidemiology studies, economic data, and assumptions regarding the future state of the world (*i.e.,* regulations, technology, and human behavior). When compounded, even small uncertainties can greatly influence the size of the total quantified benefits. Please refer to RIA Chapter 8 for more information on the uncertainty associated with the benefits presented here.

IX. Comparison of Benefits and Costs

This section compares the estimated range of total monetized health benefits to total costs associated with the final rule. This section also presents the range of monetized net benefits (benefits minus costs) associated with the final rule. Program costs are detailed and presented in Section V of this preamble.

Those costs include costs for both the new technology and the operating costs associated with that new technology, as well as costs associated with the final rule's warranty and useful life provisions. Program benefits are presented in Section VIII. Those benefits are the monetized economic value of the reduction in $PM_{2.5}$- and ozone-related premature deaths and illnesses that result from reductions in NO_X emissions and directly emitted $PM_{2.5}$ attributable to implementation of the final rule.

As noted in Section II and Sections V through VIII, these estimated benefits, costs, and net benefits do not reflect all the anticipated impacts of the final rule.[516] [517]

A. Methods

EPA presents three different benefit-cost comparisons for the final rule:

1. A future-year snapshot comparison of annual benefits and costs in the year 2045, chosen to approximate the annual health benefits that will occur in a year when the program will be fully implemented and when most of the regulated fleet will have turned over. Benefits, costs and net benefits are presented in year 2017 dollars and are not discounted. However, 3 percent and 7 percent discount rates were applied in the valuation of avoided premature deaths from long-term pollution exposure to account for a twenty-year segmented cessation lag.

2. The present value (PV) of the stream of benefits, costs and net benefits calculated for the years 2027–2045, discounted back to the first year of implementation of the final rule (2027) using both a 3 percent and 7 percent discount rate, and presented in year 2017 dollars. Note that year-over-year costs are presented in Section V and year-over-year benefits can be found in Section VIII.

3. The equivalent annualized value (EAV) of benefits, costs and net benefits representing a flow of constant annual values that, had they occurred in each year from 2027 to 2045, will yield an equivalent present value to the present value estimated in method 2 (using either a 3 percent or 7 percent discount rate). Each EAV represents a typical benefit, cost or net benefit for each year of the analysis and is presented in year 2017 dollars.

The two estimates of monetized benefits (and net benefits) in each of these benefit-cost comparisons reflect alternative combinations of the economic value of $PM_{2.5}$- and ozone-related premature deaths summed with the economic value of illnesses for each discount rate (see RIA Chapter 8 for more detail).

B. Results

Table IX–1 presents the benefits, costs and net benefits of the final rule in annual terms for year 2045, in PV terms, and in EAV terms.

TABLE IX–1—ANNUAL VALUE, PRESENT VALUE AND EQUIVALENT ANNUALIZED VALUE OF COSTS, BENEFITS AND NET BENEFITS OF THE FINAL RULE

[billions, 2017$] [a] [b]

	3% Discount	7% Discount
2045:		
Benefits	$12–$33	$10–$30
Costs	4.7	4.7
Net Benefits	6.9–29	5.8–25
Present Value:		
Benefits	91–260	53–150
Costs	55	39
Net Benefits	36–200	14–110
Equivalent Annualized Value:		
Benefits	6.3–18	5.1–14
Costs	3.8	3.8
Net Benefits	2.5–14	1.3–11

[a] All benefits estimates are rounded to two significant figures; numbers may not sum due to independent rounding. The range of benefits (and net benefits) in this table are two separate estimates and do not represent lower- and upper-bound estimates, though they do reflect a grouping of estimates that yield more and less conservative benefits totals. The costs and benefits in 2045 are presented in annual terms and are not discounted. However, all benefits in the table reflect a 3 percent and 7 percent discount rate used to account for cessation lag in the valuation of avoided premature deaths associated with long-term exposure.

[b] The benefits associated with the standards presented here do not include the full complement of health and environmental benefits that, if quantified and monetized, would increase the total monetized benefits.

Annual benefits are larger than the annual costs in 2045, with annual net benefits of $5.8 and $25 billion using a 7 percent discount rate, and $6.9 and $29 billion using a 3 percent discount rate.[518] Benefits also outweigh the costs when expressed in PV terms (net benefits of $14 and $110 billion using a 7 percent discount rate, and $36 and $200 billion using a 3 percent discount rate) and EAV terms (net benefits of $1.3 and $11 billion using a 7 percent discount rate, and $2.5 and $14 billion using a 3 percent discount rate).

Given these results, implementation of the final rule will provide society with a substantial net gain in welfare, notwithstanding the health and other benefits we were unable to quantify (see RIA Chapter 8.7 for more information about unquantified benefits). EPA does not expect the omission of unquantified benefits to impact the Agency's evaluation of the costs and benefits of the final rule, though net benefits would be larger if unquantified benefits were monetized.

X. Economic Impact Analysis

This section describes our Economic Impact Analysis for the final rule. Our analysis focuses on the potential impacts of the standards on heavy-duty

[516] As detailed in RIA Chapter 8, estimates of health benefits are based on air quality modeling conducted for the proposal, and thus differences between the proposal and final rule are not reflected in the benefits analysis. We have concluded, however, that the health benefits estimated for the proposal are a fair characterization of the benefits that will be achieved due to the substantial improvements in air quality attributable to the final rule.

[517] EPA's analysis of costs and benefits does not include California's Omnibus rule or actions by other states to adopt it. EPA is reviewing a waiver request under CAA section 209(b) from California for the Omnibus rule; until EPA grants the waiver, the HD Omnibus program is not enforceable.

[518] The range of benefits and net benefits presented in this section reflect a combination of assumed $PM_{2.5}$ and ozone mortality risk estimates and selected discount rate.

(HD) vehicles (sales, mode shift, fleet turnover) and employment in the HD industry. This section describes our evaluation.

A. Impact on Vehicle Sales, Mode Shift, and Fleet Turnover

This final rulemaking will require HD engine manufacturers to develop and implement emission control technologies capable of controlling NO_X at lower levels over longer emission warranty and regulatory useful life periods. These changes in requirements will increase the cost of producing and selling compliant HD vehicles. These increased costs are likely to lead to increases in prices for HD vehicles, which might lead to reductions in truck sales. In addition, there may be a period of ''pre-buying'' in anticipation of potentially higher prices, during which there is an increase in new vehicle purchases before the implementation of new requirements, followed by a period of ''low-buying'' directly after implementation, during which new vehicle purchases decrease. EPA acknowledges that the final rule may lead to some pre-buy before the implementation date of the standards, and some low-buy after the standards are implemented. EPA is unable to estimate sales impacts based on existing literature, and as such contracted with ERG to complete a literature review, as well as conduct original research to estimate sales impacts for previous EPA HD vehicle rules on pre- and low-buy for HD vehicles. The resulting analysis examines the effect of four HD truck regulations, those that became effective in 2004, 2007, 2010 and 2014, on the sales of Class 6, 7 and 8 vehicles over the twelve months before and after each standard. The rules with implementation dates in 2004, 2007 and 2010 focused on reducing criteria pollutant emissions. The 2014 regulation focused on reducing GHG emissions. The report finds little evidence of sales impacts for Class 6 and 7 vehicles. For Class 8 vehicles, evidence of pre-buy was found before the 2010 and 2014 standards' implementation dates, and evidence of low-buy was found after the 2002, 2007 and 2010 standards' implementation dates. Based on the results of this study, EPA outlined an approach in the RIA that could be used to estimate pre- and low-buy effects. In the RIA, we explain the methods used to estimate sales effects, as well as how the results can be applied to a regulatory analysis (see the RIA, Chapter 10.1, for further discussion). Our results for the final standards suggest pre- and low-buy for Class 8 trucks may range from zero to approximately two percent increase in sales over a period of up to 8 months before the final standards become effective for MY 2027 (pre-buy), and a decrease in sales from zero to just under three percent over a period of up to 12 months after the standards begin (low-buy).

In response to our request for comment in the NPRM on the approach to estimate sales effects discussed in the RIA, some commenters stated that EPA estimates of pre- and low-buy in the draft RIA were underestimated, citing results from ACT Research. The estimated costs used by ACT Research were significantly higher than those estimated by EPA in the NPRM, which led, in part, to higher estimated sales effects. Another commenter pointed out limitations in EPA's approach that could lead to overestimates of sales effects, and they recommended removing the quantitative analysis of sales effects. We believe that despite its limitations, EPA's peer-reviewed approach continues to be appropriate given the data and literature that are currently available. In addition, the EPA peer-reviewed study and method used to estimate illustrative results in Chapter 10 of the RIA is transparent, reproducible, and ''is based on the best reasonably obtainable scientific, technical, and economic information available,'' in compliance with OMB Circular A–4.[519] The model and assumptions used by ACT Research did not include sufficient detail for EPA to evaluate or replicate that approach, and the other commenter's suggestions of how to improve EPA's approach are not currently feasible with available data. Furthermore, our analysis is clear that the lower bound is zero (*i.e.,* there may be no sales effect). For further detail regarding these comments and EPA's response to the costs estimates cited by commenters, see Section 18 of the Response to Comments. For information on costs estimated in this final rule, see Chapter 7 of the RIA. For further information on comments EPA received and EPA's response to comments on our sales effects analysis, see Section 25 of the Response to Comments.

In addition to potential sales impacts from changes in purchase price, the requirement for longer useful life and emission warranty periods may also affect vehicle sales. While longer emission warranty periods and useful life are likely to increase the purchase price of new HD vehicles, these increases may be offset by reduced operating costs. This is because longer useful life periods are expected to make emission control technology components more durable, and more durable components, combined with manufacturers paying for repairs during the longer warranty periods, will in turn reduce repair costs for vehicle owners. These combined effects may increase (or reduce the decrease in) sales of new HD vehicles if fleets and independent owner-operators prefer to purchase more durable vehicles with overall lower repair costs.[520] EPA is unable to quantify these effects because existing literature does not provide sufficient insight on the relationship between warranty changes, increases in prices due to increased warranty periods, and sales impacts. EPA continues to investigate methods for estimating sales impacts of longer emission warranty periods and useful life. See the RIA, Chapter 10.1.1, for more information.

Another potential effect of the final standards is transportation mode shift, which is a change from using a heavy duty-truck to using another mode of transportation (typically rail or marine). Whether shippers switch to a different transportation mode for freight depends not only on the cost per mile of the shipment (freight rate), but also the value of the shipment, the time needed for shipment, and the availability of supporting infrastructure. This final rule is not expected to have a large impact on truck freight rates given that the price of the truck is only a small part of the cost per mile of a ton of goods. For that reason, we expect little mode shift due to the final standards. The RIA, Chapter 10.1.3, discusses this issue.

An additional potential area of impact of the standards is on fleet turnover and the associated reduction in emissions from new vehicles. After implementation of the final standards, each individual new vehicle sold will produce lower emissions per mile relative to legacy vehicles. However, the standards will reduce total HD highway fleet emissions gradually. This is because, initially, the vehicles meeting the final standards will only be a small portion of the total fleet; over time, as more vehicles subject to the standards enter the market and older vehicles leave the market, greater emission reductions will occur. If pre-buy and low-buy behaviors occur, then the initial emission reductions are likely to be smaller than expected. This is

[519] OMB Circular A–4 (found at *https://obamawhitehouse.archives.gov/omb/circulars_a004_a-4/#d*) provides guidance to Federal Agencies on the development of regulatory analyses as required under Executive Order 12866.

[520] The reduced repair costs may counteract some of the sales effect of increased vehicle purchase cost. As a result, they may reduce incentives for pre- and low-buy and mitigate adverse sales impacts.

because, under pre-buy conditions, the pre-bought vehicles will be certified to less stringent standards and their emission reductions will be smaller than what will be realized if those vehicles were subject to the final standards. However, the new vehicles are likely less polluting than the older vehicles that they are most likely to displace, and there may be an earlier reduction in emissions than would have occurred without the standards since the vehicles are being purchased ahead of the implementation of new standards, rather than at a natural point in the purchase cycle. Under low-buy, emission reductions will be slower because there is slower adoption of new vehicles than without the standards. See the RIA, Chapter 10.1.2, for more information on this, as well as the discussion in this section related to vehicle miles traveled (VMT).

The standards may also result in a net reduction in new vehicle sales if there is either a smaller pre-buy than a post-standards low-buy, or some potential buyers decide not to purchase at all. In this case, the VMT of vehicles in the existing fleet may increase to compensate for the ''missing'' vehicles. However, since we expect this effect to be small, to the extent it might exist, we expect the total effect on emissions reductions to be small.

B. Employment Impacts

This section discusses potential employment impacts due to this regulation, as well as our partial estimates of those impacts. We focus our analysis on the motor vehicle manufacturing and the motor vehicle parts manufacturing sectors because these sectors are most directly affected.[521] While the final rule primarily affects heavy duty vehicle engines, the employment effects are expected to be felt more broadly in the motor vehicle and parts sectors due to the effects of the standards on sales.

In general, the employment effects of environmental regulation are difficult to disentangle from other economic changes (especially the state of the macroeconomy) and business decisions that affect employment, both over time and across regions and industries. In light of these difficulties, we look to economic theory to provide a constructive framework for approaching these assessments and for better understanding the inherent complexities in such assessments.

Economic theory of labor demand indicates that employers affected by environmental regulation may change their demand for different types of labor in different ways. They may increase their demand for some types, decrease demand for other types, or maintain demand for still other types. To present a complete picture, an employment impact analysis describes both positive and negative changes in employment. A variety of conditions can affect employment impacts of environmental regulation, including baseline labor market conditions, employer and worker characteristics, industry, and region.

In the RIA, we describe three ways employment at the firm level might be affected by changes in a firm's production costs due to environmental regulation: A demand effect, caused by higher production costs increasing market prices and decreasing demand; a cost effect, caused by additional environmental protection costs leading regulated firms to increase their use of inputs; and a factor-shift effect, in which post-regulation production technologies may have different labor intensities than their pre-regulation counterparts.[522] [523]

Due to data limitations, EPA is not quantifying the impacts of the final regulation on firm-level employment for affected companies, although we acknowledge these potential impacts. Instead, we discuss factor-shift, demand, and cost employment effects for the regulated sector at the industry level in the RIA. Factor-shift effects are due to changes in labor intensity of production due to the standards. We do not have information on how regulations might affect labor intensity of production, and therefore we cannot estimate the factor-shift effect on employment. Demand effects on employment are due to changes in labor due to changes in demand. In general, if the regulation causes HD sales to decrease, fewer people would be needed to assemble trucks and to manufacture their components. If pre-buy occurs, HD vehicle sales may increase temporarily in advance of the standards, leading to temporary increases in employment, but if low-buy occurs following the standards, there could be temporary decreases in employment. We outlined a method to quantify sales impacts, though we are not using it to estimate effects on fleet turnover in this rulemaking. As such, we do not estimate the demand-effect impact on employment due to the standards. However, after consideration of comments, we have added an explanation of a method to Chapter 10.2 of the RIA that could be used to estimate sales effects on employment. We also extend the illustrative sales effects results to show how that method could be used to estimate demand employment effects of this final rule. These results, to the extent they occur, should be interpreted as short-term effects, due to the short-term nature of pre- and low-buy, with a lower-bound of no change in employment due to no change in sales. If the maximum estimated total change in sales were to occur, our illustrative results suggest that this level of pre-buy could lead to an increase of up to about 450 job-years before implementation in 2027, and the maximum level of low-buy could lead to a decrease of up to about 640 job-years after implementation regulation.

Cost effects on employment are due to changes in labor associated with increases in costs of production, and we do estimate a partial employment impact due to changes in cost. This cost effect includes the impact on employment due to the increase in production costs needed for vehicles to meet the standards. (Note that this analysis is separate from any employment effect due to changes in vehicle sales; in other words, the analysis holds output constant.) In the RIA, we capture these effects using the historic share of labor as a part of the cost of production to extrapolate future estimates of the share of labor as a cost of production. This provides a sense of the order of magnitude of expected impacts on employment.

These estimates are averages, covering all the activities in these sectors. The estimates may not be representative of the labor effects when expenditures are required on specific activities, or when manufacturing processes change sufficiently that labor intensity changes. In addition, these estimates do not include changes in industries that supply these sectors, such as steel or electronics producers, or in other potentially indirectly affected sectors (such as shipping). Other sectors that sell, purchase, or service HD vehicles may also face employment impacts due to the standards. The effects on these

[521] The employment analysis in the RIA is part of the EPA's ongoing effort to ''conduct continuing evaluations of potential loss or shifts of employment which may result from the administration or enforcement of [the Act]'' pursuant to CAA section 321(a).

[522] Morgenstern, Richard D., William A. Pizer, and Jhih-Shyang Shih (2002). ''Jobs Versus the Environment: An Industry-Level Perspective.'' Journal of Environmental Economics and Management 43: 412–436.

[523] Berman and Bui have a similar framework in which they consider output and substitution effects that are similar to Morgenstern et al.'s three effect (Berman, E. and L.T. M. Bui (2001). ''Environmental Regulation and Labor Demand: Evidence from the South Coast Air Basin.'' Journal of Public Economics 79(2): 265–295).

sectors will depend on the degree to which compliance costs are passed through to prices for HD vehicles and the effects of warranty and useful life requirements on demand for vehicle repair and maintenance. EPA does not have data to estimate the full range of possible employment impacts. For more information on how we estimate the employment impacts due to increased costs, see Chapter 10 of the RIA.

We estimated employment effects due to increases in vehicle costs, based on the ratio of labor to production costs derived from historic data for the final rule. Results are provided in job-years, where a job-year is, for example, one year of full-time work for one person, or one year of half-time work for two people. Increased cost of vehicles and parts will, by itself and holding labor intensity constant, be expected to increase employment by 1,000 to 5,300 job years in 2027, with effects decreasing every year after, see Chapter 10 of the RIA for details.

While we estimate employment impacts, measured in job-years, beginning with program implementation, some of these employment gains may occur earlier as vehicle manufacturers and parts suppliers hire staff in anticipation of compliance with the standards. Additionally, holding all other factors constant, demand-effect employment may increase prior to MY 2027 due to pre-buy, and may decrease, potentially temporarily, afterwards.[524] We present a range of possible results because our analysis consists of data from multiple industrial sectors that we expect will be directly affected by the final regulation, as well as data from multiple sources. For more information on the data we use to estimate the cost effect, see Chapter 10.2 of the RIA.

XI. Other Amendments

This section describes several amendments to correct, clarify, and streamline a wide range of regulatory provisions for many different types of engines, vehicles, and equipment.[525] Section XI.A includes technical amendments to compliance provisions that apply broadly across EPA's emission control programs to multiple industry sectors, including light-duty vehicles, light-duty trucks, marine diesel engines, locomotives, and various types of nonroad engines, vehicles, and equipment. Some of those amendments are for broadly applicable testing and compliance provisions in 40 CFR parts 1065, 1066, and 1068. Other cross-sector issues involve making the same or similar changes in multiple standard-setting parts for individual industry sectors.

We are adopting amendments in two areas of note for the general compliance provisions in 40 CFR part 1068. First, we are adopting a comprehensive approach for making confidentiality determinations related to compliance information that EPA collects from companies. We are applying these confidentiality determination provisions for all highway, nonroad, and stationary engine, vehicle, and equipment programs, as well as aircraft and portable fuel containers. Second, we are adopting provisions that include clarifying text to establish what qualifies as an adjustable parameter and to identify the practically adjustable range for those adjustable parameters. The final rule includes specific provisions related to electronic controls that aim to deter tampering.

The rest of Section XI describes amendments that apply uniquely to individual industry sectors. These amendments apply to heavy-duty highway engines and vehicles, light-duty motor vehicles, large nonroad SI engines, small nonroad SI engines, recreational vehicles and nonroad equipment, marine diesel engines, locomotives, and stationary emergency CI engines.

A. General Compliance Provisions (40 CFR Part 1068) and Other Cross-Sector Issues

The regulations in 40 CFR part 1068 include compliance provisions that apply broadly across EPA's emission control programs for engines, vehicles, and equipment. This section describes several amendments to these regulations. This section also includes amendments that make the same or similar changes in multiple standard-setting parts for individual industry sectors or other related portions of the CFR. The following sections describe these cross-sector issues.

1. Confidentiality Determinations

EPA adopts emission standards and corresponding certification requirements and compliance provisions that apply to on-highway CI and SI engines (such as those adopted in this action for on-highway heavy-duty engines) and vehicles, and to stationary and nonroad CI and SI engines, vehicles, and equipment.[526] This final rule amends our regulations, including 40 CFR parts 2 and 1068 and the standard-setting parts,[527] to establish a broadly applicable set of confidentiality determinations by categories of information, through rulemaking. Under this final rule, EPA is determining that certain information manufacturers must submit (or EPA otherwise collects) under the standard-setting parts including for certification, compliance oversight, and in response to certain enforcement activities,[528] is either emission data or otherwise not entitled to confidential treatment. As a result of these determinations, information in these categories is not subject to the case-by-case or class determination processes under 40 CFR part 2 that EPA typically uses to evaluate whether such information qualifies for confidential treatment. Where we codify a determination that information is emission data or otherwise not entitled to confidential treatment, it will be subject to disclosure to the public without further notice. Any determination that applies for submitted information continues to apply even if that information is carried into other documents that EPA prepares for internal review or publication. EPA also notes that we are not making confidentiality determinations in this rulemaking for certain other identified information submitted to us for certification and compliance, which will remain subject to the case-by-case or class determination process under 40 CFR part 2, as established in this rulemaking under 40 CFR 2.301(j)(4).

[524] Note that the standards are not expected to provide incentives for manufacturers to shift employment between domestic and foreign production. This is because the standards will apply to vehicles sold in the U.S. regardless of where they are produced.

[525] A docket memo includes redline text to highlight all the changes to the regulations in the final rule. See ''Redline Document Showing Final Changes to Regulatory Text in the Heavy-Duty 2027 Rule'', EPA memorandum from Alan Stout to Docket EPA–HQ–OAR–2019–0055.

[526] Nonroad applications include marine engines, locomotives, and a wide range of other land-based vehicles and equipment. Standards and certification requirements also apply for portable fuel containers and for fuel tanks and fuel lines used with some types of nonroad equipment. Standards and certification requirements also apply for stationary engines and equipment, such as generators and pumps. EPA also has emission standards for aircraft and aircraft engines. This preamble refers to all these different regulated products as ''sources.''

[527] 40 CFR parts 59, 60, 85, 86, 87, 1068, 1030, 1031, 1033, 1036, 1037, 1039, 1042, 1043, 1045, 1048, 1051, 1054, and 1060. These parts are hereinafter collectively referred to as ''the standard-setting parts.''

[528] We also receive numerous FOIA requests for information once enforcement actions have concluded. In responding to those requests, to the extent the information collected through the enforcement action corresponds to a category of certification or compliance information that we have determined to be emission data or otherwise not entitled to confidential treatment in this rulemaking, this final rule establishes that such information is also subject to the same categorical confidentiality determinations specified in 40 CFR 1068.11.

The CAA states that ''[a]ny records, reports or information obtained under [section 114 and parts B and C of Subchapter II] shall be available to the public. . . . '' [529] Thus, the CAA begins with a presumption that the information submitted to EPA will be available to be disclosed to the public.[530] It then provides a narrow exception to that presumption for information that ''would divulge methods or processes entitled to protection as trade secrets. . . .'' [531] The CAA then narrows this exception further by excluding ''emission data'' from the category of information eligible for confidential treatment. While the CAA does not define ''emission data,'' EPA has done so by regulation at 40 CFR 2.301(a)(2)(i). EPA releases, on occasion, some of the information submitted under CAA sections 114 and 208 to parties outside of the Agency of its own volition, through responses to requests submitted under the Freedom of Information Act (''FOIA''),[532] or through civil litigation. Typically, manufacturers may claim some of the information they submit to EPA is entitled to confidential treatment as confidential business information (''CBI''), which is exempt from disclosure under Exemption 4 of the FOIA.[533] Generally, when we have information that we intend to disclose publicly that is covered by a claim of confidentiality under FOIA Exemption 4, EPA has a process to make case-by-case or class determinations under 40 CFR part 2 to evaluate whether such information is or is not emission data, and whether it otherwise qualifies for confidential treatment under FOIA Exemption 4.[534]

This final rule adopts provisions regarding the confidentiality of certification and compliance information that is submitted by manufacturers to EPA for a wide range of engines, vehicles, and equipment that are subject to emission standards and other requirements under the CAA. This includes motor vehicles and motor vehicle engines, nonroad engines and nonroad equipment, aircraft and aircraft engines, and stationary engines. It also includes portable fuel containers regulated under 40 CFR part 59, subpart F, and fuel tanks, fuel lines, and related fuel system components regulated under 40 CFR part 1060. The regulatory provisions regarding confidentiality determinations for these products are being codified broadly in 40 CFR 1068.11, with additional detailed provisions for specific sectors in the regulatory parts referenced in 40 CFR 1068.1. With this notice-and-comment rulemaking, EPA is making categorical emission data and confidentiality determinations that will apply to certain information collected by EPA for engine, vehicle, and equipment certification and compliance, including information collected during certain enforcement actions.[535]

At this time, EPA is not determining that any specific information *is* CBI or entitled to confidential treatment. EPA is instead identifying categories of information that are not appropriate for such treatment. We are maintaining the 40 CFR part 2 process for any information we are not determining to be emission data or otherwise not entitled to confidential treatment in this rulemaking. As explained further in the following discussion, the emission data and confidentiality determinations in this action are intended to increase the efficiency with which the Agency responds to FOIA requests and to provide consistency in the treatment of the same or similar information collected under the standard-setting parts. Establishing these determinations through this rulemaking will provide predictability for both information requesters and submitters. The emission data and confidentiality determinations in this final rule will also increase transparency in the certification programs.

After consideration of comments, we are revising the regulation from that proposed in the final rule to clarify that information submitted in support of a request for an exemption from emission standards and certification requirements will be subject to the 40 CFR part 2 process unless information from such a request is specifically identified as emission data in 40 CFR 1068.11. For example, emission test results used to demonstrate that engines meet a certain level of emission control that is required as a condition of a hardship exemption would not be entitled to confidential treatment, while other information not identified as emission data in 40 CFR 1068.11 would be subject to the 40 CFR part 2 process for making confidentiality determinations. These provisions apply equally for exemptions identified in 40 CFR part 1068, subpart C or D, or in the standard-setting parts.

In 2013 EPA published CBI class determinations for information related to certification of engines and vehicles under the standard-setting parts.[536] These determinations established whether those particular classes of information were releasable or entitled to confidential treatment and were instructive when making case-by-case determinations for other similar information within the framework of the CAA and the regulations. However, the determinations did not resolve all confidentiality questions regarding information submitted to the Agency for the standard-setting parts, and EPA receives numerous requests each year to disclose information that is not within the scope of these 2013 CBI class determinations.

Prior to this rulemaking, the Agency has followed the existing process in 40 CFR part 2 when making case-by-case or class confidentiality determinations. The part 2 confidentiality determination process is time consuming for information requesters, information submitters, and EPA. The determinations in this rulemaking will allow EPA to process requests for information more quickly, as the Agency will not always need to go through the part 2 process to make case-by-case determinations. Additionally, the determinations in this rulemaking will also provide predictability and consistency to information submitters on how EPA will treat the information. Finally, the part 2 confidentiality determination process is very resource-intensive for EPA, as it requires personnel in the program office to draft letters to the manufacturers (of which there may be many) requesting that they substantiate their claims of confidentiality, review each manufacturer's substantiation response, and prepare a recommendation for the Office of General Counsel. The Office of General Counsel then must review the recommendation and all the materials to issue a final determination on the entitlement of the information to confidential treatment. For these reasons, we are amending our regulations in 40 CFR parts 2 and 1068 to establish a broadly applicable set of confidentiality determinations for categories of information, through this rulemaking. This final action supersedes

[529] CAA section 114(c) and 208(c); 42 U.S.C. 7414(c) and 7542(c).

[530] CAA section 114(c) and 208(c); 42 U.S.C. 7414(c) and 7542(c).

[531] CAA section 114(c) and 208(c); 42 U.S.C. 7414(c) and 7542(c).

[532] 5 U.S.C. 552.

[533] 5 U.S.C. 552(b)(4).

[534] 40 CFR 2.205.

[535] Throughout this preamble, we refer to certification and compliance information. Hereinafter, the enforcement information covered by the confidentiality determination in this final rule is included when we refer to certification and compliance information.

[536] EPA, Class Determination 1–13, Confidentiality of Business Information Submitted in Certification Applications for 2013 and subsequent model year Vehicles, Engines and Equipment, March 28, 2013, available at *https://www.epa.gov/sites/default/files/2020-02/documents/1-2013_class_determination.pdf.*

the class determinations made in 2013.[537]

In this action, EPA is finalizing regulations to establish categories for certain certification and compliance information submitted under the standard-setting parts and determining that certain categories of certification and compliance information are not entitled to confidential treatment, including revisions to 40 CFR parts 2, 59, 60, 85, 86, 87, 1030, 1031, 1033, 1036, 1037, 1043, 1045, 1048, 1051, 1054, 1060, and 1068. The confidentiality determinations for these categories, and the basis for such determinations, are described in the following discussion. Additionally, a detailed description of the specific information submitted under the standard-setting parts that currently falls within these categories is also available in the docket for this rulemaking.[538] The determinations made in this rulemaking will serve as notification of the Agency's decisions on: (1) The categories of information the Agency will not treat as confidential; and (2) the categories of information that may be claimed as confidential but will remain subject to the existing part 2 process. We are not making in this rule a determination in favor of confidential treatment for any information collected for certification and compliance of engines, vehicles, equipment, and products subject to evaporative emission standards. In responding to requests for information not determined in this rule to be emission data or otherwise not entitled to confidential treatment, we will continue to apply the existing case-by-case process governed by 40 CFR part 2.

We are also establishing provisions in the Agency's Clean Air Act-specific FOIA regulations at 40 CFR 2.301(j)(2) and (4) concerning information determined to be entitled to confidential treatment through rulemaking in 40 CFR part 1068. These provisions are very similar to the regulations established by the Greenhouse Gas Reporting Program from 40 CFR part 98 that is addressed at 40 CFR 2.301(d). The regulation at 40 CFR 2.301(j)(4)(ii) addresses the Agency's process for reconsidering a determination that information is entitled to confidential treatment under 40 CFR 2.204(d)(2) if there is a change in circumstance in the future. This provision is intended to maintain flexibility the Agency currently has under its part 2 regulations. Note that because this rulemaking is not determining that any information is entitled to confidential treatment, these regulations at 40 CFR 2.301(j)(2) and (4) do not apply to any confidentiality determination made by this rulemaking.

The information categories established in this final action are:

(1) Certification and compliance information,

(2) fleet value information,

(3) source family information,

(4) test information and results,

(5) averaging, banking, and trading (''ABT'') credit information,

(6) production volume information,

(7) defect and recall information, and

(8) selective enforcement audit (''SEA'') compliance information.

The information submitted to EPA under the standard-setting parts can be grouped in these categories based on their shared characteristics. That said, much of the information submitted under the standard-setting parts could be logically grouped into more than one category. For the sake of organization, we have chosen to label information as being in just one category where we think it fits best. We believe this approach will promote greater accessibility to the CBI determinations, reduce redundancy within the categories that could lead to confusion, and ensure consistency in the treatment of similar information in the future. We received supporting comment on the following: (1) Our proposed categories of information; (2) the proposed confidentiality determination on each category; and (3) our placement of each data point under the category proposed. None of the comments we received on the proposed emission data determinations disputed EPA's conclusion that the information specified in those determinations is emission data. We have responded to these comments in the Response to Comments.

i. Information that is emission data and therefore not entitled to confidential treatment.

We are applying the regulatory definition of ''emission data'' in 40 CFR 2.301(a)(2)(i) to determine that certain categories of source certification and compliance information are not entitled to confidential treatment. As relevant here, a source is generally the engine, vehicle, or equipment covered by a certificate of conformity. Alternatively, a source is each individual engine, vehicle, or equipment produced under a certificate of conformity. CAA sections 114 and 208 provide that certain information submitted to EPA may be entitled to confidential treatment. However, section 114 also expressly excludes emission data from that category of information. The CAA does not define ''emission data,'' but EPA has done so by regulation in 40 CFR 2.301(a)(2)(i).

EPA's regulations broadly define emission data as information that falls into one or more of three types of information. Specifically, emission data is defined in 40 CFR 2.301(a)(2)(i), for any source of emission of any substance into the air as:

- Information necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing;
- Information necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source); and
- A general description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).

EPA's broad general definitions of emissions data also exclude certain information related to products still in the research and development phase or products not yet on the market except for limited purposes. Thus, for example, 40 CFR 2.301(a)(2)(ii) excludes information related to ''any product, method, device, or installation (or any component thereof) designed and intended to be marketed or used commercially but not yet so marketed or used.'' This specific exclusion from the definition of emissions data is limited in time.

Consistent with this limitation, and as described in Sections XI.A.1.i and iii, in this rulemaking we are maintaining

[537] We intend for this rulemaking to be consistent with Tables 1 and 2 from the 2013 class determinations. Specifically, the CBI class determinations reflected in Table 1 and Table 2 of the 2013 determination are consistent with the determinations described in Section XI.A.1.i. and Section XI.A.1.iii, respectively. However, for the reasons described in Section XI.A.1.iv, the information in Table 3 of the 2013 determination will be subject to the existing part 2 process, such that EPA will continue to make case-by-case CBI determinations as described in Section XI.A.1.iv.

[538] *See* Zaremski, Sara. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Supplemental Information for CBI Categories for All Industries and All Programs''. October 1, 2021, and attachment ''CBI Categories for All Industries All Programs'' (hereinafter ''CBI Chart''), available in the docket for this action.

confidential treatment prior to the introduction-into-commerce date for the information included in an application for certification. Though the nature of this information would otherwise make it emissions data, it is not emissions data for purposes of this regulatory definition and thus subject to release, until the product related to the information has been introduced into commerce, consistent with 40 CFR 2.301(a)(2)(ii). The introduction-to-commerce date is generally specified in an application for certification, even in cases where it is not required. After consideration of comments, we are clarifying from the proposal in the final rule that when an application for certification does not specify an introduction into commerce date or in situations where a certificate of conformity is issued after the introduction-into-commerce date, EPA will use the date of certificate issuance, as stated in the final 40 CFR 1068.10(d)(1).

We are establishing in 40 CFR 1068.11(a) that certain categories of information the Agency collects in connection with the Title II programs are information that meet the regulatory definition of emission data under 40 CFR 2.301(a)(2)(i). The following sections describe the categories of information we have determined to be emission data, based on application of the definition at 40 CFR 2.301(a)(2)(i) to the shared characteristics of the information in each category and our rationale for each determination. The CBI Chart in the docket provides a comprehensive list of the current regulatory citations under which we collect the information that we have grouped into each category and can be found in the docket for this action. For ease of reference, we have also indicated in the CBI Chart the reason(s) explained in Sections XI.A.1 and 3 of this action for why EPA has determined that the information submitted is not entitled to confidential treatment. The CBI Chart provides the information EPA currently collects that is covered by the determinations in this rulemaking, the regulatory citation the information is collected under, the information category for the information, the confidentiality determination for the information, and the rationale EPA used to determine whether the information is not entitled to confidential treatment (*i.e.,* the information qualifies as emission data under one or more subparagraphs of the regulatory definition of emission data, is both emission data and publicly available after the introduction-into-commerce-date, etc.). Much of the information covered by these determinations are emission data under more than one basis under the regulatory definition of emission data, as described at the end of each of the sections that follow. For each category of information and each data point we have determined belongs in each category, each basis independently is an alternative argument supporting EPA's final determinations.

ii. Information necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing.

We are finalizing the proposed determination that the categories of information identified meet the regulatory definition of emission data under 40 CFR 2.301(a)(2)(i)(A), which defines emission data to include ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing[.]'' [539] For shorthand convenience, we refer to information that qualifies as emission data under subparagraph (A) in the definition of emission data as merely ''paragraph A information.''

EPA collects emission information during certification, compliance reporting, SEAs, defect and recall reporting, in ABT programs, and in various testing programs like production line testing (''PLT'') and in-use testing. The following categories of information are emission data under 40 CFR 2.301(a)(2)(i)(A):

(1) Fleet value information,
(2) test information and results (including certification testing, PLT, in-use testing, fuel economy testing, and SEA testing),
(3) ABT credit information,
(4) production volume,
(5) defect and recall information, and
(6) SEA compliance information.

All these categories include information that also fits under the other emission data regulatory definition subparagraphs, therefore, the lists in this section are not exhaustive of the information in each category. The 40 CFR 2.301(a)(2)(i)(A) information we identify in this section under each of the categories is also emission data under paragraph (a)(2)(i)(B) of the definition of emission data and may also be emission data under paragraph (a)(2)(i)(C) of the definition of emission data. In the CBI Chart in the docket, we have identified for every piece of information in every category all the applicable emission data definition subparagraphs. Nevertheless, in this action, we have chosen to explain each piece of information in detail only under the most readily applicable subparagraph of emission data, while highlighting that the information could also qualify as emission data under another subparagraph of the regulatory definition of emission data. Consistent with 40 CFR 2.301(a)(2)(ii), under this determination, we will not release information included in an application for certification prior to the introduction-into-commerce-date, except under the limited circumstances already provided for in that regulatory provision.

Fleet Value Information: The fleet value information category includes the following information that underlies the ABT compliance demonstrations and fleet average compliance information for on-highway and nonroad:

(1) Offsets,
(2) displacement,
(3) useful life,
(4) power payload tons,
(5) load factor,
(6) integrated cycle work,
(7) cycle conversion factor, and
(8) test cycle.

The information in this category underlies the fleet average calculations, which are necessary to understand the type and amount of emissions released in-use from sources regulated under the standard-setting parts that require a fleet average compliance value. These values represent compounds emitted, though the raw emissions from an individual source may be different from these values due to other variables in the fleet value calculation. For these reasons, we determine the fleet value information category is emission data because it is necessary to identify and determine the amount of emissions emitted by sources.[540] Note, we are also determining that a portion of the fleet value information category meets another basis in the emission data definition in 40 CFR 2.301(a)(2)(i), as discussed in more detail in Section XI.A.1.i.b, because it is ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to

[539] 40 CFR 2.301(a)(2)(i)(A).

[540] *Id.*

emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [541]

Test Information and Results: The test information and results category includes information collected during the certification process, PLT testing, in-use testing programs, testing to determine fuel economy, and testing performed during an SEA. This category encompasses the actual test results themselves and information necessary to understand how the test was conducted, and other information to fully understand the results. We are including in the test information and results category the certification test results information, including emission test results which are required under the standard-setting parts. Before introducing a source into commerce, manufacturers must certify that the source meets the applicable emission standards and emissions related requirements. To do this, manufacturers conduct specified testing during the useful life of a source and submit information related to those tests. Emission test results are a straightforward example of emission data, as they identify and measure the compounds emitted from the source during the test. Furthermore, the tests were designed and are performed for the explicit purpose of determining the identity, amount, frequency, concentration, or other air quality characteristics of emissions from a source. For these reasons, we are determining that test information and results category is emission data because it is necessary to determine the emissions emitted by a source.[542] We are also determining that all the information in the test information and results category, except fuel economy label information, is emissions data under another subsection of the regulatory definition of emissions data it is ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [543] See Section XI.A.1.i.b for a more detailed discussion for issues related to test information and results. See Section XI.A.1.iii for additional discussion of fuel economy label information.

EPA collects the following test information and results from the PLT program. For CI engines and vehicles these include: CO results, particulate matter (PM) results, NO_X results, NO_X + HC results, and HC results. For SI engines and vehicles and for products subject to the evaporative emission standards these include: Fuel type used, number of test periods, actual production per test period, adjustments, modifications, maintenance, test number, test duration, test date, end test period date, service hours accumulated, test cycle, number of failed engines, initial test results, final test results, and cumulative summation. Manufacturer-run production-line testing is conducted under the standard-setting parts to ensure that the sources produced conform to the certificate issued. PLT results are emission test results and, for that reason, are among the most straightforward examples of emission data, as they identify and measure the compounds emitted from the source during the test. For example, the measured amounts of specified compounds (like HC results, CO results, and PM results) are measured emissions, i.e, the factual results of testing. Similarly, the number of failed engines is emission data as it reflects the results of emissions testing. Additionally, adjustments, modifications, maintenance, and service hours accumulated are information necessary for understanding the test results. We determine that the categories of information listed in this paragraph is necessary to understand the context and conditions in which the test was performed, like test number, test duration, test date, number of test periods, actual production per test period, end test period, and is, therefore, emission data because it is information necessary for understanding the characteristics of the test as performed, the test results, and the information that goes into the emissions calculations. Furthermore, PLT is performed for the explicit purpose of determining the identity, amount, frequency, concentration, or other air quality characteristics of emissions from a source. For these reasons, we determine that test information and results category is emission data because it is necessary to determine the emissions emitted by a source.[544] Note, we are also determining that the PLT information in the test information and results category is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.b, as it additionally provides ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [545]

The test information and results category also includes the following information from the in-use testing program: A description of how the manufacturer recruited vehicles, the criteria use to recruit vehicles, the rejected vehicles and the reason they were rejected, test number, test date and time, test duration and shift-days of testing, weather conditions during testing (ambient temperature and humidity, atmospheric pressure, and dewpoint), differential back pressure, results from all emissions testing, total hydrocarbons (HC), NMHC, carbon monoxide, carbon dioxide, oxygen, NO_X, PM, and methane, applicable test phase (Phase 1 or Phase 2), adjustments, modifications, repairs, maintenance history, vehicle mileage at start of test, fuel test results, total lifetime operating hours, total non-idle operation hours, a description of vehicle operation during testing, number of valid Not to Exceed (NTE) events, exhaust flow measurements, recorded one-hertz test data, number of engines passed, vehicle pass ratio, number of engines failed, outcome of Phase 1 testing, testing to determine why a source failed, the number of incomplete or invalid tests, usage hours and use history, vehicle on board diagnostic (''OBD'') system history, engine diagnostic system, number of disqualified engines, and number of invalid tests. The in-use testing information includes actual test results and the information that goes into the emissions calculations. For example, the measured amounts of specified compounds (like total HC) are measured emissions, and adjustments, modifications, and repairs are information necessary for understanding the test results. It is necessary to know if and how a source has changed from its certified condition during its use, as these changes may impact the source's emissions. Total lifetime operating hours and usage hours information is also used to calculate emissions during in-use testing. The diagnostic system information is necessary for

[541] 40 CFR 2.301(a)(2)(i)(B).

[542] 40 CFR 2.301(a)(2)(i)(A).

[543] 40 CFR 2.301(a)(2)(i)(B).

[544] 40 CFR 2.301(a)(2)(i)(A).

[545] 40 CFR 2.301(a)(2)(i)(B).

understanding emissions, as well, because it provides context to and explains the test results; if an issue or question arises from the in-use testing, the diagnostic system information allows for greater understanding of the emissions performance. Additionally, the number of disqualified engines is necessary to determine the sources tested, if an end user has modified the source such that it cannot be used for in-use testing, this directly relates to the sources eligible for in-use testing and the emission measurements resulting from those tests. For these reasons, we determine that the in-use testing information is emission data because it is necessary to determine the emissions emitted by sources.[546] Note, we are also determining that the in-use testing information is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.b, as it additionally provides ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [547]

We are also determining that the test information and results category include the underlying information necessary to determine the adjusted and rounded fuel economy label values and the resulting label values. The underlying information includes test result values that are plugged into a calculation included in the standard-setting parts that establish the fuel economy rating. These results represent emissions, the rate at which they are released, and are necessary to understanding the fuel economy rating. For these reasons, the fuel economy label information is appropriately included in the test information and results category. Accordingly, we determine that fuel economy label information is emission data because it is necessary to determine the emissions emitted by sources.[548] Note, also, that a portion of the fuel economy label information is not entitled to confidential treatment because it is required to be publicly available and is discussed in more detail in Section XI.A.1.iii. We are, in this rulemaking, superseding the 2013 class determination Table 3 for all fuel economy label information, but the determination here applies only to a portion of the fuel economy label information, as explained in Section XI.A.1.iv.

We are determining that the test information and results category include the following information from SEA testing: The test procedure, initial test results, rounded test results, final test results, final deteriorated test results, the number of valid tests conducted, the number of invalid tests conducted, adjustments, modifications, repairs, test article preparation, test article maintenance, and the number of failed engines and vehicles. SEAs can be required of manufacturers that obtain certificates of conformity for their engines, vehicles, and equipment. SEA test information includes emission test results from tests performed on production engines and equipment covered by a certificate of conformity. These tests measure the emissions emitted from the test articles; therefore, they are emission data and not entitled to confidentiality. The information supporting the test results, such as the number of valid tests conducted, the adjustments, modifications, repairs, and maintenance regarding the test article, is necessary to understand the test results and is, therefore, also emission data. For these reasons, we also determine that SEA test information is appropriately grouped in test information and results category and is emission data because it is necessary to identify and determine the amount of emissions from a source.[549] The SEA test information, like all the information in the test information and results category, is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.b, as it provides ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [550]

Production Volume: We are determining that the production volume category is emission data and is not entitled to confidential treatment because the information is necessary to determine the total emissions emitted by the source, where the source is the type of engine, vehicle, or equipment covered by a certificate of conformity. The certificate of conformity for a source does not, on its face, provide aggregate emissions information for all the sources covered by that certificate. Rather, it provides information relative to each single unit of the source covered by a certificate. The production volume is necessary to understand the amount, frequency, and concentration of emissions emitted from the aggregate of units covered by a single certificate that comprise the source. In other words, unless there will only ever be one single engine, vehicle, or equipment covered by the certificate of conformity, the emissions from that source will not be expressed by the certificate and compliance information alone. The total number of engines, vehicles, or equipment produced, in combination with the certificate information, is necessary to know the real-world impact on emissions from that source. Additionally, the production volume is also collected for the purpose of emission modeling. For example, engine population (the number of engines in use) is used in the non-road emissions model to establish emission standards. Production volume, when used in combination with the other emission data we collect (certification test results, in-use test results, defects and recalls, etc.), also allows EPA and independent third parties to calculate total mobile source air emissions. For these reasons, production volume is ''necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing[.]'' [551] Note also that the production volume category is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.c, as it additionally provides ''[a] general description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).'' [552]

Defect and Recall Information: We are determining that the defect and recall information category is emission data and not entitled to confidential treatment because it is information necessary to determine the emissions from a source that has been issued a

[546] 40 CFR 2.301(a)(2)(i)(A).

[547] 40 CFR 2.301(a)(2)(i)(B).

[548] 40 CFR 2.301(a)(2)(i)(A).

[549] *Id.*

[550] 40 CFR 2.301(a)(2)(i)(B).

[551] 40 CFR 2.301(a)(2)(i)(A).

[552] 40 CFR 2.301(a)(2)(i)(C).

certificate of conformity.[553] The only defects and recalls that manufacturers or certificate holders are required to report to EPA are ones that impact emissions or could impact emissions. Therefore, if a defect or recall is reported to us, it is because it causes or may cause increased emissions and information relating to that defect or recall is necessarily emission data, as it directly relates to the source's emissions. The defect and recall information category includes any reported emission data available. This information is the available test results that a manufacturer has after conducting emission testing, and an estimate of the defect's impact on emissions, with an explanation of how the manufacturer calculated this estimate and a summary of any available emission data demonstrating the impact of the defect. Note, we are only determining that a portion of the defect and recall information category is paragraph A information. As discussed in Section XI.A.1.iv, we are not making a confidentiality determination on the defect investigation report at this time. We are also determining that the information in this category, excluding the defect investigation report, is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.b, as it additionally provides ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [554]

As noted throughout this section, the information included in the categories identified as paragraph A information also meet another prong of the definition of emission data.[555] See Section XI.A.1.i.b for our discussion of why this information is also emission data as defined at 40 CFR 2.301(a)(2)(i)(B). See Section XI.A.1.i.c for our discussion of why this information is also emission data as defined at 40 CFR 2.301(a)(2)(i)(C).

iii. Information necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source).

We are determining that information within the categories explained in this subsection meets the regulatory definition of emission data under 40 CFR 2.301(a)(2)(i)(B) because it is ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' We will refer to subparagraph (B) in the definition of emission data as ''paragraph B information'' throughout this section.

The vast majority of the information we collect for certification and compliance fits within this subparagraph of the definition of emission data. We determine that the following categories are paragraph B information and not entitled to confidential treatment:

(1) Certification and compliance information,
(2) ABT credit information,
(3) fleet value information,
(4) production volumes,
(5) test information and results,
(6) defect and recall information, and
(7) SEA compliance information.

These categories are summarized here and described in more detail in the following discussion. Certification and compliance information category includes information that is submitted in manufacturers' certificate of conformity applications and information reported after the certificate is issued to ensure compliance with both the certificate and the applicable standards, which is required under EPA's regulation. ABT credit information shows whether a manufacturer participating in an ABT program has complied with the applicable regulatory standards. Additionally, fleet value information is collected by EPA to calculate average and total emissions for a fleet of sources, thereby demonstrating compliance with the applicable regulatory standards when a manufacturer participates in an ABT program or for fleet averaging programs. A portion of the test and test result category of information is distinguishable under the paragraph A information basis. This portion of the test information and results category includes information that explains how the tests and test results demonstrate compliance with the applicable standards and is identified and discussed in this section. The test information and results described in Section XI.A.1.i.a is also necessary to understand whether a source complies with the applicable standard-setting parts. The SEA compliance information category includes information related to understanding how the results of the SEA reflect whether a source complies with the applicable standard-setting parts. Consistent with 40 CFR 2.301(a)(2)(ii), under this determination, we will not release information included in an application for certification prior to the introduction-into-commerce-date, except under the limited circumstances already provided for in that regulatory provision.

These categories apply to information submitted for certification and compliance reporting across the standard-setting parts. These categories make up the largest amount of information addressed by the confidentiality determinations.

Certification and Compliance Information: Once EPA certifies a source as conforming to applicable emission standards (*i.e.,* the source has a certificate of conformity), all sources the manufacturer produces under that certificate must conform to the requirements of the certificate for the useful life of the source. In short, a source's compliance is demonstrated against the applicable certificate of conformity through inspection and testing conducted by EPA and the manufacturers. Therefore, certification and compliance information falls under subparagraph B of emission data because it is ''necessary to determine the identity, amount, frequency, concentration, or other characteristic (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [556] The certification and compliance information category includes models and parts information, family determinants, general emission control system information, and certificate request information (date, requester, etc.), contact names, importers, agents of service, and ports of entry used. The models and parts information is necessary to determine that the sources actually manufactured conform to the specifications of the certificate. Lastly, certificate request information is general information necessary to identify the

[553] 40 CFR 2.301(a)(2)(i)(A).
[554] 40 CFR 2.301(a)(2)(i)(B) and (C).
[555] 40 CFR 2.301(a)(2)(i)(B).
[556] *Id.*

applicable certificate of conformity for a source, as well as understanding the timing and processing of the request. For these reasons, we are determining certificate information is emission data because it is necessary to determine whether a source has achieved compliance with the applicable standards.[557] Note, also, that a portion of the category of certification and compliance information meets another basis in the emission data definition, as discussed in more detail in Section XI.A.1.i.c, as it additionally provides ''[a] general description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).'' [558]

ABT Credit Information: ABT programs are an option for compliance with certain emissions standards. In ABT programs, manufacturers may generate credits when they certify that their vehicles, engines, and equipment achieve greater emission reductions than the applicable standards require. ''Averaging'' within ABT programs means exchanging emission credits between vehicle or engine families within a given manufacturer's regulatory subcategories and averaging sets. This can allow a manufacturer to certify one or more vehicle or engine families within the same averaging set at levels higher than the applicable numerical emission standard under certain regulatory conditions. The increased emissions over the otherwise applicable standard would need to be offset by one or more vehicle or engine families within that manufacturer's averaging set that are certified lower than the same emission numerical standard, such that the average emissions from all the manufacturer's vehicle or engine families, weighted by engine power, regulatory useful life, and production volume, are at or below the numerical level required by the applicable standards. ''Banking'' means the retention of emission credits by the manufacturer for use in future model year averaging or trading. ''Trading'' means the exchange of emission credits between manufacturers, which can then be used for averaging purposes, banked for future use, or traded again to another manufacturer. The ABT credit information category includes a manufacturer's banked credits, transferred credits, traded credits, total credits, credit balance, and annual credit balance. Because manufacturers participating in ABT programs use credits to demonstrate compliance with the applicable standards, ABT information is ''necessary to determine the identity, amount, frequency, concentration, or other characteristic (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source)[.]'' [559] For these reasons, we determine ABT credit information is emission data because it is necessary to determine whether a source has achieved compliance with the applicable standards.[560]

Fleet Value Information: ABT credit information must be reviewed by EPA in conjunction with the fleet value information, which underlies a manufacturer's credit balance. The two categories are distinct from each other, though the information under the two categories is closely related. In addition to reasons described in Section XI.A.1.i.a, manufacturers submit fleet value information also used for compliance reporting under ABT programs, though some fleet value information is collected during certification for the on-highway sectors. The fleet value information category includes: Source classification, averaging set, engine type or category, conversion factor, engine power, payload tons, intended application, advanced technology (''AT'') indicator, AT CO_2 emission, AT improvement factor, AT CO_2 benefit, innovative technology (''IT'') indicator, IT approval code, and IT CO_2 improvement factor. Additionally, the fleet value information category includes the following for light-duty vehicles and engines, non-road SI engines, and products subject to evaporative emission standards: Total area of the internal surface of a fuel tank, adjustment factor, and deterioration factor. Fleet value information is used in ABT programs to explain and support a manufacturer's ABT credit balance. For the standard-setting parts that require a fleet average compliance value, the fleet value information is used to demonstrate compliance with the applicable standard setting parts. For these reasons, we are determining that the fleet value information category is emission data because it is information necessary to understand the ABT compliance demonstration and compliance with the fleet average value, as applicable.[561] Additionally, a portion of the fleet value information is emission data, as described in Section XI.A.1.i.a, because it is ''necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing[.]'' [562]

Production Volumes: The production volume category is emission data because it is necessary to determine compliance with the standards when a manufacturer meets requirements in an ABT credit, PLT, or in-use testing program, and also for GHG fleet compliance assessment. When a manufacturer is subject to these programs, the production volume is necessary to determine whether that manufacturer has complied with the applicable standards and limitations. In ABT programs, the averages used to calculate credit balances are generated based on the production volumes of the various families certified. For GHG standards compliance, manufacturers generally comply based on their overall fleet average, therefore, the production volume is necessary to calculate the fleet average and whether the manufacturers' fleet complies with the applicable standards. For these reasons, production volume information is necessary to understanding the calculations behind a manufacturer's credit generation and use, as well as a manufacturer's fleet average, which are then used to demonstrate compliance with the applicable standards.[563] Additionally, for PLT and in-use testing, production volumes are used to determine whether and how many sources are required to be tested or, in some cases, whether the testing program needs to be undertaken at all. In this way, production volume is tied to compliance with the PLT and in-use testing requirements and is paragraph B information necessary for demonstrating compliance with an applicable standard. Note, that the production volume category is emission data for multiple reasons, as discussed in Sections XI.A.1.i.a and XI.A.1.i.c.

Test Information and Results: The test information and results category includes the testing conducted by manufacturers and is necessary to demonstrate that the test parameters meet the requirements of the regulations. This ensures that the test

[557] *Id.*

[558] 40 CFR 2.301(a)(2)(i)(C).

[559] 40 CFR 2.301(a)(2)(i)(B).

[560] *Id.*

[561] *Id.*

[562] 40 CFR 2.301(a)(2)(i)(A).

[563] 40 CFR 2.301(a)(2)(i)(B).

results are reliable and consistent. If a test does not meet the requirements in the applicable regulations, then the results cannot be used for certification or compliance purposes. The parameters and underlying information of an emissions test is information necessary to understanding the test results themselves. Adjustable parameter information is necessary to understand the tests used to certify a source and, therefore, also necessary to understand the test results and whether the source achieved compliance with the applicable standard. For these reasons, we are determining that the test information and results category is ''necessary to determine the identity, amount, frequency, concentration, or other characteristic (to the extent related to air quality) of the emissions which, under an applicable standard or limitation, the source was authorized to emit (including, to the extent necessary for such purposes, a description of the manner or rate of operation of the source[.]'' [564] Test information and results collected under the standard-setting parts includes the following: Test temperature, adjustable test parameters, exhaust emission standards and family emission limits (FELs), emission deterioration factors, fuel type used, intended application, CO standard, particulate matter (''PM'') standard, NO_X + HC standard, NO_X standard, HC standard, CO_2 alternate standard, alternate standard approval code, CO_2 family emission limit (''FEL''), CO_2 family certification level (''FCL''), NO_X and NMHC + NO_X standard, NO_X and NMHC + NO_X alternate standard, N_2O standard, N_2O FEL, CH_4 standard, CH_4 FEL, NO_X or NMHC + NO_X FEL, PM FEL, test number, test time, engine configuration, green engine factor, the test article's service hours, the deterioration factor type, test location, test facility, the manufacturer's test contact, fuel test results, vehicle mileage at the start of the test, exhaust aftertreatment temperatures, engine speed, engine brake torque, engine coolant temperature, intake manifold temperature and pressure, throttle position, parameter sensed, emission-control system controlled, fuel-injection timing, NTE threshold, limited testing region, meets vehicle pass criteria (*i.e.,* whether the test passes the applicable emission standard), number of engines tested, number of engines still needing to be tested, number of engines passed, purpose of diagnostics, instances for OBD illuminated or set trouble codes, instance of misfuelling, incomplete or invalid test information, the minimum tests required, diagnostic system, and the number of disqualified engines. For the reasons given, we are determining that test information and results is emission data because it is both necessary to understand how the source meets the applicable standards, including, but not limited to, ABT compliance demonstrations, and to ensure a source is complying with its certificate of conformity.[565] Additionally, a portion of the information included in the test information and results category is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.a, as it is also ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing[.]'' [566]

Defect and Recall Information: We are determining that the defect and recall information category is emission data and not entitled to confidential treatment because it is information necessary to determine compliance with an applicable standard or limitation.[567] The only defects and recalls that manufacturers are required to report to EPA are ones that impact emissions or could impact emissions. Therefore, if a defect is reported to us, it is because it causes or may cause increased emissions and information relating to that defect is necessarily emission data, as it directly relates to the source's compliance with an applicable standard. The defect and recall information category, including information collected under the standard-setting parts, includes: System compliance reporting type, EPA compliance report name, manufacturer compliance report, manufacturer compliance report identifier, contact identifier, process code, submission status, EPA submission status and last modified date, submission creator, submission creation date, last modified date, last modified by, EPA compliance report identifier, compliance report type, defect category, defect description, defect emissions impact estimate, defect remediation plan explanation, drivability problems description, emission data available indicator, OBD MIL illumination indicator, defect identification source/method, plant address where defects were manufactured, certified sales area, carline manufacturer code, production start date, defect production end date, total production volume of affected engines or vehicles, estimated or potential number of engines or vehicles affected, actual number identified, estimated affected percentage, make, model, additional model identifier, specific displacement(s) impacted description, specific transmission(s) impacted description, related defect report indicator, related EPA defect report identifier, related defect description, remediation description, proposed remedy supporting information, description of the impact on fuel economy of defect remediation, description of the impact on drivability from remediation, description of the impact on safety from remediation, recalled source description, part availability method description, repair performance/maintenance description, repair instructions, nonconformity correction procedure description, nonconformity estimated correction date, defect remedy time, defect remedy facility, owner demonstration of repair eligibility description, owner determination method description, owner notification method description, owner notification start date, owner notification final date, number of units involved in recall, calendar quarter, calendar year, quarterly report number, related EPA recall report/remedial plan identifier, number of sources inspected, number of sources needing repair, number of sources receiving repair, number of sources ineligible due to improper maintenance, number of sources ineligible for repair due to exportation, number of sources ineligible for repair due to theft, number of sources ineligible for repair due to scrapping, number of sources ineligible for repair due to other reasons, additional owner notification indicator, and the number of owner notifications sent. We are not including defect investigation reports in this category, instead the part 2 process will continue to apply as described in Section XI.A.1.iv for defect investigation reports. Additionally, a portion of the information included in this category is emissions data under another subsection of the regulatory definition of emissions data, as discussed in more detail in Section XI.A.1.i.a, as it is also ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting

[564] *Id.*

[565] *Id.*

[566] 40 CFR 2.301(a)(2)(i)(A).

[567] 40 CFR 2.301(a)(2)(i)(B).

from any emission by the source), or any combination of the foregoing[.]'' [568]

SEA Compliance Information: We are determining that the SEA compliance information category is emission data because it is necessary to determine whether a source complies with its certificate and the standards. This category includes the facility name and location where the SEA was conducted, number of tests conducted, model year, build date, hours of operation, location of accumulated hours, the date the engines shipped, how the engines were stored, and, for imported engines, the port facility and date of arrival. This information collected through SEAs is necessary for determining whether a source that was investigated through an SEA complies with the applicable standards. For that reason, EPA is determining that this category is emission data as defined at 40 CFR 2.301(a)(2)(i)(B). Additionally, certain information collected during an SEA is included in the test information and results category. We determine that SEA compliance information is emission data because it is both paragraph B information and ''[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics (to the extent related to air quality) of any emission which has been emitted by the source (or of any pollutant resulting from any emission by the source), or any combination of the foregoing[.]'' [569]

iv. Information that is emission data because it provides a general description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).

We are determining that certain categories of information meet the regulatory definition of emission data under 40 CFR 2.301(a)(2)(i)(C) because they convey a ''[g]eneral description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).'' [570] We will refer to subparagraph (C) in the definition of emission data as ''paragraph C information'' throughout this section. We are determining that two categories of information fall primarily under this regulatory definition of emissions data: (1) Source family information, and (2) production volume information. We determine these categories are paragraph C information and are, therefore, emission data and not entitled to confidential treatment. However, under this determination, consistent with 40 CFR 2.301(a)(2)(ii), we will not release information included in an application for certification prior to the introduction-into-commerce-date, except under the limited circumstances already provided for in that regulatory provision.

Source Family Information: The information included in the source family information category includes engine family information, vehicle family information, evaporative family information, equipment family information, subfamily name, engine family designation, emission family name, and test group information. The engine, vehicle, and evaporative family information includes information necessary to identify the emission source for which the certificate was issued; this determines the emission standards that apply to the source and distinguishes the source's emissions from other sources. Manufacturers request certification using the family name of the engines, vehicles, or equipment they intend to produce for sale in the United States. Test group information identifies the sources tested and covered by a certificate. The source family is the basic unit used to identify a group of sources for certification and compliance purposes. The source family is a code with 12 digits that identifies all parts of that source. More specifically, information conveyed in the source family code include the model year, manufacturer, industry sector, engine displacement, and the manufacturer's self-designated code for the source family. We are determining that the source family information category of information is emission data because it is information that provides a ''[g]eneral description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).'' [571]

Production Volume: Additionally, we are determining that production volume is emission data necessary to identify the source. Where the source is each individual engine, vehicle, or equipment produced, the production volume provides information necessary for EPA or the public to identify that source (the certificate only identifies one source, where the production volume identifies all the sources) and distinguish that source's emissions from the emissions of other sources. In other words, actual production volume provides necessary information to identify the number of sources operating under a certificate of conformity and distinguish their total emissions from other sources. In this way, the total number of sources operating under a certificate of conformity provides a ''[g]eneral description . . . of nature of the source'' or, alternatively, provides information necessary such that the source can be identified in total, since it is generally unlikely that only a single unit of any engine, vehicle, or equipment would be produced under a certificate. For this additional reason, we determine that the production volume category is emission data, not only for the reasons provided in Sections X.A.1.i.a and b, but also because it also provides a ''[g]eneral description of the location and/or nature of the source to the extent necessary to identify the source and to distinguish it from other sources (including, to the extent necessary for such purposes, a description of the device, installation, or operation constituting the source).'' [572]

v. Information submitted as preliminary and superseded will have the same confidentiality treatment as the final reported information.

In the course of certifying and demonstrating compliance, manufacturers may submit information to EPA before the applicable deadline, and may update or correct that information before the deadline for certification or compliance reporting. Similarly, manufacturers routinely update their applications for certification to include more or different information. EPA treats this information as an Agency record as soon as it is received through the Engine and Vehicle Certification Information System (EVCIS). We are applying the same confidentiality determinations to this ''early'' information by category as we are making for the information included in the final certification request or compliance report in the categories generally. EPA generally does not intend to publish or release such preliminary or superseded information, because we believe the inclusion of preliminary information in Agency publications could lead to an inaccurate or misleading understanding of emissions or of a manufacturer's compliance status. However, because

[568] 40 CFR 2.301(a)(2)(i)(A).

[569] *Id.*

[570] 40 CFR 2.301(a)(2)(i)(C).

[571] 40 CFR 2.301(a)(2)(i)(C).

[572] *Id.*

such early information becomes an Agency record upon receipt, we may be obligated to release information from those preliminary or superseded documents that is not entitled to confidential treatment if a requester specifically requests such pre-final information in a FOIA request. In such circumstances, we intend to provide a statement regarding the preliminary or superseded nature of the information in the final FOIA response. EPA also does not intend to disclose information in submitted reports until we have reviewed them to verify the reports' accuracy, though the Agency may be required to release such information if it is specifically requested under the FOIA. Note that this subsection's determinations and intended approaches for preliminary and superseded information submitted as part of the certification and compliance reporting processes apply only to such information for those categories of information where we are making confidentiality determinations in this final rule. In other words, this subsection is not intended to address preliminary or projected information for the types of information we are not including in the determinations made in this final rule and that remain subject to the part 2 process (see Section XI.A.1.iv).

vi. Information that is never entitled to confidential treatment because it is publicly available or discernible information or becomes public after a certain date.

We are also determining that information that is or becomes publicly available under the applicable standard-setting parts is not entitled to confidential treatment by EPA. Information submitted under the standard-setting parts generally becomes publicly available in one of two ways: (1) Information is required to be publicly disclosed under the standard-settings parts, or (2) information becomes readily measurable or observable after the introduction-to-commerce date. Information that is required to be publicly available under the standard-setting parts includes: Information contained in the fuel economy label, the vehicle emission control information (''VECI'') label, the engine emission control information label, owner's manuals, and information submitted by the manufacturer expressly for public release. The information in the labels is designed to make the public aware of certain emissions related information and thus is in no way confidential. Similarly, manufacturers submit documents specifically prepared for public disclosure to EPA with the understanding that they are intended for public disclosure. We determine that these public facing documents are not entitled to confidential treatment, as they are prepared expressly for public availability.

Additionally, we are determining that the types of information provided in the next paragraph that are measurable or observable by the public after the source is introduced into commerce are not entitled to confidential treatment by EPA after the introduction-to-commerce date. This information may also be emission data and included in the one of the categories established in this action, accordingly, we determine that it is emission data as described in Section XI.A.1.i. The fact that this information is or becomes publicly available is an additional reason for it to be not entitled to confidential treatment after the introduction into commerce date, and is an independent alternative basis for our determination that the information is not entitled to confidential treatment.

This information includes: Model and parts information, source footprint information, manufacturer, model year, category, service class, whether the engine is remanufactured, engine type/category, engine displacement, useful life, power, payload tons, intended application, model year, fuel type, tier, and vehicle make and model. Footprint information is readily observable by the public after the introduction-to-commerce date, as one can measure and calculate that value once the source is introduced into commerce. Additionally, models and parts information is also readily available to the public after the source is introduced into commerce. Because this information is publicly available, it is not entitled to confidential treatment. Therefore, we will not provide any additional notice or process prior to releasing these type of information in the future.

vii. Information not included in this rule's determinations will be treated as confidential, if the submitter claimed it as such, until a confidentiality substantiation is submitted and a determination made under the 40 CFR part 2 process.

We are not making a confidentiality determination under 40 CFR 1068.11 for certain information submitted to EPA for certification and compliance. This information, if claimed as confidential by the submitters, will be treated by EPA as confidential until such time as it is requested under the FOIA or EPA otherwise goes through a case-by-case or class determination process under 40 CFR part 2. At that time, we will make a confidentiality determination in accordance with 40 CFR part 2, and as established in this rulemaking under 40 CFR 2.301(j)(4). This final action supersedes the Table 3 CBI class determinations that EPA previously made in 2013, such that the same categories of information in Table 3 will not have an applicable class determination and will now be subject to the 40 CFR part 2 process.

The types of information we are not including in the determinations made in this final rule, and remain subject to the part 2 process, includes:

(1) Projected production and sales,

(2) Production start and end dates outside of the defect and recall context,

(3) Specific and detailed descriptions of the emissions control operation and function,

(4) Design specifications related to aftertreatment devices,

(5) Specific and detailed descriptions of auxiliary emission control devices (AECDs),

(6) Plans for meeting regulatory requirements (*e.g.,* ABT pre-production plans),

(7) Procedures to determine deterioration factors and other emission adjustment factors and any information used to justify those procedures,

(8) Financial information related to ABT credit transactions (including dollar amount, parties to the transaction and contract information involved) and manufacturer bond provisions (including aggregate U.S. asset holdings, financial details regarding specific assets, whether the manufacturer or importer obtains a bond, and copies of bond policies),

(9) Serial numbers or other information to identify specific engines or equipment selected for testing,

(10) Procedures that apply based on the manufacturers request to test engines or equipment differently than we specify in the applicable standard-setting parts,

(11) Information related to testing vanadium catalysts in 40 CFR part 1065, subpart L (established in this rule),

(12) GPS data identifying the location and route for in-use emission testing, and

(13) Defect investigation reports. The information contained in defect investigation reports may encompass both emission data and information that may be CBI, so we are not making a determination for this report as whole. Instead, procedurally we will treat these reports in accordance with the existing part 2 process.

Additionally, we are creating a category of information to include information EPA received through

''comments submitted in the comment field,'' where the Agency's compliance reporting software has comment fields to allow manufacturers to submit clarifying information in a narrative format. We are not making a determination on this broad category of potential information at this time, as the narrative comments may or may not contain emission data. Therefore, EPA will undertake a case-by-case determination pursuant to 40 CFR part 2 for any information provided in a comment field. As explained earlier in this subsection, after further consideration, this final action supersedes the Table 3 CBI class determination made in 2013 and EPA is also not making a determination at this time regarding whether the information in Table 3 of the 2013 determination may meet the definition of emission data or otherwise may not be entitled to confidential treatment in certain circumstances under individual standard-setting parts, and instead thinks that a case-by-case determination process is better suited to these categories of information.

2. Adjustable Parameters

One of the goals of the certification process is to ensure that the emission controls needed to meet emission standards cannot be bypassed or rendered inoperative. Consistent with this goal, the standard-setting parts generally require that engines, vehicles, and equipment with adjustable parameters meet all the requirements of part 1068 for any adjustment in the physically adjustable range. This applies for testing pre-production engines, production engines, and in-use engines.

The underlying principles of the current regulations and policy can be traced to the early emission standards for mechanically controlled engines. The regulations at 40 CFR 86.094–22(e) illustrate how the relevant provisions currently apply for heavy-duty highway engines. The earliest generation of engines with emission control technology subject to emission standards included components such as simple screws to adjust a variety of engine operating parameters, including fuel-air ratio and idle speed. Owners were then able to adjust the engines based on their priority for power, efficiency, or durability. At the same time, manufacturers sought to reduce emissions by limiting the physical range of adjustment of these parameters, so EPA developed regulations to ensure that the engines' limitations were sufficiently robust to minimize operation outside the specified range (48 FR 1418, January 12, 1983).

Since then, heavy-duty highway engine manufacturers have developed new technologies that did not exist when we adopted the existing regulations related to adjustable parameters. The regulations at 40 CFR 86.094–22(e) therefore provide a limited framework under which to administer the current certification for heavy-duty highway engines. Current certification practice consists of applying these broad principles to physically adjustable operating parameters in a way that is similar for both highway and nonroad applications. EPA developed guidance with detailed provisions for addressing adjustable parameters at certification for land-based nonroad spark-ignition engines at or below 19 kW.[573] To date, programmable operating parameters have generally not been treated as adjustable parameters for Federal regulatory purposes, except that manufacturers need to identify all available operating modes (such as eco-performance or rabbit/turtle operation).

EPA's Office of Enforcement and Compliance Assurance (OECA) has found extensive evidence of tampering with the electronic controls on heavy-duty engines and vehicles nationwide, although EPA lacks robust data on the exact rate of tampering.[574] Recently, OECA announced a new National Compliance Initiative (''NCI'') to address the manufacture, sale, and installation of defeat devices on vehicles and engines through civil enforcement.[575] Section VI.C includes a discussion on the potential for significant increases in emissions from tampering with current heavy-duty engines, and the provisions in the final rule that we expect will reduce incentives to tamper with model year 2027 and later heavy-duty engines.

Manufacturers are required by existing regulations to describe in their application for certification how they address potentially adjustable operating parameters. As with all elements of certification, the regulations require manufacturers to use good engineering judgment for decisions related to adjustable parameters. The regulations also describe a process for manufacturers to ask for preliminary approval for decisions related to new technologies, substantially changed engine designs, or new methods for limiting adjustability. See, for example, 40 CFR 1039.115 and 1039.210. Note that the certification requirements described in this section for manufacturers apply equally to anyone certifying remanufactured engines or associated remanufacturing systems where such certification is required.

We are adopting a new 40 CFR 1068.50 to update the current regulatory provisions such that the established principles and requirements related to adjustable parameters also apply for current technologies. Thus, the new provisions indicate how our established principles regarding adjustable parameters apply for the full range of emission control technologies.

The provisions are largely based on regulations that already apply for highway engines and vehicles under 40 CFR 86.094–22(e) and 86.1833–01. Most of what we are adopting in 40 CFR 1068.50 is an attempt to codify in one place a set of provisions that are consistent with current practice. Some provisions may represent new or more detailed approaches, as described further in the following paragraphs, especially in the context of electronic controls. The provisions in the final 40 CFR 1068.50 are intended to apply broadly across EPA's engine, vehicle, and equipment programs. The language is intended to capture the full range of engine technologies represented by spark-ignition and compression-ignition engines used in highway, nonroad, and stationary applications. We are accordingly applying the new provisions for all the types of engines, vehicles and equipment that are broadly subject to 40 CFR part 1068, as described in 40 CFR 1068.1. For example, the provisions apply for nonroad sectors and for heavy-duty highway engines, but not for highway motorcycles or motor vehicles subject to standards under 40 CFR part 86, subpart S. Note that regulatory provisions for adjustable parameters refer to engines, because most adjustable parameters are integral to the engine and its controls. In the case of equipment-based standards and alternative power configurations such as electric vehicles, the requirement to meet emission standards across the physically adjustable range. As with other provisions in 40 CFR part 1068, if the standard-setting part specifies some

[573] ''Clean Air Act Requirements for Small Nonroad Spark-Ignition Engines: Reporting Adjustable Parameters and Enforcement Guidance,'' EPA Guidance CD–12–11 (Small SI Guidance), August 24, 2012.

[574] U.S. EPA. ''Tampered Diesel Pickup Trucks: A Review of Aggregated Evidence from EPA Civil Enforcement Investigations'', November 20, 2021, Available online: *https://www.epa.gov/enforcement/tampered-diesel-pickup-trucks-review-aggregated-evidence-epa-civil-enforcement.*

[575] U.S. EPA. National Compliance Initiative: Stopping Aftermarket Defeat Devices for Vehicles and Engines. Available online: *https://www.epa.gov/enforcement/national-compliance-initiative-stopping-aftermarket-defeat-devices-vehicles-and-engines.*

provisions that are different than 40 CFR 1068.50, the provisions in the standard-setting part apply instead of the provisions in 40 CFR 1068.50. For example, we will continue to rely on the provisions related to adjusting air-fuel ratios in 40 CFR part 1051 for recreational vehicles in addition to the new provisions from 40 CFR 1068.50. In this final rule, we are also making some minor adjustments to the regulatory provisions in the standard-setting parts to align with the language in 40 CFR 1068.50.

The regulations in this final rule include several changes from the proposed rule. We have added the word ''significant'' as a qualifying term for the amount of emissions impact required from the adjustment of an operating parameter for an operating parameter to be considered an adjustable parameter. This term was missed in the proposed migration of adjustable parameter language from 40 CFR 86.094–22(e)(1)(ii) to 40 CFR 1068.50. We have also updated the language and organization of 40 CFR 1068.50 to make the regulation easier to read. This update in language is not meant to change the meaning of the terms, only to provide greater consistency in the intent of our regulation. We did this by changing ''mechanically controlled parameter'' to ''physically adjustable parameter'' and ''electronically controlled parameter'' to ''programmable parameter''. We updated our terminology of tools used to determine whether operating parameters are considered practically adjustable by changing from ''simple tools'' to ''ordinary tools''. We also updated the list of ordinary tools to be a specific list of tools used in their intended manner for engines less 30 kW, expanding this list for 30–560 kW engines, and allowing any available tools for engines above 560 kW. We did this to stay consistent with the existing Small SI Guidance. We added a time limit for determining whether operating parameters are considered practically adjustable for engines above 560 kW as it would be unreasonable to allow an unlimited amount of time for a mechanic to modify an engine in this determination. We have updated 40 CFR 1068.50 to address crimped fasteners and bimetal springs and removed the limitation of only applying the physically adjustable parameter requirements of crimped fasteners and bimetal springs to mechanically controlled engines since bimetal springs and crimped fasteners are not limited in use to mechanically controlled engines. To remain consistent with the Small SI Guidance, we have added extraordinary measures as an exception for determining the practical adjustability of an operating parameter. We have also added removal of cylinder heads as an extraordinary measure as any modification of internal engine components requires specialty knowledge and there can be a high degree of difficulty in removing cylinder heads. To address concerns about listing all programmable variables as operating parameters, which could affect thousands of different control strategies, we will allow all programmable parameters not involving user-selectable controls to be a single, collective operating parameter. We have removed the requirement for potting or encapsulating circuit boards in a durable resin as a requirement for tamper-proofing programmable controls since anyone tampering with programmable controls would almost certainly accomplish that as a software change through reflashing rather than modifying circuit boards directly. We have adjusted the date for implementing the new adjustable-parameter provisions as described in the next section. See the Response to Comments for a more thorough discussion of the comments.

i. Lead Time

We proposed to apply the adjustable-parameter requirements of 40 CFR 1068.50 starting in model year 2024. This short lead time was based on (1) the expectation that the new regulation was only modestly different than existing requirements for physically adjustable operating parameters and (2) the proposed requirements for programmable operating parameters were intended to substantially align with manufacturers' current and ongoing efforts to prevent in-use tampering. Considering these factors, we -proposed model year 2024 to provide a short lead time that would be sufficient for manufacturers. This lead time would also allow EPA time to prepare internal processes for handling the additional information.

As detailed in the Response to Comments document, the Truck and Engine Manufacturers Association, the Outdoor Power Equipment Institute, and Cummins suggested that the final rule should allow more time to comply with the new requirements.

We are revising the final rule from the proposal to specify that the final adjustable-parameter provisions in 40 CFR 1068.50 start to apply in model year 2027. Until then, manufacturers may optionally comply with 40 CFR 1068.50 early, but will otherwise continue to be subject to adjustable parameter provisions as established for each standard-setting part.

Our starting expectation is that EPA and manufacturers have a mutual interest in preventing tampering with in-use engines. We also understand, as described further in this section, that it is not possible to adopt a single standard for tamper-proofing electronic controls that will continue to be effective years into the future. Discussion of the certification process in section XI.A.2.iii therefore clarifies that EPA reviewers intend to consider the totality of the circumstances as we determine whether a manufacturer's effort to prevent inappropriate in-use adjustments is adequate. That consideration may involve, for example, EPA assessing the most recent provisions adopted in voluntary consensus standards, the extent to which manufacturers of similar engines have taken steps to prevent tampering, any reports of tampering with an individual manufacturer's in-use engines, and the availability of replacement parts or services intended to bypass emission controls. EPA review of engine designs would account for the practical limitations of designing engine upgrades, both for initial approval under 40 CFR 1068.50 and for year-by-year review of certification applications as time passes.

As a result, we expect to work with manufacturers to establish and implement plans to incorporate reasonable tamper-proofing designs, consistent with prevailing industry practices, in a reasonable time frame. We understand that tying compliance to prevailing industry practices creates a measure of ambiguity regarding the deadline to comply for model year 2027. We would generally expect manufacturers to successfully certify based on their current and upcoming efforts to protect their engines from maladjustment. Some manufacturers will have plans for making additional changes to their engines beyond model year 2027. We can also work with such manufacturers to plan for making those additional changes in later model years if, for example, their further technology development moves them in the direction of improving engine control module (ECM) security with up-and-coming designs. Manufacturers might also need additional time to deploy established technologies for niche products after implementing those improvements in their high-volume product lines. This dynamic regarding the lead time for meeting requirements in model year 2027 is no different than what will apply in the future any time there is a development or innovation

that leads manufacturers to integrate the next generation of tamper-proofing across their product line.

ii. Operating Parameters, Adjustable Parameters, and Statement of Adjustable Range

The regulation establishes that operating parameters are features that can be adjusted to affect engine performance, and that adjustable parameters are operating parameters that are practically adjustable by a user or other person by physical adjustment, programmable adjustment, or regular replenishment of a fluid or other consumable material. However, we do not consider operating parameters to be adjustable parameters if the operating parameters are permanently sealed or are not practically adjustable, or if we determine that engine operation over the full range of adjustment does not affect emissions without also degrading engine performance to the extent that operators will be aware of the problem. For example, while spark plug gap and valve lash are operating parameters that can be adjusted to affect engine performance, we do not treat them as adjustable parameters because adjusting them does not affect emissions without also degrading engine performance to the extent that operators will be aware of the problem. The following sections describes how we consider whether parameters are practically adjustable.

a. Physically Adjustable Operating Parameters

In the final 40 CFR 1068.50(e), a physically adjustable parameter is considered ''practically adjustable'' for engines at or below 30 kW if a typical user can adjust the parameter with ordinary tools within 15 minutes using service parts that cost no more than $30.[576] Similarly, a physically adjustable parameter is considered ''practically adjustable'' for 30–560 kW engines if a qualified mechanic can adjust the parameter with ordinary tools within 60 minutes using service parts that cost no more than $60. The term ''ordinary tools'' is defined in the final regulations based on the size of the engine. For engines at or below 30 kW, the definition includes slotted and Phillips head screwdrivers, pliers, hammers, awls, wrenches, electric screwdrivers, electric drills, and any tools supplied by the manufacturer, where those tools are used for their intended purpose. For 30–560 kW engines, the definition includes all ordinary tools specified for engines at or below 30 kW and also includes solvents, or other supplies that are reasonably available to the operator and any other hand tools sold at hardware stores, automotive parts supply stores, or on the internet. These thresholds are intended to be consistent with the provisions that apply under current regulations but tailored to represent an appropriate level of deterrence relative to typical maintenance experiences for the different sizes of engines.

For engines above 560 kW, a physically adjustable parameter is considered ''practically adjustable'' if a qualified mechanic can adjust the parameter using any available tools within 60 minutes. We are not setting a cost threshold for engines above 560 kW because of the very large costs for purchasing, servicing, and operating these engines. Owners of these low-volume, high-cost engines are more likely to have ready access to experienced mechanics to continuously manage the maintenance and performance of their engines. For example, owners of marine vessels often have engineers traveling with vessels to always be ready to perform extensive repairs or maintenance as needed. Owners of engines above 560 kW also commonly do their own work to substantially overhaul engines. We expect this arrangement for qualifying adjustable parameters will cause manufacturers to develop designs for properly limiting adjustability of engines above 560 kW.

Physically adjustable parameters usually have physical limits or stops to restrict adjustability. Specific characteristics are identified in the final 40 CFR 1068.50(f) to illustrate how physical limits or stops should function to control the adjustable range. For example, a physical stop defines the limit of the range of adjustability for a physically adjustable operating parameter if operators cannot exceed the travel or rotation limits using the appropriate tools without causing damage exceeding specified thresholds.

We are changing the proposed provisions in this final rule to include reference to extraordinary measures. We will not require manufacturers to extend the physically adjustable range to account for such extraordinary measures. The final regulation establishes the following steps as extraordinary measures: Removing a cylinder head from the engine block, fully or partially removing a carburetor, drilling or grinding through caps or plugs, causing damage to the engine or equipment that would exceed the specified time or cost thresholds, or making special tools to override design features that prevent adjustment. Note that extraordinary measures do not include purchase of such special tools if they become available for purchase.

b. Programmable Operating Parameters

The final 40 CFR 1068.50(e)(2) states that programmable operating parameters will be considered ''practically adjustable'' if they can be adjusted using any available tools (including devices that are used to alter computer code). This will apply for engines with any degree of electronic control. The final 40 CFR 1068.50(e) will also include special provisions for determining whether electronic control modules that can be adjusted by changing software or operating parameters (''reflashed'') are practically adjustable and to determine the practically adjustable range. First, where any of the following characteristics apply for a given electronic parameter, it will be considered practically adjustable:

- If an engine family includes multiple operating modes or other algorithms that can be selected or are easily accessible, the operating parameter will be practically adjustable and each of the selectable or accessible modes or settings will be within the practically adjustable range.
- If the manufacturer sells software (or other tools) that an experienced, independent mechanic could use to reflash or otherwise modify the electronic control module, the operating parameter will be practically adjustable and all those settings will be within the practically adjustable range.
- If the engines/equipment have other electronic settings that can be adjusted using any available service tools (such as fuel injection maps), the operating parameter will be practically adjustable and all those settings will be within the practically adjustable range.

Injection fuel maps and other similar electronic parameters will not be considered practically adjustable if the manufacturer adequately prevents access to the electronic control modules with encryption or password protection consistent with good engineering judgment, such as having adequate protections in place to prevent distribution and use of passwords or encryption keys. Manufacturers will be able to exclude electronic operating

[576] The cost thresholds do not include the cost of labor or the cost of any necessary tools or nonconsumable supplies; the time thresholds refer to the time required to access and adjust the parameter, excluding any time necessary to purchase parts, tools, or supplies or to perform testing. These costs are in 2020 dollars. Manufacturers will adjust these values for certification by comparing to the most recently available Consumer Price Index for All Urban Consumers value published by the Bureau of Labor Statistics *www.bls.gov/data/inflation_calculator.htm.*

parameters from being considered adjustable parameters (or identify them as adjustable parameters but narrow the adjustable range) where they appropriately determine that the operating parameters will not be subject to in-use adjustment; EPA retains the right to review the appropriateness of such statements. The final regulations also allow us to specify conditions to ensure that the certified configuration includes electronic parameter settings representing adjustable ranges that reflect the expected range of in-use adjustment or modification.

To address the safety, financial liability, operational, and privacy concerns which can result from tampering, manufacturers, industry organizations, and regulators have been working to develop standards and design principles to improve the security of ECMs. Three such efforts where cybersecurity guidelines and procedures are either under development or already in publication are ISO/SAE J21434, UNECE WP29 Cybersecurity Regulation, and SAE J3061.[577] [578] [579] Since security principles are constantly evolving as new threats are identified, it is impractical to codify specific requirements to be applied in an annual emission certification process. However, we expect to require manufacturers to update their tamper-resistance features over time to keep up with industry best practices. In addition, manufacturers may choose to utilize different mixes of technical standards or principles of those recommended by these organizations, and a one-size-fits-all approach with detailed requirements for ECM security will be neither practical nor prudent. Manufacturers need the flexibility to quickly implement measures to address new or emerging threats and vulnerabilities. Accordingly, the final regulation specifies that the manufacturer's application for certification must identify their ECM security measures. Manufacturers need to describe the measures they are using, whether proprietary, industry technical standards, or a combination of both, to prevent unauthorized access to the ECM. At a minimum, for determining whether the parameter is an operating parameter or an adjustable parameter, this documentation will need to describe in sufficient detail the measures that a manufacturer has used to prevent unauthorized access; ensure that calibration values, software, or diagnostic features cannot be modified or disabled; and respond to repeated, unauthorized attempts at reprogramming or tampering.

Some commenters expressed a concern that state or Federal ''right to repair'' legislation may conflict with EPA's requirement to limit access to an engine's electronic controls, and one commenter suggested edits creating an exception in EPA's proposed regulation intended to address such a conflict. Commenters did not specifically identify how any specific existing state or Federal law conflicts with EPA's regulation, and we are finalizing the requirements as described in this section without the suggested exception. See section 30.2 of the Response to Comments for further detail on comments received and EPA's responses.

c. Aftermarket Fuel Conversions

Aftermarket fuel conversions for heavy-duty highway engines and vehicles are a special case. We expect aftermarket converters to continue their current practice of modifying engines to run on alternative fuels under the clean alternative fuel conversion program in 40 CFR part 85, subpart F. The anti-tampering provisions in the final 40 CFR 1068.50 are not intended to interfere with actions aftermarket converters may need to take to modify or replace ECMs as part of the conversion process consistent with 40 CFR part 85, subpart F. The final provisions direct manufacturers to prevent unauthorized access to reprogram ECMs. Aftermarket converters will presumably need to either use a replacement ECM with a full calibration allowing the engine to run on the alternative fuel or perhaps create a piggyback ECM that modifies the engine's calibration only as needed to accommodate the unique properties of the alternative fuel. Aftermarket converters can alternatively work with engine manufacturers to access and change the engine's existing ECM programming for operation on the alternative fuel.

d. Consumption, Replenishment, and the Certified Configuration

Certain elements of design involving consumption and replenishment may be considered adjustable parameters. Two significant examples are DEF tank fill level and hybrid battery state of charge. The final provisions in 40 CFR 1068.50(h) address these issues.

For these adjustable parameters, the range of adjustability is determined based on the likelihood of in-use operation at a given point in the physically adjustable range. We may determine that operation in certain subranges within the physically adjustable range is sufficiently unlikely that the subranges may be excluded from the allowable adjustable range for testing. In such cases, the engines/equipment are not required to meet the emission standards for operation in an excluded subrange.

The final 40 CFR 1068.50(h) describes how we will not require new engines to be within the range of adjustability for a certified configuration for adjustments related to consumption and replenishment. Specifically, manufacturers will not violate the prohibition in 40 CFR 1068.101(a)(1) by introducing into commerce a vehicle with an empty DEF tank or an uncharged hybrid battery.

Except for these special cases related to consumption and replenishment, final 40 CFR 1068.50(k) specifies that engines are not in the certified configuration if manufacturers produce them with adjustable parameters set outside the range specified in the application for certification. Similarly, engines are not in the certified configuration if manufacturers produce them with other operating parameters that do not conform to the certified configuration. Such engines will therefore not be covered by a certificate of conformity in violation of 40 CFR 1068.101(a)(1).

iii. Certification Process

The existing regulations in each standard-setting part describe how manufacturers need to identify their adjustable parameters, along with the corresponding physical stops and adjustable ranges. The existing certification process includes a review of the manufacturer's specified adjustable parameters, including consideration of the limits of adjustability. This has generally focused on physically adjustable parameters. Under the new regulations, we intend to consider the totality of the circumstances as we determine whether a manufacturer's effort to prevent inappropriate adjustment is adequate. See text further clarifying this principle in final 40 CFR 1068.50(i). Under the existing certification process, we may also evaluate the appropriateness of a manufacturer's statement regarding an adjustable parameter if we learn from

[577] ''Road vehicles—Cybersecurity engineering'', ISO/SAE FDIS 21434, *https://www.iso.org/standard/70918.html*.

[578] United Nations Economic Commission for Europe, ''UNECE WP29 Automotive Cybersecurity Regulation'', Available online: *unece.org/DAM/trans/doc/2020/wp29grva/ECE-TRANS-WP29-2020-079-Revised.pdf*.

[579] Society of Automotive Engineers, ''Cybersecurity Guidebook for Cyber-Physical Vehicle Systems''. SAE J3061, Available online: *https://www.sae.org/standards/content/j3061_201601/*.

observation of in-use engines with such parameters or other information that a parameter was in fact practically adjustable or that the specified adjustable range was in fact not correct.

We are requiring manufacturers in the certification application to state, with supporting justification, that they designed physically adjustable operating parameters to prevent in-use adjustment outside the intended adjustable range, that they designed physically adjustable parameters to prevent in-use operation outside the intended adjustable range, and that they have limited access to the electronic controls as specified in 40 CFR 1068.50 to prevent in-use adjustment of operating parameters and prevent in-use operation outside the intended adjustable range. We are clarifying in this rule that manufacturers must consider programmable parameters to be operating parameters that may also be adjustable. All operating modes available for selection by the operator must be described in the certification application and are considered adjustable parameters and fall within the engine's practically adjustable range; however, programmable parameters that do not involve user-selectable controls can be described as a single operating parameter. The manufacturer must describe in the certification application how they have restricted access to the electronic controls to prevent unauthorized modification of in-use engines. Manufacturers will need to follow accepted industry best practices to include password restrictions, encryption, two-step authentication, and other methods as appropriate. Manufacturers will need to implement those newer methods as practices change over time, especially where there are observed cases of unauthorized changes to in-use engines.

Manufacturers must name all available operating modes in the application for certification and describe their approach for restricting access to electronic controls. This description must include naming any applicable encryption protocols, along with any additional relevant information to characterize how the system is designed to prevent unauthorized access. Manufacturers must separately identify information regarding their auxiliary emission control devices. Manufacturers will not need to report additional detailed programming information describing electronically adjustable operating parameters that are inaccessible to owners.

While EPA retains the right to review the manufacturer's specified adjustable parameters in the certification process, the manufacturer will be responsible for ensuring all aspects of the manufacturer's statements regarding adjustable parameters are appropriate for each certification application. EPA may review this information each year to evaluate whether the designs are appropriate. As industry practices evolve to improve tamper-resistance with respect to electronic controls, manufacturers will need to upgrade tamper-resistance features to include more effective protocols to support their statement that the electronic controls are both restricted from unauthorized access and limited to the identified practically adjustable range.

The provisions in 40 CFR 1068.50 are not intended to limit the tampering prohibition of 40 CFR 1068.101(b)(1) or the defeat-device prohibition of 40 CFR 1068.101(b)(2). For example, it would be prohibited tampering to bypass a manufacturer's stops. Similarly, aftermarket software that reduces the effectiveness of controls specified by the manufacturer in the application for certification would be a prohibited defeat device.

If EPA discovers that someone manufactures or installs a modified ECM or reflashes an engine's ECM in a way that is not a certified configuration represented in the application for certification, those persons will be liable for violating the tampering prohibition of 40 CFR 1068.101(b)(1) or the defeat-device prohibition in 40 CFR 1068.101(b)(2). As we gather information about cases where third parties have successfully penetrated ECM access restrictions, the manufacturer will be responsible in each certification application for ensuring all aspects of the manufacturer's statements regarding such adjustable parameters are still appropriate and we may also engage with the manufacturer to see if there is need or opportunity to upgrade future designs for better protection.

iv. Engine Inspections

EPA may want to inspect engines to determine if they meet the final specifications for adjustable parameters as described in 40 CFR 1068.50. These inspections could be part of the certification process, or we could inspect in-use engines after certification. For example, we may request a production engine be sent to an EPA designated lab for inspection to test the limits of the adjustable parameters as described in 40 CFR 1068.50(j).

3. Exemptions for Engines, Vehicles, and Equipment Under 40 CFR Part 1068, Subparts C and D

40 CFR part 1068, subparts C and D, describe various exemption provisions for engines, vehicles and equipment that are subject to emission standards and certification requirements. We are amending several of these exemption provisions. We received no comments on the proposed exemption provisions and are finalizing the proposed changes without modification. The following paragraphs use the term engines to refer generically to regulated engines, vehicles, and equipment.

The test exemption in 40 CFR 1068.210 applies for certificate holders performing test programs ''over a two-year period''. We are removing this time limitation. We may impose reasonable time limits on the duration of the exemption for individual engines under another existing provision (40 CFR 1068.210(e)). Such limitations may take the form of a defined time for manufacturers to produce exempt engines, or a defined time for individual engines to remain in exempt status. This exemption applies for a wide range of products and experience has shown that circumstances may call for the exemption to apply for longer than (or less than) two years. We may therefore continue to apply a two-year limit for producing or using exempt engines based on a case-specific assessment of the need for the exemption. We could alternatively identify a shorter or longer exemption period based on the circumstances for each requested exemption. The exemption approval could also allow test engines to operate indefinitely, perhaps with additional conditions on modifying the engine to include software or hardware changes that result from the test program or other design improvements. This approach may be appropriate for manufacturing one or more engines as part of a pilot project to prove out designs and calibrations for meeting new emission standards. Separate provisions apply for importing engines under the testing exemption in 40 CFR 1068.325, which we discuss further later in this section.

The display exemption in 40 CFR 1068.220 applies for using noncompliant engines/equipment for display purposes that are ''in the interest of a business or the general public.'' The regulation disallows the display exemption for private use, private collections, and any other purposes we determine to be inappropriate. We have been aware of several cases involving displays we may

have considered to be in the interest of the general public, but they did not qualify for the display exemption because they were mostly for private use. Experience has shown that it may be difficult to distinguish private and public displays. For example, private collections are sometimes shared with the general public. We are accordingly preserving the fundamental limitation of the display exemption to cases involving the interest of a business or the general public. We are revising 40 CFR 1068.220 to no longer categorically disallow the display exemption for engines and vehicles displayed for private use or for engines in private collections. We are retaining the discretion to disallow the display exemption for inappropriate purposes. This would apply, for example, if engines or vehicles from a private collection will not be displayed for the general public or for any business interest. Consistent with longstanding policy, such private displays do not warrant an exemption from emission standards.

The regulation defines provisions that apply for ''delegated assembly'' of aftertreatment and other components in 40 CFR 1068.261. Under the current regulation, manufacturers must follow a set of detailed requirements for shipping partially complete engines to equipment manufacturers to ensure that the equipment manufacturer will fully assemble the engine into a certified configuration. A much simpler requirement applies for engine manufacturers that produce engines for installation in equipment that they also produce. Manufacturers have raised questions about how these requirements apply in the case of joint ventures, subsidiary companies, and similar business arrangements. We are revising 40 CFR 1068.261(b) through (d) to clarify that the simpler requirements for intra-company shipments apply for engines shipped to affiliated companies. Conversely, engine manufacturers shipping partially complete engines to any unaffiliated company would need to meet the additional requirements that apply for inter-company shipments. We define ''affiliated companies'' in 40 CFR 1068.30.

The identical configuration exemption in 40 CFR 1068.315(h) allows for importation of uncertified engines that are identical to engines that have been certified. This might apply, for example, for engines that meet both European and U.S. emission standards but were originally sold in Europe. We are modifying the regulatory language from ''identical'' to ''identical in all material respects.'' This change allows for minor variation in engines/equipment, such as the location of mounting brackets, while continuing to require that engines/equipment remain identical to a certified configuration as described in the manufacturer's application for certification.

The ancient engine/equipment exemption in 40 CFR 1068.315(i) includes an exemption for nonconforming engines/equipment that are at least 21 years old that are substantially in their original configuration. We originally adopted these for nonroad spark-ignition engines in 2002 to align with a similar exemption that was in place for light-duty motor vehicles (67 FR 68242, November 8, 2002). Now that part 1068 applies for a much wider range of applications, many with very long operating lives, it has become clear that this exemption is no longer appropriate for importing nonconforming engines. Keeping the exemption would risk compromising the integrity of current standards to the extent importers misuse this provision to import high-emitting engines. This was not the original intent of the exemption. We are therefore removing the ancient engine/equipment exemption. The identical configuration exemption will continue to be available to allow importation of nonconforming engines/equipment that continue to be in a configuration corresponding to properly certified engines.

The regulations at 40 CFR 1068.325 describe provisions that apply for temporarily exempting engines/equipment from certification requirements. As noted in the introduction to 40 CFR 1068.325, we may ask U.S. Customs and Border Protection (CBP) to require a specific bond amount to make sure importers comply with applicable requirements. We use the imports declaration form (3520–21) to request CBP to require a bond equal to the value of these imported engines/equipment for companies that are not certificate holders. Several of the individual paragraphs describing provisions that apply for specific exemptions include a separate statement requiring the importer to post bond for these products. We are removing the reference to the bond requirement in the individual paragraphs because the introduction addresses the bonding requirement broadly for all of 40 CFR 1068.325.

We are revising the diplomatic or military exemption at 40 CFR 1068.325(e) to clarify that someone qualifying for an exemption needs to show written confirmation of being qualified for the exemption to U.S. Customs and Border Protection, not EPA. This may involve authorization from the U.S. State Department or a copy of written orders for military duty in the United States. Consistent with current practice, EPA would not be involved in the transaction of importing these exempted products, except to the extent that U.S. Customs and Border Protection seeks input or clarification of the requirements that apply.

The regulations at 40 CFR 1068.260(c) currently include an exemption allowing manufacturers to ship partially complete engines between two of their facilities. This may be necessary for assembling engines in stages across short distances. It might also involve shipping engines across the country to a different business unit under the same corporate umbrella. The regulation at 40 CFR 1068.325(g) includes additional provisions for cases involving importation. Multi-national corporations might also import partially complete engines from outside the United States to an assembly plant inside the United States. We are revising 40 CFR 1068.325(g) to require that imported engines in this scenario have a label that identifies the name of the company and the regulatory cite authorizing the exemption. This will provide EPA and U.S. Customs and Border Protection with essential information to protect against parties exploiting this provision to import noncompliant engines without authorization.

Most of the exemptions that allow manufacturers to import uncertified engines include labeling requirements to identify the engine manufacturer and the basis of the exemption. We are adding a general requirement in 40 CFR 1068.301 to clarify that labels are required on all exempted engines. In cases where there are no labeling specifications for a given exemption, we are creating a default labeling requirement to add a label for exempted engines to identify the engine manufacturer and the basis of the exemption.

4. Other Amendments to 40 CFR Part 1068

We are adopting the following additional amendments to 40 CFR part 1068:

- *Section 1068.1:* Clarifying how part 1068 applies for older engines. This is necessary for nonroad engines certified to standards under 40 CFR parts 89, 90, 91, 92, and 94 because those emission standards and regulatory provisions have been removed from the CFR. These amendments were inadvertently omitted

from the rule to remove those obsolete parts.

• *Section 1068.1:* Changing 40 CFR 1068.1(a)(4) to include references to 40 CFR parts 1030 and 1031 for aircraft and aircraft engines, instead of the currently listed 40 CFR part 87. 40 CFR part 1068 contains several general compliance provisions, but the only provisions from part 1068 that are relevant to and referenced by the regulations for aircraft and aircraft engines are related to procedures for handling confidential business information and the definition and process for ''good engineering judgment.'' Revising 40 CFR 1068.1 to reference 40 CFR parts 1030 and 1031 would not impose any new requirements; rather, the updated reference aligns with the existing requirements already established in 40 CFR parts 1030 and 1031. This amendment was not included in the proposal for this rulemaking. However, adopting this change will help readers understand the regulations without adding any new requirements.

• *Section 1068.1:* Clarifying how part 1068 applies for motor vehicles and motor vehicle engines. Vehicles and engines certified under part 86 are subject to certain provisions in part 1068 as specified in part 86. Vehicles and engines certified under parts 1036 and 1037 are subject to all the provisions of part 1068. This correction aligns with regulatory text adopted in previous rulemakings.

• *Section 1068.101(a):* The regulations at 40 CFR 1068.101(a) set forth the prohibitions that apply for engines and equipment that are subject to EPA emission standards and certification requirements. The regulation includes at 40 CFR 1068.101(a)(2) a prohibition related to reporting and recordkeeping requirements. Section 1068.101(a)(3) similarly includes a prohibition to ensure that EPA inspectors have access to test facilities. These prohibitions derive from CAA section 208(a), which applies the information and access requirements to manufacturers ''and other persons subject to the requirements of this part or part C.'' The very first provision of 40 CFR part 1068 at 40 CFR 1068.1(a) clearly makes the provisions of part 1068 applicable ''to everyone with respect to the engine and equipment categories as described in this paragraph (a)[, . . .] including owners, operators, parts manufacturers, and persons performing maintenance''. However, the regulation in 40 CFR 1068.101(a) as written inadvertently limits the prohibitions to manufacturers. We are accordingly revising the scope of the prohibitions in 40 CFR 1068.101(a) to apply to both manufacturers and ''other persons as provided in 40 CFR 1068.1(a)'' in accord with those in CAA section 203(a).

• *Section 1068.101(b)(5):* Removing extraneous words.

• *Section 1068.240(a):* Removing reference to paragraph (d) as an alternative method of qualifying for the replacement engine exemption. Paragraph (d) only describes some administrative provisions related to labeling partially complete engines so it is not correct to describe that as an additional ''approach for exempting'' replacement engines.

• *Section 1068.240(b) and (c):* Adding text to clarify that owners may retain possession of old engines after installing an exempt replacement engine. This is intended to address a concern raised by engine owners that they generally expect to be able to continue to use a replaced engine.[580] Engine owners stated that they expect to use the replaced engine for either replacement parts or continued use in a different piece of equipment and were surprised to learn that engine manufacturers were insisting that the owner turn ownership of the old engine to the engine manufacturer. The existing regulation disallows simply installing those replaced engines in a different piece of equipment, but destroying the engine block and using the engine core as a source of replacement parts is acceptable under the existing regulation.

• *Sections 1068.601 and 1068.630:* Adding provisions to establish procedures for hearings related to an EPA decision to approve maintenance procedures associated with new technology for heavy-duty highway engines. As described in Section IV.B.5.v, we are updating regulatory provisions related to engine maintenance for heavy-duty highway engines. Section XI.A.9 describes how we may eventually extend those same provisions for nonroad engines. The provisions adopted in this rule include a commitment for EPA to describe approved maintenance for new technology in a **Federal Register** notice, along with an allowance for any manufacturer to request a hearing to object to EPA's decision. The general provisions related to hearing procedures in 40 CFR part 1068, subpart G, cover the maintenance-related hearing procedures. We are amending the regulation to provide examples of the reasons a manufacturer may request a hearing, including if a manufacturer believes certain EPA decisions may cause harm to its competitive position, and to add detailed specifications for requesting and administering such a hearing for maintenance-related decisions for heavy-duty highway engines.

5. Engine and Vehicle Testing Procedures (40 CFR Parts 1036, 1037, 1065 and 1066)

The regulations in 40 CFR part 1036, subpart F, 40 CFR part 1037, subpart F, and 40 CFR parts 1065 and 1066 describe emission measurement procedures that apply broadly across EPA's emission control programs for engines, vehicles, and equipment. This final rule includes several amendments to these regulations.

We are deleting the hybrid engine test procedure in 40 CFR 1036.525 as it was applicable only for model year 2014 to 2020 engines and has been replaced with the hybrid powertrain test procedure for model 2021 and later engines in the existing 40 CFR 1037.550.

We are updating the engine mapping test procedure in 40 CFR 1065.510. To generate duty cycles for each engine configuration, engine manufacturers identify the maximum brake torque versus engine speed using the engine mapping procedures of 40 CFR 1065.510. The measured torque values are intended to represent the maximum torque the engine can achieve under fully warmed-up operation when using the fuel grade recommended by the manufacturer across the range of engine speeds expected in real-world conditions. Historically, the mapping procedure required the engine to stabilize at discrete engine speed points ranging from idle to the electronically limited highest RPM before recording the peak engine torque values at any given speed. We adopted a provision in the final 40 CFR 1065.510(b)(5)(ii) that allows manufacturers to perform a transient sweep from idle to maximum rated speed, which requires less time than stabilizing at each measurement point.

The updates to the engine mapping test procedure in 40 CFR 1065.510 are intended to ensure the resulting engine map achieves its intended purpose. The current test procedure is intended to generate a ''torque curve'' that represents the peak torque at any specific engine speed point. The transient sweep from idle to maximum rated speed can create engine conditions that trigger electronic control features on modern heavy-duty spark-ignition engines that result in lower-than-peak torque levels. Engine control features that can cause variability in the

[580] Email exchange regarding replacement engines, August 2020, Docket EPA–HQ–OAR–2019–0055.

maximum torque levels include spark advance, fuel-air ratio, and variable valve timing that temporarily alter torque levels to meet supplemental goals (such as torque management for transmissions shifts).[581] If the engine map does not capture the true maximum torque, the duty cycles generated using the map may not accurately recreate the highest-load conditions; this could lead to higher in-use emissions.

We are finalizing updates to 40 CFR 1065.510(a) to require that the torque curve established during the mapping procedure represent the highest torque level possible when using the manufacturer's recommended fuel grade. Specifically, we are requiring manufacturers to disable electronic controls or other auxiliary emission control devices if they are of a transient nature and impact peak torque during the engine mapping procedure.[582] Manufacturers would continue to implement their engine control during duty-cycle testing, enabling their engines to react to the test conditions as they would in real-world operation. The changes to the mapping procedure will ensure that testing appropriately represents torque output and emissions during high-load and transient conditions.

This final rule includes the following additional amendments to 40 CFR parts 1065 and 1066, which we are finalizing as proposed unless specifically noted otherwise:

- *Sections 1065.301 and 1065.1001:* Revising NIST-traceability requirements to allow the use of international standards recognized by the CIPM Mutual Recognition Arrangement without prior EPA approval. The current regulation allows us to approve international standards that are not NIST-traceable, but this was intended only to accommodate laboratories in other countries that meet CIPM requirements instead of following NIST-traceable protocols. With this approach there will no longer be any need for a separate approval process for using international standards that are not NIST-traceable. NIST-traceable standards are traceable to the International System of Units (SI) as specified in NIST Technical Note 1297, which is referenced in the definition of NIST-traceable in 40 CFR part 1065. This same traceability to the International System of Units is required of standards recognized by the CIPM Mutual Recognition Arrangement, thus putting them on par with NIST-traceable standards.
- *Section 1065.298:* Adopting a new 40 CFR 1065.298 with in-use particulate matter (PM) measurement methods to augment real-time PM measurement with gravimetric PM filter measurement for field-testing analysis. These methods have been approved for use for over 10 years as alternative methods under 40 CFR 1065.10 and 1065.12.
- *Section 1065.410:* Clarifying that manufacturers may inspect engines using electronic tools to monitor engine performance. For example, this may apply for OBD signals, onboard health monitors, and other prognostic tools manufacturers incorporate into their engine designs. As described in the current regulation, inspection tools are limited to those that are available in the marketplace. This prevents engine manufacturers from handling a test engine more carefully than what would be expected with in-use engines. Extending that principle to inspection with electronic tools, we are limiting the use of those inspections to include only information that can be accessed without needing specialized equipment.
- *Section 1065.650(c)(6):* Adding an allowance to determine nonmethane nonethane hydrocarbon (NMNEHC) for engines fueled with natural gas as 1.0 times the corrected mass of NMHC if the test fuel has 0.010 mol/mol of ethane or more. This may result in a higher reported NMNEHC emission value. The engine manufacturer may use this method if reducing test burden is more important than the potential for a slightly higher reported emission value.
- *Section 1065.720:* Removing the test fuel specification related to volatility residue for liquefied petroleum gas. The identified reference procedure, ASTM D1837, has been withdrawn, at least in part, due to limited availability of mercury thermometers. There is no apparent replacement for ASTM D1837. Rather than adopting an alternative specification for volatility residue, we will instead rely on the existing residual matter specification based on the measurement procedure in ASTM D2158. This alternative specification should adequately address concerns about nonvolatile impurities in the test fuel.
- *Section 1065.910(b):* Adding a requirement to locate the PEMS during field testing in an area that minimizes the effects of ambient temperature changes, electromagnetic radiation, shock, and vibration. This may involve putting the PEMS in an environmental enclosure to reduce the effect of these parameters. We are also removing (1) the recommendation to install the PEMS in the passenger compartment because that does not necessarily lead to better mitigation of temperature effects as the cab temperature can vary during vehicle soaks, (2) ambient pressure as a parameter to minimize as there are no known pressure effects on PEMS, and (3) ambient hydrocarbon as a parameter because it is more of a PEMS design issue that is handled with an activated carbon filter on the burner air inlet, which is already covered in 40 CFR 1065.915(c).
- *Section 1065.920:* Broadening the PEMS calibration and verification requirements to make them apply for the new emission measurement bin structure we are adopting in 40 CFR part 1036. The verification is now generic to verifications for both NTE and binned windows for a shift-day of data over 6 to 9 hours. Data would then be processed as they would be for an in-use test (either NTE or binned windows) and compare the performance of the PEMS to the lab-based measurement system.
- *Section 1065.935(d):* Updating the zero and span verification requirements to include new provisions for the emission measurement bin structure we are adopting in 40 CFR part 1036 and retaining the current requirements for NTE testing only. The procedure now includes the requirement to perform zero-verifications at least hourly using purified air. Span verifications must be performed at the end of the shift-day or more frequently based on the PEMS manufacturer's recommendation or good engineering judgment.
- *Section 1065.935(g)(5)(iii):* Revising from the proposed provisions for the final rule to clarify the consequences when PEMS gas analyzers (used to determine bin emission values) do not meet zero- or span-drift criteria. The intent is that all the test data would be considered invalid when drift criteria are not met as this indicates a malfunctioning analyzer, calling into question the quality of the data. We have added regulatory text to 40 CFR 1065.935(g)(5)(iii) to invalidate data for the entire shift day if measurements exceed either of the NO_X analyzer drift limits in 40 CFR 1065.935(g)(5)(iii).
- *Section 1065.935(g)(6):* Adding a new paragraph to include new drift limits instead of those in 40 CFR 1065.550 for the emission measurement bin structure we are adopting in 40 CFR part 1036. The analyzer zero drift limit between the hourly or more frequent zero verifications is 2.5 ppm, while the limit over the entire shift-day (or more

[581] These AECDS are typically electronic controls that are timer-based and initiated for a set duration. In a transient test, measurements are taken continuously, and the controls remain engaged; the same controls would ''time out'' if each measurement was taken at stabilized conditions.

[582] These electronic controls would be reported as an AECD under 40 CFR 1036.205(b).

frequently if you perform zero-adjustments) is 10 ppm. The analyzer span drift limit between the beginning and end of the shift-day or more frequent span verification(s) or adjustment(s) must be within ±4 percent of the measured span value.

- *Sections 1065.1123, 1065.1125, and 1065.1127:* Adding new regulatory sections to migrate the smoke test procedure in 40 CFR part 86, subpart I, into 40 CFR part 1065. This provides a common location for the test procedure and analyzer requirements for all parts that still require smoke measurement except for locomotive testing. The locomotive test procedure continues to reside in 40 CFR part 1033, subpart F, as it is specific to locomotive testing and operation at specific notches. No updates were made to the procedure that affect analyzer requirements and setup or how a laboratory reports test results. For all engines required to carry out smoke testing, other than locomotive engines, we are updating operation at curb idle speed to instead reference warm idle speed, and we are changing from ''rated speed'' to instead reference ''maximum test speed''. This change should not adversely affect the acceleration and lugging modes of the test and it will make smoke testing consistent with all other engine-based testing that now use warm idle speed and maximum test speed.
- *Part 1066, subpart D:* Incorporating by reference and making applicable as specified in this part an updated version of SAE J2263 for coastdown measurements. The updated standard incorporates EPA guidance for vehicles certified under 40 CFR part 86, subpart S.[583] The updated version of the test method also reduces the wind speed allowed for performing measurements, allows for adding ballast to vehicles if needed, and adds clarifying procedures for testing on oval tracks. These changes, which align with current practice for light-duty vehicles, will have no substantial effect for measurements with heavy-duty vehicles. We are therefore applying the updated version of SAE J2263 for all light-duty and heavy-duty vehicles. After consideration of comments, we have changed the final rule to make the new test specifications optional through model year 2025.
- *Section 1066.420:* Adding the existing 40 CFR 86.140–94 requirement to zero and span calibrate the hydrocarbon analyzer by overflowing the zero and span gas at the hydrocarbon sampling system probe inlet during analyzer calibration when testing vehicles that are 14,000 GVWR or less. This requirement was inadvertently missed during the migration of the light-duty test procedures to 40 CFR part 1066. After consideration of comments, the final rule revises the proposal by reducing the HC contamination limit in 40 CFR 1066.420(b)(1)(iii) from 2 μmol/mol to 0.5 μmol/mol for vehicles at or below 14,000 pounds GVWR with compression-ignition engines.
- *Section 1066.831:* Removing the reference to 40 CFR part 1065 regarding how to measure THC emissions, as the method for measuring THC emission is already covered in 40 CFR part 1066, subparts B and E.

This final rule includes additional amendments that are regarded as clarifications in the following sections of 40 CFR parts 1036, 1037, 1065, and 1066 (as numbered in this final rule): 40 CFR 1036.501, 1036.505, 1036.510, 1036.512, 1036.520, 1036.535, 1036.540, 1036.543, and 1036.550; 40 CFR 1037.320, 1037.510, 1037.515, 1037.520, 1037.534, 1037.540, 1037.550, 1037.551, 1037.555, 1037.601, 1037.615, and 1037.725; 40 CFR 1065.1, 1065.5, 1065.10, 1065.12, 1065.140, 1065.145, 1065.190, 1065.210, 1065.284, 1065.301, 1065.305, 1065.307, 1065.308, 1065.309, 1065.315, 1065.320, 1065.325, 1065.330, 1065.345, 1065.350, 1065.410, 1065.501, 1065.510, 1065.512, 1065,514, 1065.530, 1065.543, 1065.545, 1065.610, 1065.630, 1065.650, 1065.655, 1065.660, 1065.667, 1065.670, 1065.675, 1065.680, 1065.695, 1065.715, 1065.720, 1065.790, 1065.901, 1065.915, 1065.920, 1065.1001, and 1065.1005; and 40 CFR 1066.110, 1066.220, 1066.301, 1066.415, 1066.420, 1066.710, 1066.815, 1066.835, 1066.845, 1066.1001, and 1066.1005.

See Section 14 through 16 of the Response to Comments for a discussion of comments related to engine and vehicle testing provisions.

6. Vanadium-Based SCR Catalysts

In certain diesel engine applications vanadium-based SCR catalysts may provide a performance and cost advantage over other types of catalysts. However, vanadium material can sublime from the catalyst in the presence of high exhaust gas temperatures.[584] Sublimation of vanadium catalyst material leads to reduced NO_X conversion efficiency of the catalyst and possible exposure of the public to vanadium emissions. In 2016 EPA provided certification guidance to manufacturers of diesel engines equipped with vanadium-based SCR catalysts (''2016 guidance'').[585] The certification guidance clarified EPA's expectations for manufacturers using vanadium-based SCR catalysts and provided our views and recommendations on reasonable steps manufacturers can take to protect against excessive loss of vanadium from these SCR systems. We are now codifying these provisions as regulatory requirements for using vanadium-based SCR catalysts. We are adopting these requirements for all types of highway and nonroad diesel engines. The regulatory provisions are consistent with the 2016 guidance and will begin to apply when the final rule becomes effective. To facilitate this direct implementation for 2026 and earlier model years, we are updating 40 CFR 86.007–11 to reference the new 40 CFR 1036.115(g)(2), which contains the requirements related to vanadium-based SCR catalysts.

To meet the new requirements, manufacturers of engines equipped with vanadium-based SCR catalysts must determine vanadium sublimation temperatures and thermal management strategies and include documentation in their certification applications. EPA will use the information submitted by manufacturers in evaluating a manufacturer's engine and aftertreatment design as part of the application for certification. Note that the certification requirements described in this section for manufacturers apply equally to anyone certifying remanufactured engines or associated remanufacturing systems where such certification is required.

In their certification applications, engine manufacturers must provide information identifying the vanadium sublimation temperature threshold for the specific catalyst product being used. To identify the vanadium sublimation temperature, manufacturers must use the vanadium sublimation sampling and analytical test method we are adopting in 40 CFR part 1065, subpart L, which is consistent with the procedures identified in the 2016 guidance.[586] Manufacturers must also identify their thermal management strategy that prevents exhaust gas temperatures from exceeding the vanadium sublimation temperature. In addition, manufacturers

[583] ''Determination and Use of Vehicle Road-Load Force and Dynamometer Settings'', EPA Guidance Document CD–15–04, February 23, 2015.

[584] The temperature at which vanadium sublimation occurs varies by engine and catalyst and is generally 550 °C or higher.

[585] ''Certification of Diesel Engines Equipped with Vanadium-based SCR Catalyst'', EPA guidance document CD–16–09, June 13, 2016.

[586] EPA is adopting the test method from CD–16–09 in 40 CFR part 1065, subpart L; 40 CFR 1065.12 describes the process for approving alternative test procedures.

must identify how their thermal management strategy will protect the catalyst in the event of high-temperature exotherms resulting from upstream engine component failures, as well as exotherms resulting from hydrocarbon buildup during normal engine operation. EPA expects to approve applications describing thermal management strategies that prevent exhaust gas temperatures from exceeding the vanadium sublimation temperature.

Commenters noted that the unit of measure for the method detection limit should be a volume-normalized concentration for a gaseous sample, rather than a solid mass volume, as this will address concerns with the variable impact of dilution effect based on sample size. We are finalizing a recommended method detection limit of 15 $\mu g/m^3$ based on a target mass-based method detection limit of 2 ppm, a 60 g capture bed mass, a 0.0129 L (1″ long x 1″ diameter core) catalyst volume, an SV of 35,000 s^{-1}, and an 18-hour test duration. We also agree that the units in EPA guidance document CD–16–09 are inaccurate and reflect a typographical error, and that the units should be in µg instead of pg to reflect a detection limit of ppm.

If a manufacturer is interested in pursuing another means to determine the vanadium sublimation threshold, for example by performing an engine dynamometer-based test utilizing the full production aftertreatment system, they may request the approval of alternative vanadium sublimation test procedures as described in current 40 CFR 1065.10(c)(7).

7. ULSD-Related Exemption for Guam

EPA's in-use fuel requirements at 40 CFR part 1090 include an exemption from the 15-ppm sulfur standard for Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands (40 CFR 1090.620). Diesel fuel meeting the 15-ppm standard is known as ultra-low sulfur diesel or ULSD. EPA's emission standards for highway and nonroad diesel engines generally involves SCR as a control technology. The durability of SCR systems depends on the use of fuel meeting the 15-ppm ULSD standard, so we adopted a corresponding exemption from the most stringent emission standards for engines used in these three territories (see 40 CFR 86.007–11(f) for heavy-duty highway engines and 40 CFR 1039.655 for land-based nonroad diesel engines).

Guam has in the meantime adopted rules requiring the 15-ppm sulfur standard for in-use diesel fuel for both highway and nonroad engines and vehicles. As a result, there is no longer a reason to keep the exemption from emission standards for engines used in Guam. We are therefore removing the exemption for these engines in Guam. In response to manufacturers' request for time to work through supply and inventory logistics, the final rule removes the Guam exemption effective January 1, 2024.

We are not aware of American Samoa and the Northern Mariana Islands adopting ULSD requirements and we are therefore not removing the exemption for those territories in this final rule.

We are also clarifying that the exemption for land-based nonroad diesel engines at 40 CFR 1039.655 applies only for engines at or above 56 kW. Smaller engines are not subject to NO_X standards that would lead manufacturers to use SCR or other sulfur-sensitive technologies, so we do not expect anyone to be using this exemption for engines below 56 kW in any area where the exemption applies. We note that Guam's 15-ppm sulfur standard for in-use diesel fuel is now identical to EPA's 15-ppm diesel fuel sulfur standards in 40 CFR part 1090 and as such could not be preempted under CAA section 211(c)(4)(A)(ii). We intend to revisit the exemption from the Federal 15-ppm ULSD standard for diesel fuel in Guam under 40 CFR part 1090 in a future action. Removing the Federal exemption for diesel fuel in Guam would likely involve new or revised regulatory provisions for parties that make, distribute, and sell diesel fuel in Guam such as additional reporting, recordkeeping, and other compliance-related provisions.

8. Deterioration Factors for Certifying Nonroad Engines

Section IV describes an approach for manufacturers of heavy-duty highway engines to establish deterioration factors (DFs) based on bench-aged aftertreatment in combination with a plan for testing in-use engines to verify that the original deterioration factor properly predicts an engine's emission levels at the end of the useful life. As described in Section IV.F, we are adopting the new approach for establishing deterioration factors to take advantage of available techniques for bench-aging aftertreatment devices to streamline the certification and product-development timeline. The leaner up-front testing can be complemented by measurements from in-use engines to verify that the original deterioration factors are still appropriate for certifying engines in later model years.

This same dynamic applies for nonroad applications. We are therefore adopting amendments to allow manufacturers of all types of nonroad diesel engines and manufacturers of land-based nonroad spark-ignition engines above 19 kW to use these same procedures to establish and verify DFs. These amendments apply for 40 CFR parts 1033, 1039, 1042, and 1048. We are not adopting any changes to the existing certification and durability procedures for these nonroad engines if the manufacturer does not rely on the new DF verification protocol.

Most of the new DF verification procedures for heavy-duty highway engines apply equally for nonroad engines, but unique aspects of each certification program call for making the following adjustments:

- Marine and land-based nonroad diesel engines are subject to not-to-exceed standards and corresponding test procedures that will continue to apply instead of the in-use measurement protocols adopted in this rule for heavy-duty highway engines.
- Land-based nonroad spark-ignition engines above 19 kW (Large SI engines) are subject to field-testing standards and corresponding test procedures that will continue to apply instead of the in-use measurement protocols adopted in this rule for heavy-duty highway engines.
- Locomotives are not subject to off-cycle emission standards or emission measurement procedures that apply during normal in-use operation. However, manufacturers can perform in situ testing on in-use locomotives that meets all the specifications for certification testing in a laboratory. This allows for testing in-use engines to verify that deterioration factors based on bench-aged aftertreatment devices are appropriate for predicting full-life emissions.
- Each type of nonroad diesel engine already has sector-specific methods for calculating infrequent regeneration adjustment factors.

We are not adding the option to use this approach for certifying recreational vehicles, land-based nonroad spark-ignition engines at or below 19 kW, or marine spark-ignition engines. These engines are generally subject to certification of a useful life that is much shorter than the values that apply for the types of engines for which we are adding the option to use the new DF verification protocol. Many nonroad spark-ignition engines are also certified without aftertreatment. As a result, it is not clear that manufacturers of these other types of engines would find a benefit of using the new DF verification procedures.

We are adopting the proposed changes without modification. See

Section 30.4 of the Response to Comments for a discussion of the comments submitted regarding deterioration factors for nonroad engines.

B. Heavy-Duty Highway Engine and Vehicle Emission Standards (40 CFR Parts 1036 and 1037)

1. Timing of Annual Reports

We are adopting amendments to simplify annual reporting requirements to account for the extensive information submissions related to the greenhouse gas emission standards. Vehicle manufacturers are required to report on GEM results and production volumes for thousands of distinct vehicle configurations at the end of the model year to show that emission credits related to calculated average CO_2 emission rates are sufficient to comply with standards. The regulation currently requires an interim end-of-year report by March 31 and a final report by September 30 (see 40 CFR 1037.730). This same schedule is typical for documentation related to emission credits for various types of nonroad engines and vehicles. In contrast to those nonroad programs, compliance with the heavy-duty highway CO_2 emission standards relies on a detailed assessment of GEM results and corresponding production volumes to determine all the necessary credit calculations for the model year. We are amending 40 CFR 1037.730 to no longer require the interim end-of-year report, because we have observed that manufacturers need more time to complete their effort to fully document their compliance for the model year and we believe the interim end-of-year report is unnecessary for heavy-duty vehicles. The regulation allows us to waive this interim report, and we have routinely approved such requests. We are not adopting any change to the content of the final report due in September and will continue to rely on that final report to evaluate compliance with standards.

Engine manufacturers generate and use emission credits based on production volumes that correspond to the vehicle production. As a result, it is beneficial for both EPA and engine manufacturers to align the emission credit reporting requirements for engines and vehicles. We are therefore amending 40 CFR 1036.730 to also omit the interim end-of-year report and instead rely only on the final report submitted by September 30 following each model year. In addition, the regulations at 40 CFR 1036.250 and 1037.250 currently specify that engine and vehicle manufacturers must report their production volumes within 90 days after the end of the model year. For the same reasons given for modifying the schedule for credit reports, we are aligning this production reporting with the final ABT report, requiring manufacturers to report their production volumes also by September 30 following the end of the model year.

We received no comments on these proposed amendments for credit reporting and are finalizing the proposed changes without modification.

2. Scope and Timing for Amending Applications for Certification

Engines must be produced in a certified configuration to be covered by the certificate of conformity. Manufacturers routinely need to amend their applications for certification during the model year to reflect ongoing product development. These amendments may involve new configurations or improvements to existing configurations. The current regulations describe how manufacturers can make these amendments in a way that allow them to comply with the general requirement to produce engines that are in a certified configuration (see 40 CFR 1036.225 and 1037.225). We generally refer to these amendments as running changes. Manufacturers apply these running changes to new engines they continue to build during the model year. Applying these running changes to engines that have already been produced is referred to as a ''field fix''. We have provided ''field-fix'' guidance since the earliest days of EPA emission standards.[587]

We recently adopted regulatory provisions in 40 CFR parts 1036 and 1037 to describe how manufacturers may modify engines as reflected in the modified application for certification, which included essential elements of the 1975 field-fix guidance (80 FR 73478, October 25, 2016).

There is also a related field-fix question of how to allow for design changes to produced engines (before or after initial shipment) that the manufacturer identifies after the end of the model year. The preamble for that recent final rule explained that the regulatory provisions also included how manufacturers may amend an application for certification after the end of the model year to support intended modifications to in-use engines.

After further consideration, we are revising 40 CFR 1036.225 and 1037.225 to limit manufacturers to having the ability to amend an application for certification only during the production period represented by the model year. These revisions apply starting with the effective date of the final rule. Manufacturers can continue to apply field fixes to engines they have already produced if those engine modifications are consistent with the amended application for certification.

The process for amending applications for certification under 40 CFR 1036.225 and 1037.225 does not apply for field fixes that the manufacturer identifies after the end of the model year. Like our approach in other standard-setting parts for nonroad applications, we refer manufacturers to the 1975 field-fix guidance for recommendations on how to approach design changes after the end of the model year. EPA's certification software is already set up to accommodate manufacturers that submit documentation for field fixes related to engine families from earlier model years. We believe this approach is effective, and it involves less burden for EPA implementation than allowing manufacturers to amend their application for certification after the end of the model year.

We received no comments on the proposed provisions related to amending applications for certification and are finalizing the proposed changes without modification.

We expect to propose further regulatory provisions in a future rulemaking to update and clarify implementation of the field-fix policy for design changes that occur after the end of the model year. We expect that rulemaking to include consideration of such provisions for all types of highway and nonroad engines and vehicles.

3. Alternate Standards for Specialty Vehicles

The final rule adopting HD GHG Phase 2 standards for heavy-duty highway engines and vehicles included provisions allowing limited numbers of specialty motor vehicles to have engines meeting alternate standards derived from EPA's nonroad engine programs (80 FR 73478, October 25, 2016). The provisions applied for amphibious vehicles, vehicles with maximum operating speed of 45 mph or less, and all-terrain vehicles with portal axles. The provisions also apply for hybrid vehicles with engines that provide energy for a Rechargeable Energy Storage System, but only through model year 2027.

We continue to recognize the need for and benefit of alternate standards that

[587] ''Field Fixes Related to Emission Control-Related Components,'' EPA Advisory Circular, March 17, 1975.

address limitations associated with specialty vehicles. We are therefore, as proposed, migrating these alternate standards from 40 CFR 86.007–11 and 86.008–10 into 40 CFR 1036.605 without modification. See section 29.1 of the Response to Comments for a discussion of the comment submitted regarding alternate standards for specialty vehicles.

We are mindful of two important regulatory and technological factors that may lead us to revise the alternate standards for specialty vehicles in a future rulemaking. First, certifying based on powertrain testing addresses the testing limitations associated with nonstandard power configurations. Second, emission control technologies may support more stringent alternate emission standards than the current nonroad engine standards. Furthermore, CARB has not adopted that same approach to apply alternate standards for specialty vehicles and we are unaware of manufacturers certifying any of these types of specialty vehicles to the full engine and vehicle standards.

4. Additional Amendments

We are amending 40 CFR parts 1036 and 1037 to describe units for tire rolling resistance as newtons per kilonewton (N/kN) instead of kg/tonne. SAE J2452 treats these as interchangeable units, but ISO 28580, which we incorporated by reference at 40 CFR 1037.810, establishes N/kN as the appropriate units for measuring rolling resistance. Since the units in the numerator and denominator cancel each other out either way, this change in units has no effect on the numerical values identified in the regulation or on data submitted by manufacturers.

The regulation at 40 CFR 1037.115(e) describes how manufacturers demonstrate that they meet requirements related to air conditioning leakage. Paragraph (e) allows for alternative demonstration methods where the specified method is impossible or impractical, but limits that alternative to systems with capacity above 3000 grams of refrigerant. We recognize alternative demonstrations may also be necessary for systems with smaller capacity and are therefore removing this qualifying criterion. This change is also consistent with amendments CARB adopted in the Omnibus rule.[588]

[588] California Air Resources Board, ''Appendix B–3 Proposed 30-Day Modifications to the Greenhouse Gas Test Procedures'', May 5, 2021, Available online: *https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hdomnibuslownox/30dayappb3.pdf*, page 20.

The SET duty cycle specified in 40 CFR 86.1362 contains the engine speed and load as well as vehicle speed and road grade to carry out either engine or powertrain testing. The table defining the duty cycle contains two errors in the vehicle speed column for modes 1a and 14. The vehicle speed is set to ''warm idle speed'' in the table, which is an engine test set point. Since this is an idle mode and the vehicle is not moving, the vehicle speeds should be set to 0 mi/hr. This correction will have no effect on how powertrain testing over this duty cycle is carried out.

We are correcting a typo in 40 CFR 1036.235(c)(5)(iv)(C) regarding EPA's confirmatory testing of a manufacturer's fuel map for demonstrating compliance with greenhouse gas emission standards. We are changing the reference to ''greater than or equal to'' and instead saying ''at or below'' to be consistent with the related interim provision in 40 CFR 1036.150(q). The intent of the EPA testing is to confirm that the manufacturer-declared value is at or below EPA's measured values.

We are clarifying that ''mixed-use vehicles'' qualify for alternate standards under 40 CFR 1037.105(h) if they meet any one of the criteria specified in 40 CFR 1037.631(a)(1) or (2). In contrast, vehicles meeting the criterion in 40 CFR 1037.631(a)(1) and at least one of the criteria in 40 CFR 1037.631(a)(2) automatically qualify as being exempt from GHG standards under 40 CFR part 1037.

We are amending 40 CFR 1036.250(a) to clarify that engine manufacturers' annual production report needs to include all engines covered by EPA certification, which includes total nationwide production volumes. We inadvertently used the term ''U.S.-directed production volume'', which we define in 40 CFR 1036.801 to exclude engines certified to state emission standards that are different than EPA emission standards. That exclusion applies only for emission credit calculations under 40 CFR part 1036, subpart H, and reports under the ABT program. Manufacturers typically already report nationwide production volumes in their reports under 40 CFR 1036.250(a), so this change will have little or no impact on current certification practices.

We received no comments on the proposed amendments described in this section and are finalizing the proposed changes without modification.

C. Fuel Dispensing Rates for Heavy-Duty Vehicles (40 CFR Parts 80 and 1090)

EPA adopted a regulation limiting the fuel dispensing rate to a maximum of 10 gallons per minute for gasoline dispensed into motor vehicles (58 FR 16002, March 24, 1993). The dispensing limit corresponded with the test procedure for vehicle manufacturers to demonstrate compliance with a refueling spitback standard adopted in the same final rule. Spitback involves a spray of liquid fuel during a refueling event if the vehicle cannot accommodate the flow of fuel into the fuel tank. The spitback standard applied only for vehicles at or below 14,000 pounds GVWR, so we provided an exemption from the dispensing limit for dispensing pumps dedicated exclusively to heavy-duty vehicles (see 40 CFR 80.22(j) and 1090.1550(b)). Just like for spitback testing with vehicles at or below 14,000 pounds GVWR, vehicles designed with onboard refueling vapor recovery systems depend on a reliable maximum dispensing rate to manage vapor flow into the carbon canister.

Now that we are adopting a requirement for all gasoline-fueled heavy-duty highway vehicle manufacturers to comply with refueling standards, it is no longer appropriate to preserve the exemption from the dispensing rate limit for dispensing pumps dedicated exclusively to heavy-duty vehicles. Retail stations and fleets rarely have dispensing pumps that are dedicated to heavy-duty vehicles. Since there are no concerns of feasibility or other issues related to meeting the 10 gallon per minute dispensing limit, we are removing the exemption upon the effective date of the final rule.

We received no adverse comments on these proposed amendments related to in-use gasoline dispensing rates and are finalizing the proposed changes without modification.

We note that existing dispensing rate limits relate only to gasoline-fueled motor vehicles. There is no rate restriction on dispensing diesel fuel into motor vehicles, or on dispensing any kind of fuel into aircraft, marine vessels, other nonroad equipment, or portable or permanently installed storage tanks. We are also not adopting new dispensing rate limits for these fuels in this action.

D. Refueling Interface for Motor Vehicles (40 CFR Parts 80 and 1090)

We proposed to remove the filler-neck restriction in 40 CFR 80.24. The proposal included a decision not to migrate that restriction to 40 CFR part 86, subpart S, for chassis-certified motor vehicles. Commenters highlighted the continued commercial and regulatory need for EPA to keep the requirement for engine manufacturers to standardize the size of the filler-necks orifice for

gasoline-fueled vehicles. We are therefore moving the filler-neck requirement from 40 CFR 80.24 to 40 CFR 86.1810–17 without changing the substantive requirement. See Section 31.2 of the Response to Comments. This requirement applies for vehicles with gross vehicle weight rating up to 14,000 pounds. We are including no lead time for this requirement because it is consistent with the requirement from 40 CFR 80.24.

E. Light-Duty Motor Vehicles (40 CFR Parts 85, 86, and 600)

EPA's emission standards, certification requirements, and fuel economy provisions for light-duty motor vehicles are in 40 CFR part 85, 40 CFR part 86, subpart S, and 40 CFR part 600.

1. Testing With Updated Versions of SAE J1634

i. Existing BEV Test Procedures

EPA's existing regulations for testing Battery Electric Vehicles (BEVs) can be found in 40 CFR part 600—Fuel Economy and Greenhouse Gas Emissions of Motor Vehicles. The existing EPA regulations (40 CFR 600.116–12(a) and 600.311–12(j) and (k)) reference the 2012 version of the SAE Standard J1634—Battery Electric Vehicle Energy Consumption and Range Test Procedure.

Current regulations (40 CFR 600.116–12(a)) allow manufacturers to perform either single cycle tests (SCT) or the multi-cycle test (MCT) as described in the EPA regulations and the 2012 version of SAE J1634. The SCT and MCT are used to determine the unrounded and unadjusted city and highway range values and the city and highway mile per gallon equivalent (MPGe) fuel economy values.

The 2012 version of SAE J1634 specifies 55 miles per hour (mph) as the speed to be used during the mid-test and end-of-test constant-speed cycles of the MCT. The 2017 version of SAE J1634 specifies 65 mph as the speed to be used during the constant-speed cycles of the MCT. Manufacturers have reached out to the Agency and requested to use the 2017 version of SAE J1634 to reduce the time required to perform the MCT and the Agency has generally approved these requests. EPA's fuel economy regulations allow manufacturers to use procedures other than those specified in the regulations. The special test procedure option is described in 40 CFR 600.111–08(h). This option is used when vehicles cannot be tested according to the procedures in the EPA regulations or when an alternative procedure is determined to be equivalent to the EPA regulation.

EPA regulations found in 40 CFR 600.210–12(d)(3) specify three options for manufacturers to adjust the unrounded and unadjusted 2-cycle (city and highway) results for fuel economy labeling purposes. The three methods include: Generating 5-cycle data; multiplying the 2-cycle values by 0.7; and asking the Administrator to approve adjustment factors based on operating data from in-use vehicles. To date the Agency has not approved any requests to use operating data from in-use vehicles to generate an adjustment factor.

Many manufacturers use the option to multiply their 2-cycle fuel consumption and range result by the 0.7 adjustment factor. The benefit of this option for the manufacturer is that the manufacturer does not need to perform any of the additional 5-cycle tests to determine the label result. This method is equivalent to the derived 5-cycle method which allows manufacturers to adjust their 2-cycle fuel economy test results for gasoline vehicles based on the EPA determined slope and intercept values generated from 5-cycle testing performed on emission data vehicles (EDVs).

A few manufacturers have been using the option to generate 5-cycle data which is then used for determining a 5-cycle adjustment factor. The specific 5-cycle adjustment factor is then multiplied by the unrounded, unadjusted 2-cycle results to determine fuel economy label values.

EPA's current regulations do not specify a method for performing 5-cycle testing for BEVs. EPA acknowledged this in the 2011 rulemaking that created the fuel economy label requirement for BEVs:

The 5-cycle testing methodology for electric vehicles is still under development at the time of this final rule. This final rule will address 2-cycle and the derived adjustments to the 2-cycle testing, for electric vehicles. As 5-cycle testing methodology develops, EPA may address alternate test procedures. EPA regulations allow test methods alternate to the 2-cycle and derived 5-cycle to be used with Administrator approval. (76 FR 39501, July 6, 2011)

The first manufacturer to approach EPA and request to perform 5-cycle testing for BEVs was Tesla, and EPA approved Tesla's request. The method Tesla proposed is known as the BEV 5-cycle adjustment factor method, and it was added to Appendices B and C of the SAE J1634 Standard in the 2017 update.

Since publication of the 2017 version of SAE J1634, BEV manufacturers in addition to Tesla have been approaching the Agency and seeking to use the 5-cycle adjustment factor methodology outlined in Appendices B and C. EPA has generally approved manufacturer requests to use this method.

The 5-cycle method outlined in the 2017 version of SAE J1634 is essentially the same method that EPA uses to determine 5-cycle fuel economy for vehicles with internal combustion engines. There are, however, two differences between the EPA approved BEV 5-cycle adjustment factor method compared to the 5-cycle calculation methodology outlined in 40 CFR 600.114–12, Vehicle-specific 5-cycle fuel economy and carbon-related exhaust emission calculations. The first difference is that the numerator of the City and Highway fuel economy equations is 0.92 rather than 0.905. This was done to remove the ethanol correction from the 5-cycle fuel economy equation for BEVs. The second change was to allow BEV manufacturers to use the results of a full charge depleting Cold Temperature Test Procedure (CTTP or 20 °F FTP) in the City fuel economy calculation when calculating the running fuel consumption. Vehicles with internal combustion engines (ICE) use only the bag 2 and bag 3 fuel economy results from the CTTP. The CTTP is performed at an ambient temperature of 20 °F after the vehicle has cold-soaked in the 20 °F test chamber for a minimum of 12 hours and a maximum of 36 hours. In addition, to reduce the testing burden the current BEV 5-cycle procedure allows manufacturers to skip the 10-minute key-off soak between UDDS cycles after the second UDDS cycle. This test procedure allowance was made to reduce the time burden for performing full charge depletion testing in the cold test chamber.

ii. Summary of Changes

The final rule amends the revisions to § 600.116–12(a) and §§ 600.311–12(j)(2) and 600.311–12(j)(4)(i).

EPA is adopting the proposal to update the SAE J1634 standard referenced in 40 CFR part 600 from the 2012 version to the 2017 version. This update will require manufacturers to use 65 mph for the constant-speed cycles of the MCT. In addition, this update will allow manufacturers to use the BEV 5-cycle adjustment factor methodology outlined in Appendices B and C of the 2017 version of SAE J1634 with the revisions described in this section.

EPA received comments requesting the Agency adopt the 2021 version of SAE J1634. The 2021 version of SAE J1634 includes several additional test procedure changes not included in the 2017 version. Updates for the 2021 version include the development of additional test procedures including the shortened multi-cycle test (SMCT) and the shortened multi-cycle test plus (SMCT+); and, the capability to pre-condition the BEV prior to performing any of the test procedures, including the 20 °F UDDS, also known as the cold temperature test procedure (CTTP).

At this time the Agency is not prepared to adopt the 2021 version of SAE J1634 with these additional test procedures and pre-conditioning process. The Agency is evaluating the new test procedures (SMCT and SMCT+) to ensure they produce results equivalent to those generated using the existing SCT and MCT test procedures. In addition, the Agency is assessing the use of pre-conditioning the battery and cabin of BEVs prior to performing tests. The Agency is not prepared to adopt preconditioning for BEVs during the soak period prior to starting the drive cycle for the CTTP. The intent of the 12 to 36 hour cold soak period prior to the start of the drive cycle for the CTTP is to stabilize the vehicle and its components at 20 °F prior to starting the driving portion of the test. While BEVs have technology and have operating modes that allow the battery and cabin to be preconditioned while the vehicle is soaking, for this technology to function the vehicle must have access to a dedicated EVSE and the operator must enable this operation. The Agency does not expect that a predominance of BEVs will have access to a dedicated EVSE while the vehicle is 'cold soaking' prior to many cold starts and that the operator will have enabled the preconditioning mode during the soak period. Therefore, the Agency is not adopting the 2021 version of SAE J1634 in this final rule.

EPA proposed for model year 2023, that manufacturers could continue to perform full charge depletion testing on BEVs when running the CTTP to determine the 5-cycle adjustment factor. However, EPA proposed requiring in model year 2023 that manufacturers perform a 10-minute key-off soak between each UDDS cycle as part of the charge depleting CTTP. The Agency has decided not to adopt this proposal based on stakeholder comments and the effort required to update test cells for a procedural change which would only be in effect for one model year.

We are not changing the existing requirement to submit a written request for EPA approval to perform 5-cycle testing prior to beginning 5-cycle adjustment procedure testing. Manufacturers must attest that the vehicle was not preconditioned or connected to an external power source during the 20 °F cold soak period.

The Agency proposed requiring manufacturers to perform only two UDDS cycles when running the CTTP, with a 10-minute key-off soak between the UDDS cycles to generate their BEV 5-cycle adjustment factor beginning in model year 2024. The Agency is adopting this proposal and is delaying the start from model year 2024 to the 2025 based on comments received from stakeholders and the timing of the final rulemaking. The running fuel consumption for the City fuel economy equation comes from a modified form of the equation provided in Appendix C of the 2017 version of SAE J1634. The charge-depletion value is replaced with the results from Bag 2 of the first and second UDDS and Bag 1 from the second UDDS. Manufacturers may use their existing CTTP test results to make these calculations, or they may perform new tests with the option to select the vehicle's state-of-charge so it can capture regeneration energy during the first UDDS cycle.

EPA is also adopting the following additional changes to the procedures outlined in the 2017 version of SAE J1634:

- Specifying a maximum constant-speed phase time of 1 hour with 5- to 30 minute key-off soak following each one-hour constant-speed phase.
- Specifying the use of the methods in Appendix A of the 2017 version of SAE J1634 to determine the constant-speed cycle's total time for the mid-test constant-speed cycle, or the manufacturer may use a method they developed using good engineering judgment.
- Specifying that energy depleted from the propulsion battery during key-off engine soak periods is not included in the useable battery energy (UBE) measurement.

iii. Discussion of Changes

The Agency is adopting in this final rule portions of Appendix B and C of the 2017 version of SAE J1634 as the process for determining the 5-cycle adjustment factor with modifications. Manufacturers must request EPA approval to use the process outlined in the Appendices with the following modifications:

- Preconditioning any vehicle components, including the propulsion battery and vehicle cabin, is prohibited.
- Beginning in model year 2025, only two UDDS cycles may be performed on the CTTP, instead of allowing manufacturers to choose how many UDDS cycles to perform up to and including full charge-depletion testing on the CTTP.

The Agency has concluded not to proceed with the proposal for performing a charge depleting CTTP while requiring a 10-minute key-off soak period between each charge depleting UDDS cycle. The Agency did not intend to force BEV manufacturers to perform all new charge depletion testing for a single model year. As proposed, the change would have created a discrepancy between vehicles tested using the CTTP with only one 10-min key-off soak period between the first and second UDDS and vehicles testing with a 10-min key-off soak period between all UDDS cycles. This would not have been consistent with the Agency's objective of maintaining test procedure consistency for fuel economy labeling. Therefore, this requirement, which had been proposed for only the 2023 model year has been dropped from the final rule.

The current approved 5-cycle test procedure includes allowing a complete charge depleting CTTP to generate data for the city fuel economy calculation. As the Agency has gathered data from manufacturers performing this test, it has become apparent that the charge depletion testing on the CTTP generates fuel consumption data that are not representative of the extreme cold start test conditions this test was designed to capture. A long-range BEV can complete as many as 50 UDDS cycles at −7 °C (20 °F) before depleting the battery. With the allowance to skip the 10-minute key off soak period after the second UDDS a long-range BEV will reach a stabilized warmed-up energy consumption condition after 6 to 10 UDDS cycles. At this point the vehicle is warmed-up and will have approximately the same energy consumption for each of the remaining 30 to 40 UDDS cycles. The averaged energy consumption value from this full charge depletion test—as many as 50 UDDS cycles—is entered into the 5-cycle equation for the running fuel consumption for the city fuel economy calculation. In contrast, for vehicles using fuels other than electricity the running fuel consumption is calculated using the values from Bag 2 of the first UDDS cycle and Bag 1 of the second UDDS cycle.

It has become apparent to the Agency that modifications are needed to this method to ensure all vehicles are tested under similar conditions and use equivalent data for generating fuel economy label values. Allowing BEVs to perform a full charge depletion CTTP

creates test procedure differences between BEVs and non-BEVs. Non-BEVs are not allowed to run more than one UDDS cycle followed by one Bag 1 phase from the second UDDS cycle.

The intent of the CTTP is to capture the performance of vehicles under extreme cold start conditions during short trip city driving. The CTTP procedure used by vehicles other than BEVs consists of one UDDS cycle (consisting of Bag 1 and Bag 2) followed by a 10-minute key-off soak followed by the first 505 seconds (Bag 3) of the second UDDS cycle. The data from these three bags are utilized by all vehicles, other than BEVs, when calculating the vehicle's city fuel economy (40 CFR 600.114–12). Allowing BEVs to use a fuel consumption value based on fully depleting the battery, while not performing any key-off soaks between any UDDS cycle after the second UDDS cycle is not representative of short trip urban driving or equivalent to the procedure performed by vehicles using fuels other than electricity.

Based on these observations, the Agency has concluded that allowing BEVs to perform full charge depletion testing on the CTTP, with only one 10-minute key-off soak occurring between the first and second UDDS cycle, does not generate data representative of the vehicles' performance during extreme cold start short trip city driving conditions. Therefore, starting in model year 2025, EPA will allow BEVs to perform only two UDDS cycles with a 10-minute key-off soak between them. The final rule includes the following change to the running fuel consumption equation for calculating the city fuel economy outlined in Appendix C of the 2017 Version of SAE J1634:

$$RunningFC = 0.82\ x \left[\frac{0.48}{Bag2\ FTP} + \frac{0.41}{Bag3\ FTP} + \frac{0.11}{US06\ City}\right] + 0.18\ x \left[\frac{1}{(20degF\ UDDS1\ Bag2 + 20degF\ UDDS2\ Bag2)} + \frac{0.5}{20degF\ UDDS2\ Bag1}\right] + 0.133\ x\ 1.083\ x \left[\frac{1}{SC03} - \left(\frac{0.61}{Bag3\ FTP} + \frac{0.39}{Bag2\ FTP)}\right)\right]$$

In the proposal, EPA sought comment on whether it was reasonable to perform two UDDS cycles as part of the CTTP or whether the test should conclude after the first 505 seconds (phase 1) of the second UDDS. The Agency did not receive any comments on this proposal. The Agency did receive comments from stakeholders on related topics: Requesting the Agency continue to allow full charge depletion testing for the CTTP; requesting the Agency update to the 2021 version of SAE J1634 which would allow for battery and cabin preconditioning during the CTTP; and requesting the Agency revise the CTTP procedure by utilizing a methodology which would stop the CTTP once the vehicle had reached a stabilized energy consumption rate.

As the Agency did not receive comments on the proposal to limit the CTTP for BEVs to one UDDS followed by the first phase (505 seconds) of the second UDDS after a 10-minute key-off soak, the Agency is not adopting this proposal.

As noted in the preceding paragraphs, the Agency believes allowing a full charge depleting test during the CTTP produces data which is not representative of short trip urban driving or equivalent to the procedure performed by vehicles using fuels other than electricity. The intent of the CTTP is to determine the fuel consumption of vehicles during short trip urban driving following an extended cold soak at 20 °F. Data generated from operating a BEV over an entire charge depleting test does not represent the fuel consumption of the vehicle during the first 2 UDDS cycles. Therefore, the Agency is adopting the proposal to replace the charge depleting CTTP for BEV 5-cycle testing with a CTTP consisting of 2 UDDS cycles with a 10-minute key-off soak between the UDDS cycles.

The suggestion to allow preconditioning for BEVs during the CTTP would result in procedural differences between BEV's and non-BEV CTTP testing. The intent of the CTTP is to determine the fuel consumption of the vehicle during a short-trip urban drive following an extended soak at period at 20 °F, with the vehicle and all powertrain components stabilized at 20 °F. While BEVs have technology which will precondition the cabin and battery at cold ambient temperatures, this technology requires access to a dedicated EVSE along with the operator selecting the appropriate mode to enable preconditioning. The Agency does not believe a predominance of cold soaks for BEVs with this technology will occur where the vehicle has access to a dedicated EVSE and the operator will enable the preconditioning mode. The Agency policy with respect to fuel economy testing is for the test procedures (including the soak period prior to beginning a test) be equivalent for all vehicles independent of fuel type. For these reasons the Agency is not prepared to adopt the preconditioning provisions of the 2021 version of SAE J1634.

The Agency also received a comment proposing to modify the CTTP by running repeat UDDS cycles until the energy consumption stabilizes. The stabilized energy consumption measured during the last few UDDS cycles, along with the energy consumption measured during the first phase of the first and second UDDS would be used for the 5-cycle adjustment factor calculation. This proposal would reduce the time required to perform the CTTP as it would be expected that less than 10 UDDS cycles would be required. This proposal would also use the energy consumption value measured after the BEV has driven from 3 to 5 or possibly more UDDS cycles to represent the energy consumption occurring during short trip urban driving. As this procedure uses data taken after the vehicle has driven over twenty miles, these data are not representative of short trip urban energy consumption.

The possibility exists that a BEV manufacturer may decide to consume stored battery energy to precondition the battery depending on the ambient temperature, the battery temperature when the vehicle is parked, and other factors. Using stored battery energy for preconditioning the battery temperature is not addressed in either EPA regulations or SAE J1634. Were a

manufacturer to implement such a strategy, the Agency would expect the energy consumed during the extended cold soak prior to the CTTP would need to be considered as DC discharge energy. The BEV CTTP does not require measuring DC discharge energy during the extended cold soak prior to starting the CTTP drive cycle. It is assumed the BEV goes into sleep mode during the cold soak and consumes minimal to no electrical energy. If such a strategy was implemented the Agency would want the manufacturer to disclose this operation and work with the Agency to determine the appropriate means for accounting for this energy use. The Agency is not aware of any vehicles which, when not plugged into an EVSE, will consume stored energy to maintain the temperature of the battery during extended cold soaks.

The Agency understands the BEV CTTP test procedure and the 5-cycle fuel economy equation are different from those that apply for non-BEVs. Unlike vehicles using combustion engines, BEVs do not generate significant quantities of waste heat from their operation, and typically require using stored energy, when not being preconditioned at cold ambient temperatures, to produce heat for both the cabin and the battery. The Agency expects BEVs will require more than two UDDS cycles with a 10-minute key-off soak between them for the vehicle to reach a fully warmed up and stabilized operating point. As such, the Agency believes it is reasonable to include an additional data point (*i.e.,* UDDS2 Bag2) for use in the running fuel consumption equation for BEVs.

For model year 2025, manufacturers may recalculate the city fuel economy for models they are carrying-over using the first two UDDS cycles from their prior charge-depletion CTTP test procedures to generate new model year 2025 label values. Manufacturers might not want to use these data, as the test might not be representative, since the vehicle's regeneration capability may be limited by the fully charged battery during the first and possibly second UDDS cycles on the CTTP. The manufacturer will be able to determine an appropriate state-of-charge (SoC) and set the battery to that SoC value prior to beginning the cold soak for the CTTP. The manufacturer will be required to disclose the desired SoC level to the Agency. One possible approach consists of charging the vehicle to a level that produces a battery state-of-charge (SoC) equivalent to 50 percent following the first UDDS cycle. The 2017 version of SAE J1634 refers to this SoC level as the mid-point test charge (MC).

As BEVs have become more efficient and as battery capacities have increased over the past decade, the time required to perform CTTP charge-depletion testing has dramatically increased. The amendments in this final rule will result in significant time savings for manufacturers as the BEV CTTP will consist of two UDDS cycles. The test also no longer allows charge-depletion testing, which in many instances would require multiple shifts to complete. The Agency also believes the results obtained from the amended test procedure better represent the energy consumption observed during short urban trips under extreme cold temperature conditions.

Based on stakeholder comments and for model years prior to 2025, the Agency will continue to allow BEV manufacturers to determine the 5-cycle adjustment factor using the methods outlined in Appendices B and C of the 2017 version of SAE J1634. This option is now included in the regulations at § 600.116–12(a)(11).

The Agency has also included the option for manufacturers to use a method developed by the manufacturer, based on good engineering judgment, to determine the mid-test constant speed cycle distance. In the proposal EPA allowed manufacturers to use one of the two methods in Appendix A of SAE J1634 to estimate the mid-test constant speed distance. It is apparent to the Agency that manufacturers will have additional information and prior development testing experience to accurately estimate the mid-test constant speed distance and therefore the Agency is including this as an option in § 600.116–12(a)(4).

The Agency received comments that during the 15 second key-on pause between UDDS1 and HFEDS1 and UDDS3 and HFEDS2, the discharge energy should be measured and included in the UBE measurement and not applied to the HFEDS energy consumption. The Agency agrees with the commentors that the energy consumption should not be applied to the HFEDS cycle as measurement for this cycle starts just prior to the vehicle beginning the drive trace. However, the sampling for the UDDS cycle ends when the drive trace for the UDDS cycle reaches 0 mph. Therefore, the 15 second key-on pause between the UDDS and HFEDS cycle is not included in either the discharge energy consumption for the UDDS or the HFEDS cycle. Since UBE is the summation of the cycle discharge energy and since the key-on pause energy is not included in either cycle values, the energy discharged during this 15-second period is not included in the UBE. This same criterion applies to the discharge energy that occurs during key-off soak periods as these periods are not measured. This also includes the key-off soak periods between phases of the constant-speed cycles.

The Agency has decided to proceed with requiring 5-minute to 30-minute key-off breaks during constant speed cycles which require more than one-hour to complete. The requirements for determining the breaks are outlined in §§ 600.116–12(a)(5) and 600.116–12(a)(7). The specification for the key-off breaks are based on Section 6.6 of the 2017 version of J1634.

Based on comments and additional review of SAE J1634 the Agency set the key-on pauses and key-off soak periods for the MCT equivalent to the times found in Section 8.3.4 of the 2017 version of SAE J1634. The Agency received comments indicating a maximum key-off pause time needed to be set in the instances where the Agency had previously only provided a minimum key-off time. The Agency has set the key-off pause times equivalent to the pause times specified in SAE J1634 in Section 6.6 and Section 8.3.4.

iv. Changes to Procedures for Testing Electric Vehicles

EPA is updating the regulation from the 2012 version of SAE J1634 to instead reference the 2017 version of SAE J1634. EPA is also including regulatory provisions that amend or clarify the BEV test procedures outlined in the 2017 version of SAE J1634 in § 600.116–12(a). These amendments are intended to minimize test procedure variations allowed in the 2017 version, which the Agency has concluded can impact test results. For example, the SAE standard allows for the constant-speed cycles to be performed as a single phase or broken into multiple phases with key-off soak periods. Depending on how the constant-speed portion is subdivided, the UBE measurement can vary. The regulatory amendments are intended to reduce the variations between tests and to improve test-to-test and laboratory-to-laboratory repeatability. This final rule includes the following changes:

- Allowing for Administrator approval for vehicles that cannot complete the Multi-Cycle Range and Energy Consumption Test (MCT) because of the distance required to complete the test or maximum speed for the UDDS or HFEDS cycle in § 600.116–12(a)(1).
- In alignment with SAE J1634, Section 6.6 and Section 8.3.4, key-on pause times and key-off soak times have been set to the same minimum and

maximum values as outlined in SAE J1634 and where key-off soak periods have to be conducted with the key or power switch in the ''off'' position, the hood closed, and test cell fan(s) off, and the brake pedal not depressed as required in §§ 600.116–12(a)(2), 600.116–12(a)(3), 600.116–12(a)(5), and 600.116–12(a)(7).

- Manufacturers predetermine estimates of the mid-test constant-speed cycle distance (dM) using the methods in SAE J1634, Appendix A or a method developed by the manufacturer using good engineering judgment as required in § 600.116–12(a)(4).
- Mid-test constant-speed cycles that do not exceed one hour do not need a key-off soak period. If the mid-test constant-speed cycle exceeds one hour, the cycle needs to be separated into phases of less than one-hour, and a 5-minute to 30-minute key-off soak is needed at the end of each phase as required in § 600.116–12(a)(5).
- Using good engineering judgment, end-of-test constant-speed cycles do not exceed 20 percent of total distance driven during the MCT, as described in SAE J1634, Section 8.3.3 is required in § 600.116–12(a)(6).
- End-of-test constant-speed cycles that do not exceed one hour do not a need key-off soak period. If the end-of-test constant-speed cycle exceeds one hour, the cycle needs to be separated into phases of less than one-hour, and a 5-minute to 30-minute key-off soak is needed at the end of each phase as required in and 600.116–12(a)(7).
- Recharging the vehicle's battery must start within three hours after testing as required in § 600.116–12(a)(9).
- The Administrator may approve a manufacturer's request to use an earlier version of SAE J1634 for carryover vehicles as required in § 600.116–12(a)(10).
- All label values related to fuel economy, energy consumption, and range must be based on 5-cycle testing, or values must be adjusted to be equivalent to 5-cycle results. Manufacturers may request Administrator approval to use SAE J1634, Appendix B and Appendix C for determining 5-cycle adjustment factors as required in § 600.116–12(a)(11).

2. Additional Light-Duty Changes Related to Certification Requirements and Measurement Procedures

This final rule includes the following additional amendments related to criteria standards and general certification requirements, which we are finalizing as proposed unless specifically noted otherwise:

- *40 CFR part 85, subpart V:* Correcting the warranty periods identified in the regulation to align with the Clean Air Act, as amended, and clarifying that the warranty provisions apply to both types of warranty specified in CAA section 207(a) and (b)—an emission defect warranty and an emission performance warranty. EPA adopted warranty regulations in 1980 to apply starting with model year 1981 vehicles (45 FR 34802, May 22, 1980). The Clean Air Act as amended in 1990 changed the warranty period for model year 1995 and later light-duty vehicles and light-duty trucks to 2 years or 24,000 miles of use (whichever occurs first), except that a warranty period of 8 years or 80,000 miles applied for specified major emission control components.
- *Section 86.117–96:* Revising paragraph (d)(1), which describes how to calculate evaporative emissions from methanol-fueled vehicles. The equation in the regulation inadvertently mimics the equation used for calculating evaporative emissions from gasoline-fueled vehicles. We are revising the equation to properly represent the fuel-specific calculations in a way that includes temperature correction for the sample volume based on the sample and SHED temperatures. The final rule includes a correction to a typographical error in the equation from the proposed rule.
- *Section 86.143–96:* We are finalizing changes to the equation for calculating methanol mass emissions. A commenter pointed out that this equation is the same as the one we proposed to correct in 40 CFR 86.117–96.
- *Section 86.1810:* Clarifying the certification responsibilities for cases involving small-volume manufacturers that modify a vehicle already certified by a different company and recertify the modified vehicle to the standards that apply for a new vehicle under 40 CFR part 86, subpart S. Since the original certifying manufacturer accounts for these vehicles in their fleet-average calculations, these secondary vehicle manufacturers should not be required to repeat those fleet-average calculations for the affected vehicles. This applies to fleet average standards for criteria exhaust emissions, evaporative emissions, and greenhouse gas emissions. The secondary vehicle manufacturer would need to meet all the same bin standards and family emission limits as specified by the original certifying manufacturer.
- *Section 86.1819–14:* Clarifying that the definition of ''engine code'' for implementing heavy-duty greenhouse gas standards (Class 2b and 3) is the same ''engine code'' definition that applies to light-duty vehicles in the part 600 regulations.
- *Section 86.1823–08:* Revising to specify a simulated test weight based on Loaded Vehicle Weight for light light-duty trucks (LDT1 and LDT2). The regulation inadvertently applies adjusted loaded vehicle weight, which is substantially greater and inappropriate for light light-duty trucks because they are most often used like lightly loaded passenger vehicles rather than cargo-carrying commercial trucks. In practice, we have been allowing manufacturers to implement test requirements for these vehicles based on Loaded Vehicle Weight. This revision is responsive to manufacturers' request to clarify test weights for the affected vehicles.
- *Section 86.1843–01(f)(2):* Delaying the end-of-year reporting deadline to May 1 following the end of the model year. Manufacturers requested that we routinely allow for later submissions instead of setting the challenging deadline of January 1 and allowing extensions.

We are adopting the following additional amendments related to greenhouse gas emissions and fuel economy testing:

- *Section 86.1823–12:* Revising paragraph (m)(1) to reflect current practices with respect to CO_2 durability requirements. The revisions clarify how certification and testing procedures apply in areas that are not entirely specified in current regulations. The amendments in this final rule reflect the procedures EPA and manufacturers have worked out in the absence of the detailed regulatory provisions. For example, while conventional vehicles currently have a multiplicative CO_2 deterioration factor of one or an additive deterioration factor of zero to determine full useful life emissions for FTP and highway fuel economy tests, many plug-in hybrid electric vehicles have non-zero additive CO_2 deterioration factors (or manufacturers perform fuel economy tests using aged components). These changes have no impact on conventional vehicles, but they strengthen the CO_2 durability requirements for plug-in hybrid electric vehicles. In response to a comment, we are revising the regulation for the final rule to specifically name batteries as one of the aged components to install on a test vehicle, rather than referring generically to ''aged components.''
- *Section 600.001:* Clarifying that manufacturers should send reports and requests for approval to Designated

Compliance Officer, which we are defining in 40 CFR 600.002.

• *Section 600.002:* Revising the definition of ''engine code'' to refer to a ''test group'' instead of an ''engine-system combination''. This change reflects updated terminology corresponding to current certification procedures.

• *Part 600, subpart B:* Updating test procedures with references to 40 CFR part 1066 to reflect the migration of procedures from 40 CFR part 86, subpart B. The migrated test procedures allow us to delete the following obsolete regulatory sections: 600.106, 600.108, 600.109, 600.110, and 600.112, along with references to those sections.

• *Sections 600.115 and 600.210:* EPA issued guidance in 2015 for the fuel economy program to reflect technology trends.[589] We are amending the regulation to include these changes. First, as outlined in the EPA guidance letter and provisions of 40 CFR 600.210–12(a)(2)(iv), ''[t]he Administrator will periodically update the slopes and intercepts through guidance and will determine the model year that the new coefficients must take effect.'' Thus, we are updating the coefficients used for calculating derived 5-cycle city and highway mpg values in 40 CFR 600.210 to be consistent with the coefficients provided in the 2015 EPA guidance letter and to be more representative of the fuel economy characteristics of the current fleet. Second, for reasons discussed on page 2 of the EPA guidance letter, we are amending 40 CFR 600.115 to allow manufacturers to calculate derived 5-cycle fuel economy and CO_2 emission values using a factor of 0.7 only for battery electric vehicles, fuel cell vehicles, and plug-in hybrid electric vehicles (during charge depleting operation only).

• *Section 600.210:* The regulation already allows manufacturers to voluntarily decrease fuel economy values and raise CO_2 emission values if they determine that the values on the fuel economy label do not properly represent in-use performance. The expectation is that manufacturers would prefer not to include label values that create an unrealistic expectation for consumers. We are adding a condition that the manufacturer may adjust these values only if the manufacturer changes both values and revises any other affected label value accordingly for a model type (including but not limited to the fuel economy 1–10 rating, greenhouse gas 1–10 rating, annual fuel cost, and 5-year fuel cost information). We are also extending these same provisions for electric vehicles and plug-in hybrid electric vehicles based on both increasing energy consumption values and lowering the electric driving range values.

• *Section 600.311:* Adding clarifying language to reference the adjusted driving ranges to reflect in-use driving conditions. These adjusted values are used for fuel economy labeling. For plug-in hybrid electric vehicles, we are also correcting terminology from ''battery driving range'' to ''adjusted charge-depleting driving range (R_{cda})'' for clarity and to be consistent with the terms used in SAE Recommended Practice J1711. The final rule includes adjustments to the wording of the amendments in 40 CFR 600.311 for greater clarity and consistency.

• *Section 600.510–12:* Providing a more detailed cross reference to make sure manufacturers use the correct equation for calculating average combined fuel economy.

• *Section 600.512–12:* Delaying the deadline for the model year report from the end of March to May 1 to align the deadline provisions with the amendment for end-of-year reporting as described in 40 CFR 86.1843–01(f)(2).

See Section 32.2 of the Response to Comments for a discussion of comments related to these amendments for the light-duty program in 40 CFR part 85, 40 CFR part 86, subpart S, and 40 CFR part 600.

Note that we are adopting additional amendments to 40 CFR part 86, subparts B and S, that are related to the new refueling emission standards for heavy-duty vehicles described in section III.E of this preamble.

F. Large Nonroad Spark-Ignition Engines (40 CFR Part 1048)

EPA's emission standards and certification requirements for land-based nonroad spark-ignition engines above 19 kW are set out in 40 CFR part 1048. We are adopting the following amendments to part 1048:

• *Section 1048.501:* Correct a mistaken reference to duty cycles in appendix II.

• *Section 1048.620:* Remove obsolete references to 40 CFR part 89.

We received no comments on these proposed amendments and are finalizing the proposed changes without modification.

G. Small Nonroad Spark-Ignition Engines (40 CFR Part 1054)

EPA's emission standards and certification requirements for land-based nonroad spark-ignition engines at or below 19 kW (''Small SI engines'') are set out in 40 CFR part 1054. We recently proposed several amendments to part 1054 (85 FR 28140, May 12, 2020). Comments submitted in response to that proposed rule suggested additional amendments related to testing and certifying these Small SI engines. The following discussion describes several amendments that are responsive to these suggested additional amendments. Otherwise, we are finalizing the provisions as proposed, except as specifically noted.

1. Engine Test Speed

The duty cycle established for nonhandheld Small SI engines consists of six operating modes with varying load, and with engine speed corresponding to typical governed speed for the intended application. This generally corresponds to an ''A cycle'' with testing at 3060 rpm to represent a typical operating speed for a lawnmower, and a ''B cycle'' with testing at 3600 rpm to represent a typical operating speed for a generator. While lawnmowers and generators are the most common equipment types, there are many other applications with widely varying speed setpoints.

In 2020, we issued guidance to clarify manufacturers' testing responsibilities for the range of equipment using engines from a given emission family.[590] We are adopting the provisions described in that guidance document. This includes two main items. First, we are amending the regulation at 40 CFR 1054.801 to identify all equipment in which the installed engine's governed speed at full load is at or above 3400 rpm as ''rated-speed equipment'', and all equipment in which the installed engine's governed speed at full load is below 3330 rpm as ''intermediate-speed equipment''. For equipment in which the installed engine's governed speed at full load is between 3330 and 3400 rpm, the engine manufacturer may consider that to be either ''rated-speed equipment'' or ''intermediate-speed equipment''. This allows manufacturers to reasonably divide their engine models into separate families for testing only on the A cycle or the B cycle, as appropriate. For emission families including both rated-speed equipment and intermediate-speed equipment, manufacturers must measure emissions over both the A cycle and the B cycle

[589] ''Derived 5-cycle Coefficients for 2017 and Later Model Years'', EPA Guidance Document CD–15–15, June 22, 2015.

[590] ''Small Spark-Ignition Nonhandheld Engine Test Cycle Selection,'' EPA guidance document CD–2020–06, May 11, 2020.

and certify based on the worst-case $HC+NO_X$ emission results.

Second, we are limiting the applicability of the A cycle to engines with governed speed at full load that is at or above 2700 rpm, and limiting the applicability of the B cycle to engines with governed speed at full load that is at or below 4000 rpm. These values represent an approximate 10 percent variation from the nominal test speed. For engines with governed speed at full load outside of these ranges, we will require that manufacturers use the provisions for special procedures in 40 CFR 1065.10(c)(2) to identify suitable test speeds for those engines. Manufacturers may take reasonable measures to name alternate test speeds to represent multiple engine configurations and equipment installations.

See Section 32.3 of the Response to Comments for a discussion of the comments submitted regarding test selection.

2. Steady-State Duty Cycles

As noted in Section XI.G.1, the duty cycle for nonhandheld engines consists of a six-mode duty cycle that includes idle and five loaded test points. This cycle is not appropriate for engines designed to be incapable of operating with no load at a reduced idle speed. For many years, we have approved a modified five-mode duty cycle for these engines by removing the idle mode and reweighting the remaining five modes. We are adopting that same alternative duty cycle into the regulation and requiring manufacturers to use it for all engines that are not designed to idle. For emission families that include both types of engines, manufacturers must measure emissions over both the six-mode and five-mode duty cycles and certify based on the worst-case $HC+NO_X$ emission results.

We are adopting the proposed changes without modification, except that we are adding a clarifying note to limit the reporting requirement to the worst-case value if a manufacturer performs tests both with and without idle. See Section 32.4 of the Response to Comments.

The discussion in Section XI.G.1 applies equally for nonhandheld engines whether or not they are designed to idle. As a result, if an emission family includes engines designed for idle with governed speeds corresponding to rated-speed equipment and intermediate-speed equipment, and engines in the same emission family that are not designed to idle have governed speeds corresponding to rated-speed equipment and intermediate-speed equipment, the manufacturer must perform A cycle and B cycle testing for both the six-mode duty cycle and the five-mode duty cycle. Manufacturers would then perform those four sets of emission measurements and certify based on the worst-case $HC+NO_X$ emission results.

The nonhandheld six-mode duty cycle in appendix II to 40 CFR part 1054 includes an option to do discrete-mode or ramped-modal testing. The ramped-modal test method involves collecting emissions during the established modes and defined transition steps between modes to allow manufacturers to treat the full cycle as a single measurement. However, no manufacturer has ever used ramped-modal testing. This appears to be based largely on the greater familiarity with discrete-mode testing and on the sensitivity of small engines to small variations in speed and load. Rather than increasing the complexity of the regulation by multiplying the number of duty cycles, we are removing the ramped-modal test option for the six-mode duty cycle.

3. Engine Family Criteria

Manufacturers requested that we allow open-loop and closed-loop engines to be included together in a certified emission family, with the testing demonstration for certification based on the worst-case configuration.

The key regulatory provision for this question is in 40 CFR 1054.230(b)(8), which says that engine configurations can be in the same emission family if they are the same in the ''method of control for engine operation, other than governing (mechanical or electronic)''.

Engine families are intended to group different engine models and configurations together if they will have similar emission characteristics throughout the useful life. The general description of an engine's ''method of control for engine operation'' requires that EPA apply judgment to establish which fuel-system technologies should be eligible for treating together in a single engine family. We have implemented this provision by allowing open-loop and closed-loop engine configurations to be in the same emission family if they have the same design values for spark timing and targeted air-fuel ratio. This approach allows us to consider open-loop vs. closed-loop configurations as different ''methods of control'' when the engines have fundamentally different approaches for managing combustion. We do not intend to change this current practice and we are therefore not amending 40 CFR 1054.230 to address the concern about open-loop and closed-loop engine configurations.

The existing text of 40 CFR 1054.230(b)(8) identifies ''mechanical or electronic'' control to be fundamental for differentiating emission families. However, as is expected for open-loop and closed-loop configurations, we expect engines with electronic throttle-body injection and mechanical carburetion to have very similar emission characteristics if they have the same design values for spark timing and targeted air-fuel ratio. A more appropriate example to establish a fundamental difference in method of control is the contrast between port fuel injection and carburetion (or throttle-body injection). We are therefore revising the regulation with this more targeted example. This revision allows manufacturers to group engine configurations with carburetion and throttle-body injection into a shared emission family as long as they have the same design values for spark timing and targeted air-fuel ratio.

We are adopting the proposed changes without modification. See Section 32.5 of the Response to Comments for a discussion of the comments submitted regarding engine family criteria.

4. Miscellaneous Amendments for Small Nonroad Spark-Ignition Engines

We are adopting the following additional amendments to 40 CFR part 1054:

- *Section 1054.115:* Revising the description of prohibited controls to align with similar provisions from the regulations that apply for other sectors.
- *Section 1054.505(b)(1)(i):* Correcting typographical errors.
- *Appendix I:* Clarifying that requirements related to deterioration factors, production-line testing, and in-use testing did not apply for Phase 1 engines certified under 40 CFR part 90.

We received no comments on these proposed provisions and are finalizing the proposed changes without modification.

H. Recreational Vehicles and Nonroad Evaporative Emissions (40 CFR Parts 1051 and 1060)

EPA's emission standards and certification requirements for recreational vehicles are set out in 40 CFR part 1051, with additional specifications for evaporative emission standards in 40 CFR part 1060. We are adopting the following amendments to parts 1051 and 1060:

- *Section 1051.115(d):* Aligning the time and cost specification related to air-fuel adjustments with those that

apply for physically adjustable parameters we are adopting in 40 CFR 1068.50(e)(1) in this final rule. This creates a uniform set of specifications for time and cost thresholds for all types of adjustable parameters.

- *Sections 1051.501(c) and 1060.515(c) and (d):* Creating an exception to the ambient temperature specification for fuel-line testing to allow for removing the test article from an environmental chamber for daily weight measurements. This amendment aligns with our recent change to allow for this same exception in the measurement procedure for fuel tank permeation (86 FR 34308, June 29, 2021).
- *Section 1051.501(c):* Specifying that fuel-line testing involves daily weight measurements for 14 days. This is consistent with the specifications in 40 CFR 1060.515. This amendment codifies EPA's guidance to address these test parameters that are missing from the referenced SAE J30 test procedure.[591]
- *Section 1051.501(d):* Updating referenced procedures. The referenced procedure in 40 CFR 1060.810 is the 2006 version of ASTM D471. We inadvertently left the references in 40 CFR 1051.501 to the 1998 version of ASTM D471. Citing the standard without naming the version allows us to avoid a similar error in the future.
- *Section 1051.515:* Revising the soak period specification to allow an alternative of preconditioning fuel tanks at 43 ± 5 °C for 10 weeks. The existing regulation allows for a soak period that is shorter and higher temperature than the specified soak of 28 ± 5 °C for 20 weeks. This approach to an alternative soak period is the same as what is specified in 40 CFR 1060.520(b)(1).
- *Section 1060.520:* Adding ''±'' where that was inadvertently omitted in describing the temperature range that applies for soaking fuel tanks for 10 weeks.

We are adopting an additional amendment related to snowmobile emission standards. The original exhaust emission standards for snowmobiles in 40 CFR 1051.103 included standards for NO_X emissions. However, EPA removed those NO_X emission standards in response to an adverse court decision.[592] We are therefore removing the reference to NO_X emissions in the description of emission credits for snowmobiles in 40 CFR 1051.740(b).

We received no comments on the proposed provisions for recreational vehicles and are finalizing the proposed changes without modification.

I. Marine Diesel Engines (40 CFR Parts 1042 and 1043)

EPA's emission standards and certification requirements for marine diesel engines under the CAA are in 40 CFR part 1042. Emission standards and related fuel requirements that apply internationally are in 40 CFR part 1043. We are finalizing the amendments in 40 CFR parts 1042 and 1043 as proposed, except as specifically noted.

1. Production-Line Testing

Engine manufacturers have been testing production engines as described in 40 CFR part 1042. This generally involves testing up to 1 percent of production engines for engine families with production volumes greater than 100 engines. We adopted these testing provisions in 1999 with the expectation that most families would have production volumes greater than 100 engines per year (64 FR 73300, December 29, 1999). That was the initial rulemaking to set emission standards for marine diesel engines. As a result, there was no existing certification history to draw on for making good estimates of the number of engine families or the production volumes in those engine families. Now that we have almost 20 years of experience in managing certification for these engines, we can observe that manufacturers have certified a few engine families with production volumes substantially greater than 100 engines per year, but many engine families are not subject to production-line testing because production volumes are below 100 engines per year. As a result, manufacturers test several engines in large engine families, but many engine families have no production-line testing at all.

We are revising the production-line testing regimen for marine diesel engines to reflect a more tailored approach. The biggest benefit of production-line testing for this sector is to confirm that engine manufacturers can go beyond the prototype engine build for certification and move to building compliant engines in a production environment. From this perspective, the first test is of most value, with additional tests adding assurance of proper quality control procedures for ongoing production. Additional testing might also add value to confirm that design changes and updated production practices over time do not introduce problems.

Testing is based on a default engine sampling rate of one test per family. An engine test from an earlier year counts as a sufficient demonstration for an engine family, as long as the manufacturer certifies the engine family using carryover emission data. At the same time, we are removing the testing exemption for small-volume engine manufacturers and low-volume engine families. In summary, this approach:

- Removes the testing exemption for low-volume families and small-volume manufacturers, and remove the 1 percent sampling rate. The amendments revise the engine sampling instruction to require one test for each family. A test from a prior year can meet the test requirement for carryover families. This includes tests performed before these changes to the regulation become effective. This may also involve shared testing for recreational and commercial engine families if they rely on the same emission-data engine.
- Requires a single test engine randomly selected early in the production run. EPA may direct the manufacturer to select a specific configuration and build date. The manufacturer continues to be subject to the requirement to test two more engines for each failing engine, and notify EPA if an engine family fails.
- Requires a full test report within 45 days after testing is complete for the family. There are no additional quarterly or annual reports.
- Allows manufacturers to transition to the new test requirements by spreading out tests over multiple years if several engine families are affected. Small-volume engine manufacturers need to test no more than two engine families in a single model year, and other engine manufacturers need to test no more than four engine families in a single model year.
- Allows EPA to withhold approval of a request for certification for a family for a given year if PLT work from the previous model year is not done.
- Preserves EPA's ability to require an additional test in the same model year or a later model year for cause even after there was a passing result based on any reasonable suspicion that engines may not meet emission standards.

The proposed rule described how the amended regulatory provisions in this

[591] ''Evaporative Permeation Requirements for 2008 and Later Model Year New Recreational Vehicles and Highway Motorcycles'', EPA guidance document CD–07–02, March 26, 2007.

[592] ''Bluewater Network vs. EPA, No. 03–1003, September Term, 2003'' Available here: *https://www.govinfo.gov/content/pkg/USCOURTS-caDC-03-01249/pdf/USCOURTS-caDC-03-01249-0.pdf.* The Court found that the EPA had authority to regulate CO under CAA 213(a)(3) and HC under CAA 213(a)(4), but did not have authority to regulate NO_X under CAA 213(a)(4) as it was explicitly referred to in CAA 213(a)(2) and CAA 213(a)(4) only grants authority to regulate emissions ''not referred to in paragraph (2).''

rule are different than what we included in an earlier draft document in anticipation of the proposed regulations.

An EPA decision to require additional testing for cause would include a more detailed description to illustrate the types of concerns leading us to identify the need for additional testing. Reporting defects for an engine family would raise such a concern. In addition, amending applications for certification might also raise concerns.[593] Decreasing an engine family's Family Emission Limit without submitting new emission data would be a concern because the manufacturer would appear to be creating credits from what was formerly considered a necessary compliance margin. Changing suppliers or specifications for critical emission-related components would raise concerns about whether the emission controls system is continuing to meet performance expectations. Adding a new or modified engine configuration always involves a judgment about whether the original test data continue to represent the worst-case configuration for the expanded family. In any of these cases, we may direct the manufacturer to perform an additional test with a production engine to confirm that the family meets emission standards. In addition to these specific concerns, we expect manufacturers to have a greater vigilance in making compliant products if they know that they may need to perform additional testing. Conversely, removing the possibility of further testing for the entirety of a production run spanning several years could substantially weaken our oversight presence to ensure compliance.

The net effect of the changes for production-line testing will be a substantial decrease in overall testing. We estimate industry-wide testing will decrease by about 30 engines per year. Spreading test requirements more widely across the range of engine families should allow for a more effective program in spite of the reduced testing rate. We acknowledge that some individual companies will test more engines; however, by limiting default test rates to one per engine family, including future years, this represents a small test burden even for the companies with new or additional testing requirements.

We are adopting two additional clarifications related to production-line testing. First, we are clarifying that test results from the as-built engine are the final results to represent that engine. Manufacturers may modify the test engine to develop alternative strategies or to better understand the engine's performance; however, testing from those modified engines do not represent the engine family unless the manufacturer changes their production processes for all engines to match those engine modifications. Testing modified engines to meet production-line testing obligations counts as a separate engine rather than replacing the original test results.

Second, we are clarifying that Category 3 auxiliary engines exempted from EPA certification under part 1042 continue to be subject to production-line testing under 40 CFR 1042.305. This question came up because we recently amended 40 CFR 1042.650(d) to allow Category 3 auxiliary engines installed in certain ships to meet Annex VI certification requirements instead of EPA certification requirements under part 1042 (86 FR 34308, June 29, 2021). As with Category 1 and Category 2 engines covered by production-line testing requirements in 40 CFR 1042.301, these test requirements apply for all engines subject to part 1042, even if they are not certified under part 1042.

Third, we are clarifying that manufacturers need to test engines promptly after selecting them for production-line testing. This is intended to allow flexibility where needed, for example, if engines need to be transported to an off-site laboratory for testing. Except for meeting those logistical needs, we would expect manufacturers to prioritize completion of their test requirements to allow for a timely decision for the family. While we did not propose this edit, adding the textual clarification to the final rule is consistent with EPA's expectation and the intent of the original provisions. This edit adds clarity without creating any new or additional test burden.

We received no comments on the proposed amendments related to production-line testing and are finalizing these provisions as proposed, except as noted for the timing of performing tests.

2. Applying Reporting Requirements to EGR-Equipped Engines

EPA received comments suggesting that we apply the SCR-related monitoring and reporting requirements in 40 CFR 1042.660(b) to engines that instead use exhaust gas recirculation (EGR) to meet Tier 4 standards. We understand SCR and EGR to be fundamentally different in ways that lead us not to make this suggested change.

i. Maintenance

There are two principal modes of EGR failure: (1) Failure of the valve itself (physically stuck or not able to move or adjust within normal range) and (2) EGR cooler fouling. EGR cooler maintenance is typically listed in the maintenance instructions provided by engine manufacturers to owners. If done according to the prescribed schedule, this should prevent fouling of the EGR cooler. Similarly, EGR valves typically come with prescribed intervals for inspection and replacement. For both components, the intervals are long and occur at the time that other maintenance is routinely performed. Under 40 CFR 1042.125(a)(2), the minimum interval for EGR-related filters and coolers is 1500 hours, and the minimum interval for other EGR-related components is either 3000 hours or 4500 hours depending on the engine's max power.

In contrast, SCR systems depend on the active, ongoing involvement of the operator to maintain an adequate supply of Diesel Exhaust Fluid (DEF) as a reductant to keep the catalyst functioning properly. EPA does not prescribe the size of DEF storage tanks for vessels, but the engine manufacturers provide installation instructions with recommendations for tank sizing to ensure that enough DEF is available onboard for the duration of a workday or voyages between ports. At the frequencies that this fluid needs replenishing, it is not expected that other routine maintenance must also be performed, aside from refueling.

DEF consumption from marine diesel engines is estimated to be 3–8 percent of diesel fuel consumption. Recommended DEF tank sizes are generally about 10 percent of the onboard fuel storage, with the expectation that operators refill DEF tanks during a refueling event.

Another point of contrast is that SCR systems have many failure modes in addition to the failure to maintain an adequate supply of reductant. For example, dosing may stop due to faulty sensors, malfunctions of components in the reductant delivery system, or freezing of the reductant.

Over the years of implementing regulations for which SCR is the adopted technology, EPA has produced several guidance documents to assist manufacturers in developing approvable SCR engine designs.[594] [595] [596] Many of

[593] In this context, making the described changes in an application for certification applies equally for running changes within a model year and for changes that are introduced at the start of a new model year.

[594] ''Revised Guidance for Certification of Heavy-Duty Diesel Engines Using Selective Catalyst

Continued

the features implemented to assure that SCR systems are properly maintained by vehicle and equipment operators are not present with systems on marine vessels. Thus, we rely on the reporting provision of 40 CFR 1042.660(b) to enhance our assurance that maintenance will occur as prescribed.

ii. Tampering

Engine manufacturers and others have asked questions about generation of condensate from an EGR-equipped engine. This condensate is an acidic liquid waste that must be discharged in accordance with water quality standards (and IMO, U.S. Coast Guard, and local port rules). The Tier 4 EGR-equipped engines that EPA has certified are believed to generate a very small amount of EGR condensate. Larger quantities of condensate may be generated from an aftercooler, but that is non-acidic, non-oily water that generally does not need to be held onboard or treated. In the absence of compelling information to the contrary, we believe the burden of storing, treating, and discharging the EGR condensate is not great enough to motivate an operator to tamper with the engine.

Most EGR-equipped engines have internal valves and components that are not readily accessible to operators. In these cases, the controls to activate or deactivate EGR are engaged automatically by the engine's electronic control module and are not vulnerable to operator tampering. Where an engine design has external EGR, even though emission-related components may be somewhat accessible to operators, the controls are still engaged automatically by the engine's electronic control module and continued compliance is ensured if prescribed maintenance is performed on schedule and there is no tampering.

iii. Nature of the Risk

There are five manufacturers actively producing hundreds of certified Category 1 marine diesel engines each year using EGR to achieve Tier 3 emission standards. EPA is aware of no suggestion that these EGR controls are susceptible to tampering or malmaintenance.

There is one manufacturer who has certified two Category 3 marine diesel engine families using EGR to achieve the Tier 3 emission standards for these large engines. If there is any risk with these, it's that the ocean-going vessel may not visit an ECA often enough to exercise the EGR valve and prevent it from getting corroded or stuck. These engines are already subject to other onboard diagnostics and reporting requirements, so we expect no need to expand 40 CFR 1042.660(b) for these engines.

There is one manufacturer producing Category 2 marine diesel engines using EGR to achieve the Tier 4 emission standards. We again do not see the need to include them in the reporting scheme in 40 CFR 1042.660(b).

3. Miscellaneous Amendments for Marine Diesel Engines

We are adopting the following additional amendments for our marine diesel engine program, which we are finalizing as proposed unless specifically noted otherwise:

- *Sections 1042.110 and 1042.205:* Revising text to refer to ''warning lamp'' instead of ''malfunction indicator light'' to prevent confusion with conventional onboard diagnostic controls. This aligns with changes adopted for land-based nonroad diesel engines in 40 CFR part 1039. We are also clarifying that the manufacturer's description of the diagnostic system in the application for certification needs to identify which communication protocol the engine uses.
- *Section 1042.110:* Revising text to refer more broadly to detecting a proper supply of Diesel Exhaust Fluid to recognize, for example, that a closed valve may interrupt the supply (not just an empty tank).
- *Section 1042.115:* Revising provisions related to adjustable parameters, as described in Section XI.H.1.
- *Section 1042.115:* Adding provisions to address concerns related to vanadium sublimation, as described in Section XI.B.
- *Section 1042.615:* Clarifying that engines used to repower a steamship may be considered to qualify for the replacement engine exemption. This exemption applies relative to EPA standards in 40 CFR part 1042. We are also amending 40 CFR 1043.95 relative to the application of MARPOL Annex VI requirements for repowering Great Lakes steamships.
- *Section 1042.660(b):* Revising the instruction for reporting related to vessel operation without reductant for SCR-equipped engines to describe the essential items to be reported, which includes the cause, the remedy, and an estimate of the extent of operation without reductant. We are also revising the contact information for reporting, and to clarify that the reporting requirement applies equally for engines that meet standards under MARPOL Annex VI instead of or in addition to meeting EPA standards under part 1042. We are also aware that vessel owners may choose to voluntarily add SCR systems to engines certified without aftertreatment; we are clarifying that the reporting requirement of 40 CFR 1042.660(b) does not apply for these uncertified systems. These changes are intended to clarify the reporting instructions for manufacturers under this provision rather than creating a new reporting obligation. In response to a question raised after the proposal, we note that the regulatory text requires reporting under 40 CFR 1042.660(b) for *any* vessel operation without the appropriate reductant, regardless of what caused the noncompliance.
- *Section 1042.901:* Clarifying that the displacement value differentiating Category 1 and Category 2 engines subject to Tier 1 and Tier 2 standards was 5.0 liters per cylinder, rather than the value of 7.0 liters per cylinder that applies for engines subject to Tier 3 and Tier 4 standards.
- *Part 1042, appendix I:* Correcting the decimal places to properly identify the historical Tier 1 and Tier 2 p.m. standards for 19–37 kW engines.
- *Section 1043.20:* Revising the definition of ''public vessel'' to clarify how national security exemptions relate to applicability of requirements under MARPOL Annex VI. Specifically, vessels with an engine-based national security exemption are exempt from NO_X standards under MARPOL Annex VI, and vessels with a fuel-based national security exemption are exempt from the fuel standards under MARPOL Annex VI. Conversely, an engine-based national security exemption does not automatically exempt a vessel from the fuel standards under MARPOL Annex VI, and a fuel-based national security exemption does not automatically exempt a vessel from the NO_X standards under MARPOL Annex VI. These distinctions are most likely to come into play for merchant marine vessels that are intermittently deployed for national (noncommercial) service.
- *Section 1043.55:* Revising text to clarify that U.S. Coast Guard is the approving authority for technologies that are equivalent to meeting sulfur standards under Regulation 4 of MARPOL Annex VI.
- *Section 1043.95:* Expanding the Great Lakes steamship provisions to allow for engine repowers to qualify for an exemption from the Annex VI Tier III

Reduction (SCR) Technologies'', EPA guidance document CISD–09–04, December 30, 2009.

[595] ''Nonroad SCR Certification'', EPA Webinar Presentation, July 26, 2011.

[596] ''Certification of Nonroad Diesel Engines Equipped with SCR Emission Controls'', EPA guidance document CD–14–10, May 12, 2014.

NO_X standard. This amendment allows EPA to approve a ship owner's request to install engines meeting the IMO Tier II NO_X standard. Consistent with EPA's determination for EPA Tier 4 engines replacing engines certified to earlier tiers of standards under 40 CFR 1042.615(a)(1), we understand that engines certified to the Annex VI Tier III NO_X standard may not have the appropriate physical or performance characteristics to replace a steamship's powerplant. This new provision is therefore intended to create an incentive for shipowners to upgrade the vessel by replacing steam boilers with IMO Tier II engines, with very substantial expected reductions in NO_X, PM, and CO_2 emissions compared to emission rates from continued operation as steamships. We are also simplifying the fuel-use exemption for Great Lakes steamships to allow for continued use of high-sulfur fuel for already authorized steamships, while recognizing that the fuel-use exemption is no longer available for additional steamships.

J. Locomotives (40 CFR Part 1033)

EPA's emission standards and certification requirements for locomotives and locomotive engines are in 40 CFR part 1033. This final rule includes several amendments that affect locomotives, as discussed in Sections XI.A and XI.L.

In addition, we are amending 40 CFR 1033.815 to clarify how penalty provisions apply relative to maintenance and remanufacturing requirements. We have become aware that the discussion of violations and penalties in 40 CFR 1033.815(f) addresses failure to perform required maintenance but omits reference to the recordkeeping requirements described in that same regulatory section. We originally adopted the maintenance and recordkeeping requirements with a statement describing that failing to meet these requirements would be considered a violation of the tampering prohibition in 40 CFR 1068.101(b)(1). The requirement for owners to keep records for the specified maintenance are similarly tied to the tampering prohibition, but failing to keep required records cannot be characterized as a tampering violation per se. As a result, we are amending 40 CFR 1033.815(f) to clarify that a failure to keep records violates 40 CFR 1068.101(a)(2).

We are also amending 40 CFR 1033.815(f) to specifically name the tampering prohibition as the relevant provision related to maintenance requirements for locomotives, rather than making a more general reference to prohibitions in 40 CFR 1068.101.

We are amending 40 CFR 1033.525 to remove the smokemeter requirements and replace them with a reference to 40 CFR 1065.1125, which will serve as the central location for all instrument and setup requirements for measuring smoke. We are also adding data analysis requirements for locomotives to 40 CFR 1033.525 that were never migrated over from 40 CFR 92.131; manufacturers still use these procedures to analyze and submit smoke data for certifying locomotives. It is our understanding is that all current smoke testing includes computer-based analysis of measured results; we are therefore removing the references to manual or graphical analysis of smoke test data.

Finally, we are amending 40 CFR 1033.1 to clarify that 40 CFR part 1033 applies to engines that were certified under part 92 before 2008. We are also removing 40 CFR 1033.102 and revising 40 CFR 1033.101 and appendix A of part 1033 to more carefully describe how locomotives were subject to different standards in the transition to the standards currently specified in 40 CFR 1033.101.

We received no comments on these proposed amendments and are finalizing the proposed amendments without modification.

K. Stationary Compression-Ignition Engines (40 CFR Part 60, Subpart IIII)

EPA's emission standards and certification requirements for stationary compression-ignition engines are in 40 CFR part 60, subpart IIII. Section 60.4202 establishes emission standards for stationary emergency compression-ignition engines. We are correcting a reference in 40 CFR 60.4202 to the Tier 3 standards for marine engines contained in 40 CFR part 1042. EPA emission standards for certain engine power ratings go directly from Tier 2 to Tier 4. Such engines are never subject to Tier 3 standards, so the reference in 40 CFR 60.4202 is incorrect. Section 60.4202 currently describes the engines as those that otherwise ''would be subject to the Tier 4 standards''. We are amending the regulation to more broadly refer to the ''previous tier of standards'' instead of naming Tier 3. In most cases, this will continue to apply the Tier 3 standards for these engines, but the Tier 2 standards will apply if the regulation specifies no Tier 3 standard.

We received no comments on the proposed amendment and are finalizing the proposed amendment without modification.

L. Nonroad Compression-Ignition Engines (40 CFR Part 1039)

EPA's emission standards and certification requirements for nonroad compression-ignition engines are in 40 CFR part 1039. We are republishing the tables with Tier 1 and Tier 2 standards in appendix I of 40 CFR part 1039 to correctly characterize these historical standards. The tables codified in the CFR included errors that were introduced in the process of publishing those standards (86 FR 34308, June 29, 2021).[597]

XII. Statutory and Executive Order Reviews

Additional information about these statutes and Executive Orders can be found at *http://www.epa.gov/laws-regulations/laws-and-executive-orders*.

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is an economically significant regulatory action that was submitted to the Office of Management and Budget (OMB) for review. Any changes made in response to OMB recommendations have been documented in the docket. EPA prepared an analysis of the potential costs and benefits associated with this action. This analysis, the ''Regulatory Impact Analysis—Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards,'' is available in the docket. The analyses contained in this document are also summarized in Sections V, VI, VII, VIII, IX, and X of this preamble.

B. Paperwork Reduction Act (PRA)

The information collection activities in this rule have been submitted for approval to the Office of Management and Budget (OMB) under the PRA. The Information Collection Request (ICR) document that EPA prepared has been assigned EPA ICR Number 2621.02. You can find a copy of the ICR in the docket for this rule, and it is briefly summarized here. The information collection requirements are not enforceable until OMB approves them.

The rule builds on existing certification and compliance requirements required under title II of the Clean Air Act (42 U.S.C. 7521 *et seq.*). Existing requirements are covered under two ICRs: (1) EPA ICR Number 1684.20, OMB Control Number 2060–

[597] Stout, Alan. Memorandum to docket EPA–HQ–OAR–2019–0055. ''Correction to Tables in 40 CFR part 1039, Appendix I''. June 7, 2022.

0287, Emissions Certification and Compliance Requirements for Nonroad Compression-ignition Engines and On-highway Heavy Duty Engines; and (2) EPA ICR Number 1695.14, OMB Control Number 2060–0338, Certification and Compliance Requirements for Nonroad Spark-ignition Engines. Therefore, this ICR only covers the incremental burden associated with the updated regulatory requirements as described in this final rule.

- *Respondents/affected entities:* The entities potentially affected by this action are manufacturers of engines and vehicles in the heavy-duty on-highway industries, including alternative fuel converters, and secondary vehicle manufacturers. Manufacturers of light-duty vehicles, light-duty trucks, marine diesel engines, locomotives, and various other types of nonroad engines, vehicles, and equipment may be affected to a lesser degree.
- *Respondent's obligation to respond:* Regulated entities must respond to this collection if they wish to sell their products in the United States, as prescribed by CAA section 203(a). Participation in some programs is voluntary; but once a manufacturer has elected to participate, it must submit the required information.
- *Estimated number of respondents:* Approximately 279 (total).
- *Frequency of response:* Annually or on occasion, depending on the type of response.
- *Total estimated burden:* 16,951 hours per year. Burden is defined at 5 CFR 1320.03(b).
- *Total estimated cost:* $3,313,619 (per year), includes an estimated $1,685,848 annualized capital or maintenance and operational costs.

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 in title 40 of the Code of Federal Regulations are listed in 40 CFR part 9. When OMB approves this ICR, the Agency will announce that approval in the **Federal Register** and amend 40 CFR part 9 as needed to display the OMB control number for the approved information collection activities contained in this final rule.

C. Regulatory Flexibility Act (RFA)

I certify that this action will not have a significant economic impact on a substantial number of small entities under the RFA. The small entities subject to the requirements of this final action are heavy-duty alternative fuel engine converters and heavy-duty secondary vehicle manufacturers. While this final rule also includes regulatory amendments for sectors other than highway heavy-duty engines and vehicles, these amendments for other sectors correct, clarify, and streamline the regulatory provisions and they will impose no additional burden on small entities in these other sectors.

We identified 251 small entities in the heavy-duty sector that are expected to be subject to the final rule: Two heavy-duty alternative fuel engine converters and 249 heavy-duty secondary vehicle manufacturers. The Agency has determined that 203 of the 251 small entities subject to the rule are expected to experience an impact of less than 1 percent of annual revenue; 48 small entities are expected to experience an impact of 1 to less than 3 percent of annual revenue; and no small entity is expected to experience an impact of 3 percent or greater of annual revenue. Specifically, the two alternative fuel engine converters and 201 secondary vehicle manufacturers are expected to experience an impact of less than 1 percent of annual revenue, and 48 secondary vehicle manufacturers are expected to experience an impact of 1 to less than 3 percent of annual revenue. Details of this analysis are presented in Chapter 11 of the RIA.

D. Unfunded Mandates Reform Act (UMRA)

This action contains no unfunded Federal mandate for State, local, or Tribal governments as described in UMRA, 2 U.S.C. 1531–1538, and does not significantly or uniquely affect small governments. This action imposes no enforceable duty on any State, local or Tribal government. This action contains Federal mandates under UMRA that may result in annual expenditures of $100 million or more for the private sector. Accordingly, the costs and benefits associated with this action are discussed in Section IX of this preamble and in the RIA, which is in the docket for this rule.

This action is not subject to the requirements of UMRA section 203 because it contains no regulatory requirements that might significantly or uniquely affect small governments.

E. Executive Order 13132: Federalism

This action does not have Federalism implications. It will not have substantial direct effects on states, on the relationship between the national government and states, or on the distribution of power and responsibilities among the various levels of government.

F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This action does not have Tribal implications as specified in Executive Order 13175. This action does not have substantial direct effects on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. Thus, Executive Order 13175 does not apply to this action.

G. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks

This action is subject to Executive Order 13045 because it is an economically significant regulatory action as defined by Executive Order 12866, and EPA believes that the environmental health risks or safety risks addressed by this action may have a disproportionate effect on children. The 2021 Policy on Children's Health also applies to this action. Accordingly, we have evaluated the environmental health or safety effects of air pollutants affected by this program on children. The results of this evaluation are described in Section II regarding the Need for Additional Emissions Control and associated references in Section II. The protection offered by these standards may be especially important for children because childhood represents a life stage associated with increased susceptibility to air pollutant-related health effects.

Children make up a substantial fraction of the U.S. population, and often have unique factors that contribute to their increased risk of experiencing a health effect from exposures to ambient air pollutants because of their continuous growth and development. Children are more susceptible than adults to many air pollutants because they have (1) a developing respiratory system, (2) increased ventilation rates relative to body mass compared with adults, (3) an increased proportion of oral breathing, particularly in boys, relative to adults, and (4) behaviors that increase chances for exposure. Even before birth, the developing fetus may be exposed to air pollutants through the mother that affect development and permanently harm the individual when the mother is exposed.

Certain motor vehicle emissions present greater risks to children as well. Early lifestages (*e.g.,* children) are thought to be more susceptible to tumor development than adults when exposed to carcinogenic chemicals that act

through a mutagenic mode of action.[598] Exposure at a young age to these carcinogens could lead to a higher risk of developing cancer later in life. Section II.B.7 describes a systematic review and meta-analysis conducted by the U.S. Centers for Disease Control and Prevention that reported a positive association between proximity to traffic and the risk of leukemia in children.

The adverse effects of individual air pollutants may be more severe for children, particularly the youngest age groups, than adults. As described in Section II.B, the Integrated Science Assessments for a number of pollutants affected by this rule, including those for NO_2, PM, ozone and CO, describe children as a group with greater susceptibility. Section II.B.7 discusses a number of childhood health outcomes associated with proximity to roadways, including evidence for exacerbation of asthma symptoms and suggestive evidence for new onset asthma.

There is substantial evidence that people who live or attend school near major roadways are more likely to be people of color, Hispanic ethnicity, and/or low SES. Within these highly exposed groups, children's exposure and susceptibility to health effects is greater than adults due to school-related and seasonal activities, behavior, and physiological factors.

Section VI.B of this preamble presents the estimated emission reductions from this final rule, including substantial reductions in NO_X and other criteria and toxic pollutants. Section VII of this preamble presents the air quality impacts of this final rule. The air quality modeling predicts decreases in ambient concentrations of air pollutants in 2045 due to these standards, including significant improvements in ozone concentrations. Ambient $PM_{2.5}$, NO_2 and CO concentrations are also predicted to improve in 2045 because of this program. We also expect this rule's emission reductions to reduce air pollution in close proximity to major roadways.

Children are not expected to experience greater ambient concentrations of air pollutants than the general population. However, because of their greater susceptibility to air pollution and their increased time spent outdoors, it is likely that these standards will have particular benefits for children's health.

H. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use

This action is not a ''significant energy action'' because it is not likely to have a significant adverse effect on the supply, distribution, or use of energy. In fact, this final rule will have an incremental positive impact on energy supply and use. Section III.E and Section V describe our projected fuel savings due to new refueling emissions standards for certain Spark-ignition heavy-duty vehicles. These refueling emission standards require manufacturers to implement emission control systems to trap vented fuel instead of releasing it into the ambient air during a refueling event. Considering the estimated incremental fuel savings from the new refueling emission standards, we have concluded that this rule is not likely to have any adverse energy effects.

I. National Technology Transfer and Advancement Act (NTTAA) and 1 CFR Part 51

This action involves technical standards. Except for the standards discussed in this section, the standards included in the regulatory text as incorporated by reference were all previously approved for IBR and no change is included in this action.

In accordance with the requirements of 1 CFR 51.5, we are incorporating by reference the use of test methods and standards from ASTM International (ASTM). The referenced standards and test methods may be obtained through the ASTM website (*www.astm.org*) or by calling (610) 832–9585. We are incorporating by reference the following ASTM standards:

Standard or test method	Regulation	Summary
ASTM D975–22, Standard Specification for Diesel Fuel.''	40 CFR 1036.415(c) and 1036.810(a).	Fuel specification needed for manufacturer-run field-testing program. This is a newly referenced standard.
ASTM D3588–98 (Reapproved 2017)e1, Standard Practice for Calculating Heat Value, Compressibility Factor, and Relative Density of Gaseous Fuels.	40 CFR 1036.550(b) and 1036.810(a).	Test method describes how to measure mass-specific net energy content and related parameters of gaseous fuels.
ASTM D4809–18, Standard Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter (Precision Method).	40 CFR 1036.550(b) and 1036.810(a).	Test method describes how to determine the heat of combustion of liquid hydrocarbon fuels. This reference test method replaces an earlier version.
ASTM D4814–21c, Standard Specification for Automotive Spark-Ignition Engine Fuel.	40 CFR 1036.415(c) and 1036.810(a).	Fuel specification needed for manufacturer-run field-testing program. This is a newly referenced standard.
ASTM D7467–20a, Standard Specification for Diesel Fuel Oil, Biodiesel Blend (B6 to B20).	40 CFR 1036.415(c) and 1036.810(a).	Fuel specification needed for manufacturer-run field-testing program. This is a newly referenced standard.

In accordance with the requirements of 1 CFR 51.5, we are incorporating by reference the use of test methods and standards from SAE International. The referenced standards and test methods may be obtained through the SAE International website (*www.sae.org*) or by calling (800) 854–7179. We are incorporating by reference the following SAE International standards and test methods:

Standard or test method	Regulation	Summary
SAE J1634, July 2017, Battery Electric Vehicle Energy Consumption and Range Test Procedure.	40 CFR 600.011(c), 600.116–12(a), 600.210–12(d), and 600.311–12(j) and (k). 40 CFR 1066.501(a) and 1066.1010(b).	The procedure describes how to measure energy consumption and range from electric vehicles. This is an updated version of the document currently specified in the regulation.
SAE J1711, June 2010, Recommended Practice for Measuring the Exhaust Emissions and Fuel Economy of Hybrid-Electric Vehicles, Including Plug-In Hybrid Vehicles.	40 CFR 1066.501(a), 1066.1001, and 1066.1010(b).	The recommended practice describes how to measure fuel economy and emissions from light-duty vehicles, including hybrid-electric vehicles. This final rule cites the reference document in an additional place in the regulation.

[598] U.S. Environmental Protection Agency (2005). Supplemental guidance for assessing susceptibility from early-life exposure to carcinogens. Washington, DC: Risk Assessment Forum. EPA/630/R–03/003F. *https://www3.epa.gov/airtoxics/childrens_supplement_final.pdf*.

Standard or test method	Regulation	Summary
SAE J1979–2, April 22, 2021, E/E Diagnostic Test Modes: OBDonUDS.	40 CFR 1036.150(v) and 1036.810(c).	The standard includes information describing interface protocols for onboard diagnostic systems. This is a newly referenced standard.
SAE J2263, May 2020, Road Load Measurement Using Onboard Anemometry and Coastdown Techniques.	40 CFR 1037.528 introductory text, (a), (b), (d), and (f), 1037.665(a), and 1037.810(e). 40 CFR 1066.301(b), 1066.305, 1066.310(b), 1066.1010(b).	The procedure describes how to perform coastdown measurements with light-duty and heavy-duty vehicles. This is an updated version of the document currently specified in the regulation. We are keeping the reference to the older version of the same procedure to allow for continued testing with that procedure through model year 2025.
SAE J2711, May 2020, Recommended Practice for Measuring Fuel Economy and Emissions of Hybrid-Electric and Conventional Heavy-Duty Vehicles.	40 CFR 1066.501(a), 1066.1001, and 1066.1010(b).	The recommended practice describes how to measure fuel economy and emissions from heavy-duty vehicles, including hybrid-electric vehicles. This is an updated version of the document currently specified in the regulation.
SAE J2841, March 2009, Utility Factor Definitions for Plug-In Hybrid Electric Vehicles Using 2001 U.S. DOT National Household Travel Survey Data.	40 CFR 1037.550(a) and 1037.810(e).	The standard practice establishes terminology and procedures for calculating emission rates and fuel consumption for plug-in hybrid electric vehicles.

In accordance with the requirements of 1 CFR 51.5, we are incorporating by reference the use of test methods and standards from the California Air Resources Board (CARB), published by the State of California in the California Code of Regulations (CCR). The referenced standards and test methods may be obtained through the CARB website (*www.arb.ca.gov*) or by calling (916) 322–2884. We are incorporating by reference the following CARB documents:

Standard or test method	Regulation	Summary
2019 13 CCR 1968.2: Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1968.2. Malfunction and Diagnostic System Requirements—2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines.	40 CFR 1036.110(b), 1036.111(a), and 1036.810(d).	The CARB standards establish requirements for onboard diagnostic systems for heavy-duty vehicles. These are newly referenced standards.
2019 13 CCR 1968.5: Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1968.5. Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines.	40 CFR 1036.110(b) and 1036.810(d).	The CARB standards establish requirements for onboard diagnostic systems for heavy-duty vehicles. These are newly referenced standards.
2019 13 CCR 1971.1: Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1971.1. On-Board Diagnostic System Requirements—2010 and Subsequent Model-Year Heavy-Duty Engines.	40 CFR 1036.110(b), 1036.111(a), 1036.150(v), and 1036.810(d).	The CARB standards establish requirements for onboard diagnostic systems for heavy-duty vehicles. This is a newly referenced standard.
13 CA ADC 1971.5: 2019 CA REG TEXT 504962 (NS) California's 2019 heavy-duty OBD requirements, 13 CA ADC 1971.5. Enforcement of Malfunction and Diagnostic System Requirements for 2010 and Subsequent Model-Year Heavy-Duty Engines.	40 CFR 1036.110(b) and 1036.810(d).	The California standards establish requirements for onboard diagnostic systems for heavy-duty vehicles. These are newly referenced standards.

The following standards are already approved for the reg text in which they appear: ASTM D1267; ASTM D1838; ASTM D2163; ASTM D2158; ASTM D2598; ASTM D2713; ASTM D5291; ASTM D6667; GEM Phase 2; ISO/IEC 18004:2006(E); ISO 28580; NIST Special Publication 811; NIST Technical Note 1297; SAE J30; SAE J1263; SAE J1527; SAE J2263 DEC2008; SAE J2996.

J. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 (59 FR 7629, February 16, 1994) directs Federal agencies, to the greatest extent practicable and permitted by law, to make environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations (people of color and/or indigenous peoples) and low-income populations.

The EPA believes that the human health or environmental conditions that exist prior to this action result in or have the potential to result in disproportionate and adverse human health or environmental effects on people of color, low-income populations and/or indigenous peoples. EPA provides a summary of the evidence for potentially disproportionate and adverse effects among people of color and low-income populations in Section VII.H of this preamble.

EPA believes that this action is likely to reduce existing disproportionate and adverse effects on people of color, low-income populations and/or indigenous peoples. The information supporting this Executive Order review is contained in Section VII.H of this preamble and Chapter 4.3 and Chapter 6.4.9 of the RIA, and all supporting documents have been placed in the public docket for this action.

Section VII.H of this preamble summarizes evidence that communities with environmental justice concerns are disproportionately impacted by mobile source emissions and will therefore benefit from the anticipated emission reductions. Section VII.H.1 also presents the results of new work showing that, relative to the rest of the population, people living near truck routes are more likely to be people of color and have lower incomes than the general population. EPA's review of populations living near truck routes and the study of

NO_2 reductions during the COVID lockdown together provide evidence that motor vehicle emission reductions may reduce disparities in exposure to traffic-related air pollution.

With respect to emission reductions and associated improvements in air quality, EPA has determined that this rule will benefit all U.S. populations, including people of color, low-income populations, and indigenous peoples. Section VI of this preamble presents the estimated emission reductions, including substantial reductions in NO_X and other criteria and toxic pollutants. Section VII of this preamble presents the projected air quality impacts. Air quality modeling predicts that this final rule will decrease ambient concentrations of air pollutants in 2045, including significant improvements in ozone concentrations. Ambient $PM_{2.5}$, NO_2 and CO concentrations are also predicted to decrease in 2045 as a result of this final rule. We also expect this rule's emission reductions to reduce air pollution in close proximity to major roadways.

In terms of benefits to human health, reduced ambient concentrations of ozone and $PM_{2.5}$ will reduce many adverse environmental and human health impacts in 2045, including reductions in premature deaths and many nonfatal illnesses. These health benefits, described in Section VIII of this preamble, apply for all U.S. populations, including people of color, low-income populations, and indigenous peoples.

EPA conducted a demographic analysis of air quality modeling data in 2045 to examine trends in human exposure to future air quality in scenarios both with and without this final rule. That analysis, summarized in Section VII.H.2 of this preamble and presented in more detail in RIA Chapter 6.3.9, supports the conclusion that in the 2045 baseline, nearly double the number of people of color live within areas with the worst ozone and $PM_{2.5}$ air quality compared to non-Hispanic whites. We also found that the largest predicted improvements in both ozone and $PM_{2.5}$ are estimated to occur in areas with the worst baseline air quality. This final rule will improve air quality for people of color; however, disparities in $PM_{2.5}$ and ozone exposure are projected to remain.

EPA additionally identified environmental justice concerns and took the following actions to enable meaningful involvement in this rulemaking, including: (1) Contacting individuals in environmental justice groups to provide information on pre-registration for the public hearings for the proposed rule (March 17, 2022); (2) contacting individuals in environmental justice groups again when the proposed rule was published in the **Federal Register** (March 28, 2022); (3) providing information on our website in both Spanish and English, as well as providing Spanish translation during the public hearings for the rule; (4) providing additional time to participate in the public hearings for the proposed rule, including extending the hearings by one day and providing for evening hours; (5) providing an ''Overview of EPA's Heavy Duty Vehicle Proposal for EJ Stakeholders'' on April 18, 2022; (6) posting materials on our website for the proposed rule, including a copy of materials used for the overview on April 18, 2022 and a fact sheet specific to transportation and environmental justice with information relevant to the proposed rule and related EPA actions.

K. Congressional Review Act

This action is subject to the Congressional Review Act, and EPA will submit a rule report to each House of the Congress and to the Comptroller General of the United States. This action is a ''major rule'' as defined by 5 U.S.C. 804(2).

L. Judicial Review

Under CAA section 307(b)(1), judicial review of this final rule is available only by filing a petition for review in the U.S. Court of Appeals for the District of Columbia Circuit by March 27, 2023. Under CAA section 307(d)(7)(B), only an objection to this final rule that was raised with reasonable specificity during the period for public comment can be raised during judicial review. CAA section 307(d)(7)(B) also provides a mechanism for EPA to convene a proceeding for reconsideration, ''[i]f the person raising an objection can demonstrate to EPA that it was impracticable to raise such objection within [the period for public comment] or if the grounds for such objection arose after the period for public comment (but within the time specified for judicial review) and if such objection is of central relevance to the outcome of the rule.'' Any person seeking to make such a demonstration should submit a Petition for Reconsideration to the Office of the Administrator, Environmental Protection Agency, Room 3000, William Jefferson Clinton Building, 1200 Pennsylvania Ave. NW, Washington, DC 20460, with an electronic copy to the person listed in **FOR FURTHER INFORMATION CONTACT**, and the Associate General Counsel for the Air and Radiation Law Office, Office of General Counsel (Mail Code 2344A), Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20004. Note that under CAA section 307(b)(2), the requirements established by this final rule may not be challenged separately in any civil or criminal proceedings brought by EPA to enforce these requirements.

XIII. Statutory Provisions and Legal Authority

Statutory authority for this rulemaking is in the Clean Air Act (42 U.S.C. 7401–7671q), including CAA sections 202, 203, 206, 207, 208, 213, 216, and 301 (42 U.S.C. 7521, 7522, 7525, 7541, 7542, 7547, 7550, and 7601); the Energy Policy and Conservation Act (49 U.S.C. 32901–32919q); and the Act to Prevent Pollution from Ships (33 U.S.C. 1901–1912).

List of Subjects

40 CFR Part 2

Administrative practice and procedure, Confidential business information, Courts, Environmental protection, Freedom of information, Government employees.

40 CFR Part 59

Air pollution control, Confidential business information, Labeling, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

40 CFR Part 60

Administrative practice and procedure, Air pollution control, Aluminum, Beverages, Carbon monoxide, Chemicals, Coal, Electric power plants, Fluoride, Gasoline, Glass and glass products, Grains, Greenhouse gases, Household appliances, Industrial facilities, Insulation, Intergovernmental relations, Iron, Labeling, Lead, Lime, Metals, Motor vehicles, Natural gas, Nitrogen dioxide, Petroleum, Phosphate, Plastics materials and synthetics, Polymers, Reporting and recordkeeping requirements, Rubber and rubber products, Sewage disposal, Steel, Sulfur oxides, Vinyl, Volatile organic compounds, Waste treatment and disposal, Zinc.

40 CFR Part 80

Environmental protection, Administrative practice and procedure, Air pollution control, Diesel fuel, Fuel additives, Gasoline, Imports, Oil imports, Petroleum, Renewable fuel.

40 CFR Part 85

Confidential business information, Greenhouse gases, Imports, Labeling, Motor vehicle pollution, Reporting and

recordkeeping requirements, Research, Warranties.

40 CFR Part 86

Environmental protection, Administrative practice and procedure, Confidential business information, Incorporation by reference, Labeling, Motor vehicle pollution, Reporting and recordkeeping requirements.

40 CFR Part 600

Environmental protection, Administrative practice and procedure, Electric power, Fuel economy, Incorporation by reference, Labeling, Reporting and recordkeeping requirements.

40 CFR Part 1027

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Reporting and recordkeeping requirements.

40 CFR Part 1030

Environmental protection, Air pollution control, Aircraft, Greenhouse gases.

40 CFR Part 1031

Environmental protection, Aircraft, confidential business information.

40 CFR Part 1033

Environmental protection, Administrative practice and procedure, Confidential business information, Environmental protection, Labeling, Penalties, Railroads, Reporting and recordkeeping requirements.

40 CFR Part 1036

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Greenhouse gases, Incorporation by reference, Labeling, Motor vehicle pollution, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1037

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Incorporation by reference, Labeling, Motor vehicle pollution, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1039

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Labeling, Penalties, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1042

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Environmental protection, Imports, Labeling, Penalties, Reporting and recordkeeping requirements, Vessels, Warranties.

40 CFR Part 1043

Environmental protection, Administrative practice and procedure, Air pollution control, Imports, Reporting and recordkeeping requirements, Vessels.

40 CFR Part 1045

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Labeling, Penalties, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1048

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Labeling, Penalties, Reporting and recordkeeping requirements, Research, Warranties.

40 CFR Parts 1051 and 1054

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Labeling, Penalties, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1060

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Incorporation by reference, Labeling, Penalties, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1065

Environmental protection, Administrative practice and procedure, Air pollution control, Incorporation by reference, Reporting and recordkeeping requirements, Research.

40 CFR Part 1066

Environmental protection, Air pollution control, Incorporation by reference, Reporting and recordkeeping requirements.

40 CFR Part 1068

Environmental protection, Administrative practice and procedure, Air pollution control, Confidential business information, Imports, Motor vehicle pollution, Penalties, Reporting and recordkeeping requirements, Warranties.

40 CFR Part 1090

Environmental protection, Administrative practice and procedure, Air pollution control, Diesel fuel, Fuel additives, Gasoline, Imports, Oil imports, Petroleum, Renewable fuel.

Michael S. Regan,

Administrator.

For the reasons set out in the preamble, we are amending title 40, chapter I of the Code of Federal Regulations as set forth below.

PART 2—PUBLIC INFORMATION

■ 1. The authority citation for part 2 continues to read as follows:

Authority: 5 U.S.C. 552, 552a, 553; 28 U.S.C. 509, 510, 534; 31 U.S.C. 3717.

■ 2. Amend § 2.301 by adding and reserving paragraph (i) and adding paragraph (j) to read as follows:

§ 2.301 Special rules governing certain information obtained under the Clean Air Act.

* * * * *

(j) *Requests for or release of information subject to a confidentiality determination through rulemaking as specified in 40 CFR part 1068.* This paragraph (j) describes provisions that apply for a wide range of engines, vehicles, and equipment that are subject to emission standards and other requirements under the Clean Air Act. This includes motor vehicles and motor vehicle engines, nonroad engines and nonroad equipment, aircraft and aircraft engines, and stationary engines. It also includes portable fuel containers regulated under 40 CFR part 59, subpart F, and fuel tanks, fuel lines, and related fuel-system components regulated under 40 CFR part 1060. Regulatory provisions related to confidentiality determinations for these products are codified broadly in 40 CFR part 1068, with additional detailed provisions for specific sectors in the regulatory parts referenced in 40 CFR 1068.1. References in this paragraph (j) to 40 CFR part 1068 also include these related regulatory parts.

(1) Unless noted otherwise, 40 CFR 2.201 through 2.215 do not apply for information covered by the confidentiality determinations in 40 CFR part 1068 if EPA has determined through rulemaking that information to be any of the following pursuant to 42 U.S.C. 7414 or 7542(c) in a rulemaking subject to 42 U.S.C. 7607(d):

(i) Emission data as defined in paragraph (a)(2)(i) of this section.

(ii) Data not entitled to confidential treatment.

(2) Unless noted otherwise, §§ 2.201 through 2.208 do not apply for information covered by the confidentiality determinations in 40 CFR part 1068 if EPA has determined through rulemaking that information to be entitled to confidential treatment pursuant to 42 U.S.C. 7414 or 7542(c) in a rulemaking subject to 42 U.S.C. 7607(d). EPA will treat such information as confidential in accordance with the provisions of §§ 2.209 through 2.215, subject to paragraph (j)(4) of this section.

(3) EPA will deny a request for information under 5 U.S.C. 552(b)(4) if EPA has determined through rulemaking that the information is entitled to confidential treatment under 40 CFR part 1068. The denial notification will include a regulatory cite to the appropriate determination.

(4) A determination made pursuant to 42 U.S.C. 7414 or 7542 in a rulemaking subject to 42 U.S.C. 7607(d) that information specified in 40 CFR part 1068 is entitled to confidential treatment shall continue in effect unless EPA takes one of the following actions to modify the determination:

(i) EPA determines, pursuant to 5 U.S.C. 552(b)(4) and the Clean Air Act (42 U.S.C. 7414; 7542(c)) in a rulemaking subject to 42 U.S.C. 7607(d), that the information is entitled to confidential treatment, or that the information is emission data or data that is otherwise not entitled to confidential treatment by statute or regulation.

(ii) EPA determines, pursuant to 5 U.S.C. 552(b)(4) and the Clean Air Act (42 U.S.C. 7414; 7542(c)) that the information is emission data or data that is otherwise clearly not entitled to confidential treatment by statute or regulation under 40 CFR 2.204(d)(2).

(iii) The Office of General Counsel revisits an earlier determination, pursuant to 5 U.S.C. 552(b)(4) and the Clean Air Act (42 U.S.C. 7414; 7542(c)), that the information is entitled to confidential treatment because of a change in the applicable law or newly discovered or changed facts. Prior to a revised final determination, EPA shall afford the business an opportunity to submit a substantiation on the pertinent issues to be considered, including any described in §§ 2.204(e)(4) or 2.205(b), within 15 days of the receipt of the notice to substantiate. If, after consideration of any timely comments made by the business in its substantiation, the Office of General Counsel makes a revised final determination that the information is not entitled to confidential treatment under 42 U.S.C. 7414 or 7542, EPA will notify the business in accordance with § 2.205(f)(2).

(5) The provisions of 40 CFR 2.201 through 2.208 continue to apply for the categories of information identified in 40 CFR 1068.11(c) for which there is no confidentiality determination in 40 CFR part 1068.

PART 59—NATIONAL VOLATILE ORGANIC COMPOUND EMISSION STANDARDS FOR CONSUMER AND COMMERCIAL PRODUCTS

■ 3. The authority citation for part 59 continues to read as follows:

Authority: 42 U.S.C. 7414 and 7511b(e).

■ 4. Revise § 59.695 to read as follows:

§ 59.695 What provisions apply to confidential information?

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 60—STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES

■ 5. The authority citation for part 60 continues to read as follows:

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

■ 6. Amend § 60.4202 by revising paragraph (g) introductory text to read as follows:

§ 60.4202 What emission standards must I meet for emergency engines if I am a stationary CI internal combustion engine manufacturer?

* * * * *

(g) Notwithstanding the requirements in paragraphs (a) through (d) of this section, stationary emergency CI ICE identified in paragraphs (a) and (c) of this section may be certified to the provisions of 40 CFR part 1042 for commercial engines that are applicable for the engine's model year, displacement, power density, and maximum engine power if the engines will be used solely in either or both of the locations identified in paragraphs (g)(1) and (2) of this section. Engines that would be subject to the Tier 4 standards in 40 CFR part 1042 that are used solely in either or both of the locations identified in paragraphs (g)(1) and (2) of this section may instead continue to be certified to the previous tier of standards in 40 CFR part 1042. The previous tier is Tier 3 in most cases; however, the previous tier is Tier 2 if there are no Tier 3 standards specified for engines of a certain size or power rating.

* * * * *

■ 7. Revise § 60.4218 to read as follows:

§ 60.4218 What General Provisions and confidential information provisions apply to me?

(a) Table 8 to this subpart shows which parts of the General Provisions in §§ 60.1 through 60.19 apply to you.

(b) The provisions of 40 CFR 1068.10 and 1068.11 apply for engine manufacturers. For others, the general confidential business information (CBI) provisions apply as described in 40 CFR part 2.

■ 8. Revise § 60.4246 to read as follows:

§ 60.4246 What General Provisions and confidential information provisions apply to me?

(a) Table 3 to this subpart shows which parts of the General Provisions in §§ 60.1 through 60.19 apply to you.

(b) The provisions of 40 CFR 1068.10 and 1068.11 apply for engine manufacturers. For others, the general confidential business information (CBI) provisions apply as described in 40 CFR part 2.

PART 80—REGULATION OF FUELS AND FUEL ADDITIVES

■ 9. The authority citation for part 80 continues to read as follows:

Authority: 42 U.S.C. 7414, 7521, 7542, 7545, and 7601(a).

Subpart B [Removed and reserved]

■ 10. Remove and reserve subpart B.

PART 85—CONTROL OF AIR POLLUTION FROM MOBILE SOURCES

■ 11. The authority citation for part 85 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 12. Amend § 85.1501 by revising paragraph (a) to read as follows:

§ 85.1501 Applicability.

(a) Except where otherwise indicated, this subpart is applicable to motor vehicles offered for importation or imported into the United States for which the Administrator has promulgated regulations under 40 CFR part 86, subpart D or S, prescribing emission standards, but which are not covered by certificates of conformity issued under section 206(a) of the Clean Air Act (*i.e.,* which are nonconforming vehicles as defined in § 85.1502), as amended, and part 86 at the time of conditional importation. Compliance with regulations under this subpart shall not relieve any person or entity from compliance with other applicable provisions of the Clean Air Act. This subpart no longer applies for heavy-duty engines certified under 40 CFR part 86,

subpart A, or 40 CFR part 1036; references in this subpart to ''engines'' therefore apply only for replacement engines intended for installation in motor vehicles that are subject to this subpart.

* * * * *

§ 85.1513 [Amended]

■ 13. Amend § 85.1513 by removing and reserving paragraph (e)(5).

■ 14. Revise § 85.1514 to read as follows:

§ 85.1514 Treatment of confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

■ 15. Amend § 85.1515 by revising paragraph (a)(2)(ii)(A) to read as follows:

§ 85.1515 Emission standards and test procedures applicable to imported nonconforming motor vehicles and motor vehicle engines.

(a) * * *

(2) * * *

(ii) * * *

(A) *Exhaust and fuel economy tests.* You must measure emissions over the FTP driving cycle and the highway fuel economy driving cycle as specified in 40 CFR 1066.801 to meet the fuel economy requirements in 40 CFR part 600 and demonstrate compliance with the exhaust emission standards in 40 CFR part 86 (other than PM). Measure exhaust emissions and fuel economy with the same test procedures used by the original manufacturer to test the vehicle for certification. However, you must use an electric dynamometer meeting the requirements of 40 CFR part 1066, subpart B, unless we approve a different dynamometer based on excessive compliance costs. If you certify based on testing with a different dynamometer, you must state in the application for certification that all vehicles in the emission family will comply with emission standards if tested on an electric dynamometer.

* * * * *

■ 16. Amend § 85.1701 by revising paragraphs (a)(1), (b), and (c) to read as follows:

§ 85.1701 General applicability.

(a) * * *

(1) Beginning January 1, 2014, the exemption provisions of 40 CFR part 1068, subpart C, apply instead of the provisions of this subpart for heavy-duty motor vehicle engines and heavy-duty motor vehicles regulated under 40 CFR part 86, subpart A, 40 CFR part 1036, or 40 CFR part 1037, except that the nonroad competition exemption of 40 CFR 1068.235 and the nonroad hardship exemption provisions of 40 CFR 1068.245, 1068.250, and 1068.255 do not apply for motor vehicle engines. Note that the provisions for emergency vehicle field modifications in § 85.1716 continue to apply for heavy-duty engines.

* * * * *

(b) The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

(c) References to engine families and emission control systems in this subpart or in 40 CFR part 1068 apply to durability groups and test groups as applicable for manufacturers certifying vehicles under the provisions of 40 CFR part 86, subpart S.

* * * * *

§ 85.1712 [Removed and Reserved]

■ 17. Remove and reserve § 85.1712.

■ 18. Revise § 85.1808 to read as follows:

§ 85.1808 Treatment of confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

■ 19. Amend § 85.1901 by revising paragraph (a) to read as follows:

§ 85.1901 Applicability.

(a) The requirements of this subpart shall be applicable to all 1972 and later model year motor vehicles and motor vehicle engines, except that the provisions of 40 CFR 1068.501 apply instead for heavy-duty motor vehicle engines and heavy-duty motor vehicles certified under 40 CFR part 86, subpart A, or 40 CFR part 1036 or 1037 starting January 1, 2018.

* * * * *

■ 20. Revise § 85.1909 to read as follows:

§ 85.1909 Treatment of confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

■ 21. Revise the heading of subpart V to read as follows:

Subpart V—Warranty Regulations and Voluntary Aftermarket Part Certification Program

■ 22. Amend § 85.2102 by revising paragraphs (a)(1), (2), (4) through (6), (10), and (13) to read as follows:

§ 85.2102 Definitions.

(a) * * *

(1) *Act* means Part A of Title II of the Clean Air Act, 42 U.S.C. 7421 *et seq.*

(2) *Office Director* means the Director for the Office of Transportation and Air Quality in the Office of Air and Radiation of the Environmental Protection Agency or other authorized representative of the Office Director.

* * * * *

(4) *Emission performance warranty* means that warranty given pursuant to this subpart and 42 U.S.C. 7541(b).

(5) *Emission warranty* means a warranty given pursuant to this subpart and 42 U.S.C. 7541(a) or (b).

(6) *Model year* means the manufacturer's annual production period as described in subpart X of this part.

* * * * *

(10) *Useful life* means that period established pursuant to 42 U.S.C. 7521(d) and regulations promulgated thereunder.

* * * * *

(13) *Written instructions for proper maintenance and use* means those maintenance and operation instructions specified in the owner's manual as being necessary to assure compliance of a vehicle with applicable emission standards for the useful life of the vehicle that are:

(i) In accordance with the instructions specified for performance on the manufacturer's prototype vehicle used in certification (including those specified for vehicles used under special circumstances); and

(ii) In compliance with the requirements of 40 CFR 86.1808; and

(iii) In compliance with any other EPA regulations governing maintenance and use instructions.

* * * * *

■ 23. Amend § 85.2103 by revising paragraph (a)(3) to read as follows:

§ 85.2103 Emission performance warranty.

(a) * * *

(3) Such nonconformity results or will result in the vehicle owner having to bear any penalty or other sanction (including the denial of the right to use the vehicle) under local, State or Federal law, then the manufacturer shall remedy the nonconformity at no cost to the owner; except that, if the vehicle has been in operation for more than 24 months or 24,000 miles, the manufacturer shall be required to remedy only those nonconformities resulting from the failure of any of the specified major emission control components listed in 42 U.S.C. 7541(i)(2) or components which have been designated by the Administrator under 42 U.S.C. 7541(i)(2) to be specified major emission control

components until the vehicle has been in operation for 8 years or 80,000 miles.
* * * * *

■ 24. Amend § 85.2104 by revising paragraphs (a) and (h) introductory text to read as follows:

§ 85.2104 Owners' compliance with instructions for proper maintenance and use.

(a) An emission warranty claim may be denied on the basis of noncompliance by a vehicle owner with the written instructions for proper maintenance and use.
* * * * *

(h) In no case may a manufacturer deny an emission warranty claim on the basis of—
* * * * *

■ 25. Amend § 85.2106 by revising paragraphs (b) introductory text, (c), (d) introductory text, (d)(2), and (g) to read as follows:

§ 85.2106 Warranty claim procedures.
* * * * *

(b) A claim under any emission warranty required by 42 U.S.C. 7541(a) or (b) may be submitted by bringing a vehicle to:
* * * * *

(c) To the extent required by any Federal or State law, whether statutory or common law, a vehicle manufacturer shall be required to provide a means for non-franchised repair facilities to perform emission warranty repairs.

(d) The manufacturer of each vehicle to which the warranty is applicable shall establish procedures as to the manner in which a claim under the emission warranty is to be processed. The procedures shall—
* * * * *

(2) Require that if the facility at which the vehicle is initially presented for repair is unable for any reason to honor the particular claim, then, unless this requirement is waived in writing by the vehicle owner, the repair facility shall forward the claim to an individual or office authorized to make emission warranty determinations for the manufacturer.
* * * * *

(g) The vehicle manufacturer shall incur all costs associated with a determination that an emission warranty claim is valid.

■ 26. Amend § 85.2107 by revising paragraphs (a) and (b) to read as follows:

§ 85.2107 Warranty remedy.

(a) The manufacturer's obligation under the emission warranties provided under 42 U.S.C. 7541(a) and (b) shall be to make all adjustments, repairs or replacements necessary to assure that the vehicle complies with applicable emission standards of the U.S. Environmental Protection Agency, that it will continue to comply for the remainder of its useful life (if proper maintenance and operation are continued), and that it will operate in a safe manner. The manufacturer shall bear all costs incurred as a result of the above obligation, *except that* after the first 24 months or 24,000 miles (whichever first occurs) the manufacturer shall be responsible only for:

(1) The adjustment, repair or replacement of any of the specified major emission control components listed in 42 U.S.C. 7541(i)(2) or components which have been designated by the administrator to be specified major emission control components until the vehicle has been in operation for 8 years or 80,000 miles; and

(2) All other components which must be adjusted, repaired or replaced to enable a component adjusted, repaired, or replaced under paragraph (a)(1) of this section to perform properly.

(b) Manufacturers shall be liable for the total cost of the remedy for any vehicle validly presented for repair under an emission warranty to any authorized service facility authorized by the vehicle manufacturer. State or local limitations as to the extent of the penalty or sanction imposed upon an owner of a failed vehicle shall have no bearing on this liability.
* * * * *

■ 27. Amend § 85.2109 by revising paragraphs (a) introductory text and (a)(6) to read as follows:

§ 85.2109 Inclusion of warranty provisions in owners' manuals and warranty booklets.

(a) A manufacturer shall furnish with each new motor vehicle, a full explanation of the emission warranties required by 42 U.S.C. 7541(a) and (b), including at a minimum the following information:
* * * * *

(6) An explanation that an owner may obtain further information concerning the emission warranties or that an owner may report violations of the terms of the emission warranties provided under 42 U.S.C. 7541(a) and (b) by contacting the Director, Compliance Division, Environmental Protection Agency, 2000 Traverwood Dr, Ann Arbor, MI 48105 (Attention: Warranty) or email to: *complianceinfo@epa.gov*.
* * * * *

■ 28. Amend § 85.2111 by revising the introductory text and paragraphs (b) introductory text, (c), and (d) to read as follows:

§ 85.2111 Warranty enforcement.

The following acts are prohibited and may subject a manufacturer to a civil penalty as described in paragraph (d) of this section:
* * * * *

(b) Failing or refusing to comply with the terms and conditions of the emission warranties provided under 42 U.S.C. 7541(a) and (b) with respect to any vehicle to which this subpart applies. Acts constituting such a failure or refusal shall include, but are not limited to, the following:
* * * * *

(c) To provide directly or indirectly in any communication to the ultimate purchaser or any subsequent purchaser that emission warranty coverage is conditioned upon the use of any name brand component, or system or upon service (other than a component or service provided without charge under the terms of the purchase agreement), unless the communication is made pursuant to a written waiver by the Office Director.

(d) The maximum penalty value is $37,500 for each offense that occurs after November 2, 2015. Maximum penalty limits may be adjusted based on the Consumer Price Index as described at 40 CFR part 19.
* * * * *

■ 29. Revise § 85.2123 to read as follows:

§ 85.2123 Treatment of confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

■ 30. Revise the heading for subpart W to read as follows:

Subpart W—Emission Control System Performance Warranty Tests

PART 86—CONTROL OF EMISSIONS FROM NEW AND IN-USE HIGHWAY VEHICLES AND ENGINES

■ 31. The authority citation for part 86 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 32. Amend § 86.007–11 by revising paragraphs (f) and (g) introductory text to read as follows:

§ 86.007–11 Emission standards and supplemental requirements for 2007 and later model year diesel heavy-duty engines and vehicles.
* * * * *

(f) Model year 2007 and later diesel-fueled heavy-duty engines and vehicles for sale in Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands may be subject to alternative standards under 40 CFR 1036.655.

(g) Model years 2018 through 2026 engines at or above 56 kW that will be installed in specialty vehicles as allowed by 40 CFR 1037.605 may meet alternate emission standards as follows:

* * * * *

■ 33. Amend § 86.008–10 by revising paragraph (g) introductory text to read as follows:

§ 86.008–10 Emission standards for 2008 and later model year Otto-cycle heavy-duty engines and vehicles.

* * * * *

(g) Model years 2018 through 2026 engines that will be installed in specialty vehicles as allowed by 40 CFR 1037.605 may meet alternate emission standards as follows:

* * * * *

■ 34. Amend § 86.010–18 by:
■ a. Revising paragraph (a) introductory text.
■ b. Removing and reserving paragraph (o)

The revision reads as follows:

§ 86.010–18 On-board Diagnostics for engines used in applications greater than 14,000 pounds GVWR.

(a) *General.* Heavy-duty engines intended for use in a heavy-duty vehicle weighing more than 14,000 pounds GVWR must be equipped with an on-board diagnostic (OBD) system capable of monitoring all emission-related engine systems or components during the life of the engine. The OBD requirements of 40 CFR 1036.110 apply starting in model year 2027. In earlier model years, manufacturers may meet the requirements of this section or the requirements of 40 CFR 1036.110. Note that 40 CFR 1036.150(v) allows for an alternative communication protocol before model year 2027. The OBD system is required to detect all malfunctions specified in paragraphs (g), (h), and (i) of this section even though the OBD system is not required to use a unique monitor to detect each of those malfunctions.

* * * * *

■ 35. Amend § 86.016–1 by:
■ a. Revising paragraphs (a) introductory text, (d) introductory text, and (d)(4).
■ b. Adding and reserving paragraph (i) adding paragraph (j).

The revisions and additions read as follows:

§ 86.016–1 General applicability.

(a) *Applicability.* The provisions of this subpart apply for certain types of new heavy-duty engines and vehicles as described in this section. As described in paragraph (j) of this section, most of this subpart no longer applies starting with model year 2027. Note that this subpart does not apply for light-duty vehicles, light-duty trucks, medium-duty passenger vehicles, or vehicles at or below 14,000 pounds GVWR that have no propulsion engine, such as electric vehicles; see subpart S of this part for requirements that apply for those vehicles. In some cases, manufacturers of heavy-duty engines and vehicles can choose to meet the requirements of this subpart or the requirements of subpart S of this part; those provisions are therefore considered optional, but only to the extent that manufacturers comply with the other set of requirements. In cases where a provision applies only for a certain vehicle group based on its model year, vehicle class, motor fuel, engine type, or other distinguishing characteristics, the limited applicability is cited in the appropriate section. The provisions of this subpart apply for certain heavy-duty engines and vehicles as follows:

* * * * *

(d) *Non-petroleum fueled vehicles.* Standards and requirements apply to model year 2016 and later non-petroleum fueled motor vehicles as follows:

* * * * *

(4) The standards and requirements of 40 CFR part 1037 apply for vehicles above 14,000 pounds GVWR that have no propulsion engine, such as electric vehicles. Electric heavy-duty vehicles may not generate PM emission credits. Electric heavy-duty vehicles may not generate NO_X emission credits except as allowed under 40 CFR part 1037.

* * * * *

(j) *Transition to 40 CFR parts 1036 and 1037.* Except for § 86.010–38(j), this subpart no longer applies starting with model year 2027. Individual provisions in 40 CFR parts 1036 and 1037 apply instead of the provisions of this subpart before model year 2027 as specified in this subpart and 40 CFR parts 1036 and 1037.

■ 36. Amend § 86.090–5 by adding paragraph (b)(4) to read as follows.

§ 86.090–5 General standards; increase in emissions; unsafe conditions.

* * * * *

(b) * * *

(4) Manufacturers of engines equipped with vanadium-based SCR catalysts must design the engine and its emission controls to prevent vanadium sublimation and protect the catalyst from high temperatures as described in 40 CFR 1036.115(g)(2).

■ 37. Amend § 86.117–96 by revising paragraphs (d)(1) to read as follows.

§ 86.117–96 Evaporative emission enclosure calibrations.

* * * * *

(d) * * *

(1) The calculation of net methanol and hydrocarbon mass change is used to determine enclosure background and leak rate. It is also used to check the enclosure volume measurements. The methanol mass change is calculated from the initial and final methanol samples, the net withdrawn methanol (in the case of diurnal emission testing with fixed-volume enclosures), and initial and final temperature according to the following equation:

$$M_{\mathrm{CH3OH}} = V_{\mathrm{n}} \times \left(\left[\frac{TE_{\mathrm{f}} \times \left((C_{\mathrm{MS1f}} \times AV_{1\mathrm{f}}) + (C_{\mathrm{MS2f}} \times AV_{2\mathrm{f}}) \right)}{\mathrm{V_{Ef}} \times \mathrm{T_{SHEDf}}} \right] - \left[\frac{TE_{\mathrm{i}} \times \left((C_{\mathrm{MS1i}} \times AV_{1\mathrm{i}}) + (C_{\mathrm{MS2i}} \times AV_{2i}) \right)}{V_{\mathrm{Ei}} \times T_{\mathrm{SHEDi}}} \right] \right) + \left(M_{\mathrm{CH3OH,out}} - M_{\mathrm{CH3OH,in}} \right)$$

Where:

M_{CH3OH} = Methanol mass change, µg.
V_{n} = Enclosure volume, in ft^3, as measured in paragraph (b)(1) of this section.
TE = Temperature of sample withdrawn, R.
f = Final sample.
C_{MS} = GC concentration of test sample.
1 = First impinger.
AV = Volume of absorbing reagent in impinger (ml).
2 = Second impinger.

V_E = Volume of sample withdrawn, ft³. Sample volumes must be corrected for differences in temperature to be consistent with determination of V_n, prior to being used in the equation.
T_{SHED} = Temperature of SHED, R.
i = Initial sample.
$M_{CH3OH,out}$ = mass of methanol exiting the enclosure, in the case of fixed volume enclosures for diurnal emission testing, µg.
$M_{CH3OH,in}$ = mass of methanol exiting the enclosure, in the case of fixed volume enclosures for diurnal emission testing, µg.
* * * * *

■ 38. Amend § 86.137–94 by revising paragraph (b)(24) to read as follows.

§ 86.137–94 Dynamometer test run, gaseous and particulate emissions.

* * * * *

(b) * * *

(24) This completes the test sequence for vehicles that do not need testing for evaporative emissions. Continue testing for evaporative emissions as follows:

(i) For the three-day diurnal test sequence, proceed according to § 86.134.

(ii) For the two-day diurnal test sequence, proceed according to § 86.138–96(k). The following additional provisions apply for heavy-duty vehicles:

(A) For vehicles with a nominal fuel tank capacity at or above 50 gallons, operate the vehicle over a second full FTP cycle before measuring evaporative emissions; exhaust emission measurement is not required for the additional FTP cycle.

(B) [Reserved]

■ 39. Amend § 86.143–96 by revising paragraph (b)(1)(i) to read as follows.

§ 86.143–96 Calculations; evaporative emissions.

* * * * *

(b) * * *

(1) * * *

(i) Methanol emissions:

$$M_{CH3OH} = V_n \times \left(\left[\frac{TE_f \times \left((C_{MS1f} \times AV_{1f}) + (C_{MS2f} \times AV_{2f}) \right)}{V_{Ef} \times T_{SHEDf}} \right] - \left[\frac{TE_i \times \left((C_{MS1i} \times AV_{1i}) + (C_{MS2i} \times AV_{2i}) \right)}{V_{Ei} \times T_{SHEDi}} \right] \right) + \left(M_{CH3OH,out} - M_{CH3OH,in} \right)$$

Where:

M_{CH3OH} = Methanol mass change, µg.
V_n = Net enclosure volume, ft³, as determined by subtracting 50 ft³ (volume of vehicle with trunk and windows open) from the enclosure volume. A manufacturer may use the measured volume of the vehicle (instead of the nominal 50 ft³) with advance approval by the Administrator: *Provided,* the measured volume is determined and used for all vehicles tested by that manufacturer.
TE = Temperature of sample withdrawn, R.
f = Final sample.
C_{MS} = GC concentration of sample, µg/ml.
1 = First impinger.
AV = Volume of absorbing reagent in impinger.
2 = Second impinger.
V_E = Volume of sample withdrawn, ft³. Sample volumes must be corrected for differences in temperature to be consistent with determination of V_n, prior to being used in the equation.
T_{SHED} = Temperature of SHED, R.
i = Initial sample.
$M_{CH3OH,out}$ = mass of methanol exiting the enclosure, in the case of fixed-volume enclosures for diurnal emission testing, µg.
$M_{CH3OH,in}$ = mass of methanol entering the enclosure, in the case of fixed-volume enclosures for diurnal emission testing, µg.
* * * * *

■ 40. Amend § 86.154–98 by revising paragraph (e)(9) to read as follows.

§ 86.154–98 Measurement procedure; refueling test.

* * * * *

(e) * * *

(9) For vehicles equipped with more than one fuel tank, use good engineering judgment to apply the procedures described in this section for each fuel tank.

■ 41. Add § 86.450 to subpart E to read as follows:

§ 86.450 Treatment of confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

Subpart I [Removed and Reserved]

■ 42. Subpart I, consisting of §§ 86.1101–87 through 86.1116–87, is removed and reserved.

■ 43. Add § 86.1117 to subpart L to read as follows:

§ 86.1117 Labeling.

(a) Light-duty trucks and heavy-duty vehicles and engines for which nonconformance penalties are to be paid in accordance with § 86.1113–87(b) must have information printed on the emission control information label or a supplemental label as follows.

(1) The manufacturer must begin labeling production engines or vehicles within 10 days after the completion of the PCA.

(2) This statement shall read: ''The manufacturer of this [engine or vehicle, as applicable] will pay a nonconformance penalty to be allowed to introduce it into U.S. commerce at an emission level higher than the applicable emission standard. The [compliance level or alternative emission standard] for this engine/vehicle is [insert the applicable pollutant and compliance level calculated in accordance with § 86.1112–87(a)].''

(3) If a manufacturer introduces an engine or vehicle into U.S. commerce prior to the compliance level determination of § 86.1112–87(a), it must provide the engine or vehicle owner with a label as described in paragraph (a)(2) of this section to be affixed in a location in proximity to the emission control information label within 30 days of the completion of the PCA.

(b) The Administrator may approve in advance other label content and formats, provided the alternative label contains information consistent with this section.

■ 44. Revise § 86.1301 to read as follows:

§ 86.1301 Scope; applicability.

(a) This subpart specifies gaseous emission test procedures for Otto-cycle and diesel heavy-duty engines, and particulate emission test procedures for diesel heavy-duty engines.

(b) You may optionally demonstrate compliance with the emission standards of this part by testing hybrid engines and hybrid powertrains using the test procedures in 40 CFR part 1036, rather than testing the engine alone. If you choose this option, you may meet the supplemental emission test (SET) requirements by using the SET duty cycle specified in either § 86.1362 or 40 CFR 1036.510. Except as specified, provisions of this subpart and subpart A of this part that reference engines apply equally to hybrid engines and hybrid powertrains.

(c) The abbreviations and acronyms from subpart A of this part apply to this subpart.

§§ 86.1302–84, 86.1303–84, and 86.1304 [Removed]

■ 45. Remove §§ 86.1302–84, 86.1303–84, and 86.1304.

■ 46. Amend § 86.1362 by revising paragraph (b) to read as follows:

§ 86.1362 Steady-state testing with a ramped-modal cycle.

* * * * *

(b) Measure emissions by testing the engine on a dynamometer with the following ramped-modal duty cycle to determine whether it meets the applicable steady-state emission standards in this part and 40 CFR part 1036:

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Table 1 of § 86.1362—Ramped-Modal Duty Cycle

RMC Mode	Engine testing			Hybrid powertrain testing									CO_2 weighting (percent)[5]
	Time in mode (seconds)	Engine Speed[1,2]	Torque[2,3] (percent)	Vehicle speed[4] (mi/hr)	Road-grade coefficients[4]								
					a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	
1a Steady-state	170	Warm Idle	0	0	0	0	0	0	0	0	0	0	6
1b Transition	20	Linear Transition	Linear Transition	Linear Transition	-1.90E-08	-5.90E-07	3.78E-05	4.71E-03	6.55E-04	-2.68E-02	-1.03E+00	1.54E+01	
2a Steady-state	173	A	100	v_{refA}	-1.24E-08	-5.51E-07	3.95E-05	1.25E-03	5.29E-04	-3.12E-02	-3.26E-01	1.63E+01	9
2b Transition	20	Linear Transition	Linear Transition	Linear Transition	-1.64E-09	-4.90E-07	2.49E-05	5.70E-04	4.77E-04	-2.39E-02	-2.71E-01	1.21E+01	
3a Steady-state	219	B	50	v_{refB}	8.34E-09	-4.76E-07	1.29E-05	2.87E-04	4.53E-04	-1.80E-02	-1.83E-01	8.81E+00	10
3b Transition	20	B	Linear Transition	v_{refB}	4.26E-09	-5.10E-07	2.01E-05	3.70E-04	4.85E-04	-2.24E-02	-2.07E-01	1.07E+01	
4a Steady-state	217	B	75	v_{refB}	1.69E-10	-5.23E-07	2.58E-05	5.52E-04	5.01E-04	-2.56E-02	-2.39E-01	1.29E+01	10
4b Transition	20	Linear Transition	Linear Transition	Linear Transition	6.56E-10	-4.97E-07	2.23E-05	5.29E-04	4.63E-04	-2.19E-02	-1.82E-01	1.09E+01	
5a Steady-state	103	A	50	v_{refA}	3.83E-09	-4.34E-07	1.37E-05	4.76E-04	4.15E-04	-1.61E-02	-1.90E-01	8.20E+00	12
5b Transition	20	A	Linear Transition	v_{refA}	-7.53E-11	-4.68E-07	2.04E-05	7.21E-04	4.48E-04	-2.01E-02	-2.31E-01	1.04E+01	
6a Steady-state	100	A	75	v_{refA}	-4.20E-09	-4.86E-07	2.62E-05	8.35E-04	4.67E-04	-2.34E-02	-2.55E-01	1.22E+01	12
6b Transition	20	A	Linear Transition	v_{refA}	3.19E-09	-4.55E-07	1.55E-05	6.22E-04	4.31E-04	-1.72E-02	-2.09E-01	8.91E+00	
7a Steady-state	103	A	25	v_{refA}	1.20E-08	-3.77E-07	6.94E-07	1.11E-04	3.58E-04	-8.47E-03	-1.24E-01	4.20E+00	12
7b Transition	20	Linear Transition	Linear Transition	Linear Transition	1.48E-09	-5.00E-07	2.15E-05	6.03E-04	4.77E-04	-2.20E-02	-2.67E-01	1.11E+01	
8a Steady-state	194	B	100	v_{refB}	-8.17E-09	-5.68E-07	3.88E-05	8.17E-04	5.46E-04	-3.32E-02	-2.96E-01	1.69E+01	9
8b Transition	20	B	Linear Transition	v_{refB}	3.53E-09	-5.29E-07	2.22E-05	4.96E-04	4.98E-04	-2.36E-02	-2.25E-01	1.16E+01	
9a Steady-state	218	B	25	v_{refB}	1.67E-08	-4.29E-07	-1.39E-07	2.17E-05	4.06E-04	-1.05E-02	-1.27E-01	4.76E+00	9
9b Transition	20	Linear Transition	Linear Transition	Linear Transition	7.24E-09	-5.50E-07	2.00E-05	1.38E-04	5.11E-04	-2.33E-02	-2.15E-01	1.02E+01	
10a Steady-state	171	C	100	v_{refC}	-7.51E-10	-5.93E-07	3.45E-05	5.07E-04	5.67E-04	-3.35E-02	-2.65E-01	1.65E+01	2
10b Transition	20	C	Linear Transition	v_{refC}	1.06E-08	-5.34E-07	1.68E-05	2.59E-04	5.10E-04	-2.33E-02	-2.02E-01	1.12E+01	
11a Steady-state	102	C	25	v_{refC}	2.24E-08	-4.76E-07	-2.08E-06	-6.01E-05	4.51E-04	-1.21E-02	-1.26E-01	5.09E+00	1
11b Transition	20	C	Linear Transition	v_{refC}	1.55E-08	-5.42E-07	1.11E-05	8.44E-05	5.05E-04	-2.01E-02	-1.68E-01	8.73E+00	
12a Steady-state	100	C	75	v_{refC}	7.16E-09	-5.57E-07	2.23E-05	3.11E-04	5.30E-04	-2.64E-02	-2.18E-01	1.27E+01	1
12b Transition	20	C	Linear Transition	v_{refC}	9.91E-09	-5.29E-07	1.69E-05	2.46E-04	5.06E-04	-2.30E-02	-1.99E-01	1.10E+01	
13a Steady-state	102	C	50	v_{refC}	1.47E-08	-5.12E-07	9.88E-06	1.00E-04	4.86E-04	-1.90E-02	-1.68E-01	8.74E+00	1
13b Transition	20	Linear Transition	Linear Transition	Linear Transition	-1.48E-09	-1.99E-06	6.48E-05	-1.39E-02	1.23E-03	-3.97E-02	1.14E+00	-7.27E+00	
14 Steady-state	168	Warm Idle	0	0	0	0	0	0	0	0	0	0	6

[1] Engine speed terms are defined in 40 CFR part 1065.

[2] Advance from one mode to the next within a 20 second transition phase. During the transition phase, command a linear progression from the settings of the current mode to the settings of the next mode.

[3] The percent torque is relative to maximum torque at the commanded engine speed.

[4] See 40 CFR 1036.510(c) for a description of powertrain testing with the ramped-modal cycle, including the equation that uses the road-grade coefficients.

[5] Use the specified weighting factors to calculate composite emission results for CO_2 as specified in 40 CFR 1036.150.

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■ 47. Amend § 86.1372 by revising paragraph (a) introductory text to read as follows:

§ 86.1372 Measuring smoke emissions within the NTE zone.

* * * * *

(a) For steady-state or transient smoke testing using full-flow opacimeters, use equipment meeting the requirements of 40 CFR part 1065, subpart L.

* * * * *

■ 48. Amend § 86.1801–12 by revising paragraphs (a) introductory text, (a)(2)(iii), (a)(3) introductory text, (a)(3)(iii) and (iv), (b), and (g) to read as follows:

§ 86.1801–12 Applicability.

(a) *Applicability.* The provisions of this subpart apply to certain types of new vehicles as described in this paragraph (a). Where the provisions apply for a type of vehicle, they apply for vehicles powered by any fuel, unless otherwise specified. In cases where a provision applies only to a certain vehicle group based on its model year, vehicle class, motor fuel, engine type, or other distinguishing characteristics, the limited applicability is cited in the appropriate section. Testing references in this subpart generally apply to Tier 2 and older vehicles, while testing references to 40 CFR part 1066 generally apply to Tier 3 and newer vehicles; see § 86.101 for detailed provisions related to this transition. The provisions of this subpart apply to certain vehicles as follows:

* * * * *

(2) * * *

(iii) The provisions of this subpart are optional for diesel-fueled Class 3 heavy-duty vehicles in a given model year if those vehicles are equipped with engines certified to the appropriate standards in § 86.007–11 or 40 CFR 1036.104 for which less than half of the engine family's sales for the model year in the United States are for complete Class 3 heavy-duty vehicles. This includes engines sold to all vehicle manufacturers. If you are the original manufacturer of the engine and the vehicle, base this showing on your sales information. If you manufacture the vehicle but are not the original manufacturer of the engine, you must use your best estimate of the original manufacturer's sales information.

(3) The provisions of this subpart generally do not apply to incomplete heavy-duty vehicles of any size, or to complete vehicles above 14,000 pounds GVWR (see § 86.016–1 and 40 CFR parts 1036 and 1037). However, this subpart applies to such vehicles in the following cases:

* * * * *

(iii) The evaporative emission standards apply for incomplete heavy-duty vehicles at or below 14,000 pounds GVWR.

(iv) Evaporative and refueling emission standards apply for complete and incomplete heavy-duty vehicles above 14,000 pounds GVWR as specified in 40 CFR 1037.103.

* * * * *

(b) *Relationship to 40 CFR parts 1036 and 1037.* If any heavy-duty vehicle is not subject to standards and certification requirements under this subpart, the vehicle and its installed engine are instead subject to standards and certification requirements under 40 CFR parts 1036 and 1037, as applicable. If you optionally certify engines or vehicles to standards under 40 CFR part 1036 or 40 CFR part 1037, respectively, those engines or vehicles are subject to all the regulatory requirements in 40 CFR parts 1036 and 1037 as if they were mandatory. Note that heavy-duty engines subject to greenhouse gas standards under 40 CFR part 1036 before model year 2027 are also subject to standards and certification requirements under 40 CFR part 86, subpart A.

* * * * *

(g) *Complete and incomplete vehicles.* Several provisions in this subpart, including the applicability provisions described in this section, are different for complete and incomplete vehicles. We differentiate these vehicle types as described in 40 CFR 1037.801.

* * * * *

■ 49. Amend § 86.1806–17 by adding paragraphs (a)(9) and (b)(4) to read as follows:

§ 86.1806–17 Onboard diagnostics.

* * * * *

(a) * * *

(9) Apply thresholds as specified in 40 CFR 1036.110(b)(5) for engines certified to emission standards under 40 CFR part 1036.

(b) * * *

(4) For vehicles with installed compression-ignition engines that are subject to standards and related requirements under 40 CFR 1036.104 and 1036.111, you must comply with the following additional requirements:

(i) Make parameters related to engine derating and other inducements available for reading with a generic scan tool as specified in 40 CFR 110(b)(9)(vi).

(ii) Design your vehicles to display information 1036.related to engine derating and other inducements in the cab as specified in 40 CFR 1036.110(c)(1).

* * * * *

■ 50. Amend § 86.1810–17 by adding paragraphs (j) and (k) to read as follows:

§ 86.1810–17 General requirements.

* * * * *

(j) Small-volume manufacturers that modify a vehicle already certified by a different company may recertify that vehicle under this subpart S based on the vehicle supplier's compliance with fleet average standards for criteria exhaust emissions, evaporative emissions, and greenhouse gas emissions as follows:

(1) The recertifying manufacturer must certify the vehicle at bin levels and family emission limits that are the same as or more stringent than the corresponding bin levels and family emission limits for the vehicle supplier.

(2) The recertifying manufacturer must meet all the standards and requirements described in this subpart S, except for the fleet average standards for criteria exhaust emissions, evaporative emissions, and greenhouse gas emissions.

(3) The vehicle supplier must send the small-volume manufacturer a written statement accepting responsibility to include the subject vehicles in the vehicle supplier's exhaust and evaporative fleet average calculations in §§ 86.1860–17, 86.1864–10, and 86.1865–12.

(4) The small-volume manufacturer must describe in the application for certification how the two companies are working together to demonstrate compliance for the subject vehicles. The application must include the statement from the vehicle supplier described in paragraph (j)(3) of this section.

(5) The vehicle supplier must include a statement that the vehicle supplier is including the small volume manufacturer's sales volume and emissions levels in the vehicle supplier's fleet average reports under §§ 86.1860–17, 86.1864–10, and 86.1865–12.

(k) Gasoline-fueled vehicles must have a restriction in the tank filler inlet that allows inserting nozzles meeting the specifications of 40 CFR 1090.1550(a), but not nozzles with an outside diameter greater than 2.3 centimeters.

■ 51. Amend § 86.1813–17 by revising paragraphs (a)(2)(iii) and (b) to read as follows:

§ 86.1813–17 Evaporative and refueling emission standards.

* * * * *

(a) * * *

(2) * * *

(iii) Hydrocarbon emissions must not exceed 0.020 g for LDV and LDT and 0.030 g for HDV when tested using the Bleed Emission Test Procedure adopted by the California Air Resources Board as part of the LEV III program. This procedure quantifies diurnal emissions using the two-diurnal test sequence without measuring hot soak emissions. For heavy-duty vehicles with a nominal fuel tank capacity at or above 50 gallons, operate the vehicle over a second full FTP cycle before measuring diurnal emissions. The standards in this paragraph (a)(2)(iii) do not apply for testing at high-altitude conditions. For vehicles with non-integrated refueling canisters, the bleed emission test and standard do not apply to the refueling canister. You may perform the Bleed Emission Test Procedure using the analogous test temperatures and the E10 test fuel specified in subpart B of this part.

* * * * *

(b) *Refueling emissions.* Light-duty vehicles, light-duty trucks, and heavy-duty vehicles must meet the refueling emission standards in this paragraph (b) as follows when measured over the procedure specified in § 86.150:

(1) The following implementation dates apply for incomplete vehicles:

(i) Refueling standards apply starting with model year 2027 for incomplete vehicles certified under 40 CFR part 1037, unless the manufacturer complies with the alternate phase-in specified in paragraph (b)(1)(iii) of this section. If you do not meet the alternative phase-in requirement for model year 2026, you must certify all your incomplete heavy-duty vehicles above 14,000 pounds GVWR to the refueling standard in model year 2027.

(ii) Refueling standards are optional for incomplete heavy-duty vehicles at or below 14,000 pounds GVWR, unless the manufacturer uses the alternate phase-in specified in paragraph (b)(1)(iii) of this section to meet standards together for heavy-duty vehicles above and below 14,000 pounds GVWR.

(iii) Manufacturers may comply with an alternate phase-in of the refueling standard for incomplete heavy-duty vehicles as described in this paragraph (b)(1)(iii). Manufacturers must meet the refueling standard during the phase-in based on their projected nationwide production volume of all incomplete heavy-duty vehicles subject to standards under this subpart and under 40 CFR part 1037 as described in Table 4 of this section. Keep records as needed to show that you meet phase-in requirements.

TABLE 4 OF § 86.1813–17—ALTERNATIVE PHASE-IN SCHEDULE FOR REFUELING EMISSION STANDARDS FOR INCOMPLETE HEAVY-DUTY VEHICLES

Model year	Minimum percentage of vehicles subject to the refueling standard
2026	40
2027	40
2028	80
2029	80
2030	100

(2) The following refueling standards apply:

(i) 0.20 g THCE per gallon of fuel dispensed for vehicles using volatile liquid fuels. This standard also applies for diesel-fueled LDV.

(ii) 0.15 g THC per gallon of fuel dispensed for liquefied petroleum gas-fueled vehicles and natural gas-fueled vehicles.

* * * * *

§ 86.1819 [Removed]

■ 52. Remove § 86.1819.

■ 53. Amend § 86.1819–14 by revising paragraph (d)(12)(i) to read as follows:

§ 86.1819–14 Greenhouse gas emission standards for heavy-duty vehicles.

* * * * *

(d) * * *

(12) * * *

(i) *Configuration* means a subclassification within a test group based on engine code, transmission type and gear ratios, final drive ratio, and other parameters we designate. Engine code means the combination of both ''engine code'' and ''basic engine'' as defined for light-duty vehicles in 40 CFR 600.002.

* * * * *

■ 54. Amend § 86.1821–01 by revising paragraph (a) and adding paragraph (g) to read as follows:

§ 86.1821–01 Evaporative/refueling family determination.

(a) The gasoline-, ethanol-, methanol-, liquefied petroleum gas-, and natural gas-fueled vehicles described in a certification application will be divided into groupings expected to have similar evaporative and/or refueling emission characteristics (as applicable) throughout their useful life. Each group of vehicles with similar evaporative and/or refueling emission characteristics shall be defined as a separate evaporative/refueling family. Manufacturers shall use good engineering judgment to determine evaporative/refueling families. This section applies for all sizes and types of vehicles that are subject to evaporative or refueling standards, including those subject to standards under 40 CFR 1037.103.

* * * * *

(g) Determine evaporative/refueling families separately for vehicles subject to standards under 40 CFR 1037.103 based on the criteria in paragraph (b) of this section, even for vehicles you certify based on engineering analysis under 40 CFR 1037.103(c). In addition, if you certify such vehicles based on testing, include only those vehicle models in the family that are properly represented by that testing, as described in § 86.1828.

■ 55. Amend § 86.1823–08 by:

■ a. Revising paragraph (c)(1)(iv)(A).

■ b. Adding paragraph (m) introductory text.

■ c. Revising paragraph (m)(1).

The addition and revisions read as follows:

§ 86.1823–08 Durability demonstration procedures for exhaust emissions.

* * * * *

(c) * * *

(1) * * *

(iv) * * *

(A) The simulated test weight will be the equivalent test weight specified in § 86.129 using a weight basis of the loaded vehicle weight for light-duty vehicles and light light-duty trucks, and ALVW for all other vehicles.

* * * * *

(m) *Durability demonstration procedures for vehicles subject to the greenhouse gas exhaust emission standards specified in § 86.1818.* Determine a deterioration factor for each exhaust constituent as described in this paragraph (m) and in 40 CFR 600.113–12(h) through (m) to calculate the composite CREE DF value.

(1) *CO_2.* (i) Unless otherwise specified under paragraph (m)(1)(ii) or (iii) of this section, manufacturers may use a multiplicative CO_2 deterioration factor of one or an additive deterioration factor of zero to determine full useful life emissions for the FTP and HFET tests.

(ii) Based on an analysis of industry-wide data, EPA may periodically establish and/or update the deterioration factor for CO_2 emissions, including air conditioning and other credit-related emissions. Deterioration factors established and/or updated under this paragraph (m)(1)(ii) will provide adequate lead time for manufacturers to plan for the change.

(iii) For plug-in hybrid electric vehicles and any other vehicle model

the manufacturer determines will experience increased CO_2 emissions over the vehicle's useful life, consistent with good engineering judgment, manufacturers must either install aged batteries and other relevant components on test vehicles as provided in paragraph (f)(2) of this section, determine a deterioration factor based on testing, or provide an engineering analysis that the vehicle is designed such that CO_2 emissions will not increase over the vehicle's useful life. Manufacturers may test using the whole-vehicle mileage accumulation procedures in § 86.1823–08 (c) or (d)(1), or manufacturers may request prior EPA approval for an alternative durability procedure based on good engineering judgment. For the testing option, each FTP test performed on the durability data vehicle selected under § 86.1822 must also be accompanied by an HFET test, and combined FTP/HFET CO_2 results determined by averaging the city (FTP) and highway (HFET) CO2 values, weighted 0.55 and 0.45 respectively. The deterioration factor will be determined for this combined CO_2 value. Calculated multiplicative deterioration factors that are less than one shall be set to equal one, and calculated additive deterioration factors that are less than zero shall be set to zero.

* * * * *

■ 56. Amend § 86.1843–01 by revising paragraph (f)(2) and adding paragraph (i) to read as follows:

§ 86.1843–01 General information requirements.

* * * * *

(f) * * *

(2) The manufacturer must submit a final update to Part 1 and Part 2 of the Application by May 1 following the end of the model year to incorporate any applicable running changes or corrections which occurred between January 1 of the applicable model year and the end of the model year. A manufacturer may request an extension for submitting the final update. The request must clearly indicate the circumstances necessitating the extension.

* * * * *

(i) *Confidential information.* The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this subpart.

■ 57. Amend § 86.1869–12 by revising paragraph (d)(2)(i) to read as follows:

§ 86.1869–12 CO_2 credits for off-cycle CO_2 reducing technologies.

* * * * *

(d) * * *

(2) * * *

(i) The Administrator will publish a notice of availability in the **Federal Register** notifying the public of a manufacturer's proposed alternative off-cycle credit calculation methodology. The notice will include details regarding the proposed methodology but will not include any Confidential Business Information (see 40 CFR 1068.10 and 1068.11). The notice will include instructions on how to comment on the methodology. The Administrator will take public comments into consideration in the final determination and will notify the public of the final determination. Credits may not be accrued using an approved methodology until the first model year for which the Administrator has issued a final approval.

* * * * *

PART 600—FUEL ECONOMY AND GREENHOUSE GAS EXHAUST EMISSIONS OF MOTOR VEHICLES

■ 58. The authority citation for part 600 continues to read as follows:

Authority: 49 U.S.C. 32901—23919q, Pub. L. 109–58.

■ 59. Amend § 600.001 by removing the paragraph heading from paragraph (e) and adding paragraph (f) to read as follows:

§ 600.001 General applicability.

* * * * *

(f) Unless we specify otherwise, send all reports and requests for approval to the Designated Compliance Officer (see § 600.002).

■ 60. Amend § 600.002 by adding a definition of ''Designated Compliance Officer'' in alphabetical order and revising the definitions of ''Engine code'', ''SC03'', and ''US06'' to read as follows:

§ 600.002 Definitions.

* * * * *

Designated Compliance Officer means the Director, Light-Duty Vehicle Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification.*

* * * * *

Engine code means one of the following:

(1) For LDV, LDT, and MDPV, *engine code* means a unique combination, within a test group (as defined in § 86.1803 of this chapter), of displacement, fuel injection (or carburetion or other fuel delivery system), calibration, distributor calibration, choke calibration, auxiliary emission control devices, and other engine and emission control system components specified by the Administrator. For electric vehicles, engine code means a unique combination of manufacturer, electric traction motor, motor configuration, motor controller, and energy storage device.

(2) For HDV, *engine code* has the meaning given in § 86.1819–14(d)(12) of this chapter.

* * * * *

SC03 means the test procedure specified in 40 CFR 1066.801(c)(2).

* * * * *

US06 means the test procedure as described in 40 CFR 1066.801(c)(2).

* * * * *

■ 61. Amend § 600.011 by:
■ a. Adding introductory text;
■ b. Removing paragraph (a);
■ c. Redesignating paragraph (b) as new paragraph (a);
■ d. Adding a new paragraph (b);
■ e. Revising paragraph (c)(2); and
■ f. Removing paragraph (d).

The additions and revisions read as follows:

§ 600.011 Incorporation by reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, EPA must publish a document in the **Federal Register** and the material must be available to the public. All approved incorporation by reference (IBR) material is available for inspection at EPA and at the National Archives and Records Administration (NARA). Contact EPA at: U.S. EPA, Air and Radiation Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC 20004; *www.epa.gov/dockets*; (202) 202–1744. For information on inspecting this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov*. The material may be obtained from the following sources:

* * * * *

(b) International Organization for Standardization, Case Postale 56, CH–1211 Geneva 20, Switzerland; (41) 22749 0111; *central@iso.org*; or *www.iso.org*.

(1) ISO/IEC 18004:2006(E), Information technology—Automatic identification and data capture techniques—QR Code 2005 bar code symbology specification, Second

Edition, September 1, 2006, IBR approved for § 600.302–12(b).

(2) [Reserved]

(c) * * *

(2) SAE J1634 JUL2017, Battery Electric Vehicle Energy Consumption and Range Test Procedure, Revised July 2017; IBR approved for §§ 600.116–12(a); 600.210–12(d); 600.311–12(j) and (k).

* * * * *

Subpart B [Amended]

§§ 600.106–08, 600.108–08, 600.109–08, and 600.110–08 [Removed]

■ 62. Remove §§ 600.106–08, 600.108–08, 600.109–08, and 600.110–08.

■ 63. Amend § 600.111–08 by revising the introductory text to read as follows:

§ 600.111–08 Test procedures.

This section describes test procedures for the FTP, highway fuel economy test (HFET), US06, SC03, and the cold temperature FTP tests. See 40 CFR 1066.801(c) for an overview of these procedures. Perform testing according to test procedures and other requirements contained in this part 600 and in 40 CFR part 1066. This testing includes specifications and procedures for equipment, calibrations, and exhaust sampling. Manufacturers may use data collected according to previously published test procedures for model years through 2021. In addition, we may approve the use of previously published test procedures for later model years as an alternative procedure under 40 CFR 1066.10(c). Manufacturers must comply with regulatory requirements during the transition as described in 40 CFR 86.101 and 86.201.

* * * * *

§ 600.112–08 [Removed]

■ 64. Remove § 600.112–08.

■ 65. Amend § 600.113–12 by revising paragraphs (a)(1), (b) through (d), and (e)(1) to read as follows:

§ 600.113–12 Fuel economy, CO_2 emissions, and carbon-related exhaust emission calculations for FTP, HFET, US06, SC03 and cold temperature FTP tests.

* * * * *

(a) * * *

(1) Calculate the weighted grams/mile values for the FTP test for CO_2, HC, and CO, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 as specified in 40 CFR 1066.605. Measure and record the test fuel's properties as specified in paragraph (f) of this section.

* * * * *

(b) Calculate the HFET fuel economy as follows:

(1) Calculate the mass values for the highway fuel economy test for HC, CO, and CO_2, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 as specified in 40 CFR 1066.605. Measure and record the test fuel's properties as specified in paragraph (f) of this section.

(2) Calculate the grams/mile values for the highway fuel economy test for HC, CO, and CO_2, and where applicable CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 by dividing the mass values obtained in paragraph (b)(1) of this section, by the actual driving distance, measured in miles, as specified in 40 CFR 1066.840.

(c) Calculate the cold temperature FTP fuel economy as follows:

(1) Calculate the weighted grams/mile values for the cold temperature FTP test for HC, CO, and CO_2, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 as specified in 40 CFR 1066.605.

(2) Calculate separately the grams/mile values for the cold transient phase, stabilized phase and hot transient phase of the cold temperature FTP test as specified in 40 CFR 1066.605.

(3) Measure and record the test fuel's properties as specified in paragraph (f) of this section.

(d) Calculate the US06 fuel economy as follows:

(1) Calculate the total grams/mile values for the US06 test for HC, CO, and CO_2, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 as specified in 40 CFR 1066.605.

(2) Calculate separately the grams/mile values for HC, CO, and CO_2, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4, for both the US06 City phase and the US06 Highway phase of the US06 test as specified in 40 CFR 1066.605 and 1066.831. In lieu of directly measuring the emissions of the separate city and highway phases of the US06 test according to the provisions of 40 CFR 1066.831, the manufacturer may optionally, with the advance approval of the Administrator and using good engineering judgment, analytically determine the grams/mile values for the city and highway phases of the US06 test. To analytically determine US06 City and US06 Highway phase emission results, the manufacturer shall multiply the US06 total grams/mile values determined in paragraph (d)(1) of this section by the estimated proportion of fuel use for the city and highway phases relative to the total US06 fuel use. The manufacturer may estimate the proportion of fuel use for the US06 City and US06 Highway phases by using modal CO_2, HC, and CO emissions data, or by using appropriate OBD data (*e.g.,* fuel flow rate in grams of fuel per second), or another method approved by the Administrator.

(3) Measure and record the test fuel's properties as specified in paragraph (f) of this section.

(e) * * *

(1) Calculate the grams/mile values for the SC03 test for HC, CO, and CO_2, and where applicable, CH_3OH, C_2H_5OH, C_2H_4O, HCHO, NMHC, N_2O, and CH_4 as specified in 40 CFR 1066.605.

* * * * *

■ 66. Amend § 600.115–11 by revising the introductory text to read as follows:

§ 600.115–11 Criteria for determining the fuel economy label calculation method.

This section provides the criteria to determine if the derived 5-cycle method for determining fuel economy label values, as specified in § 600.210–08(a)(2) or (b)(2) or § 600.210–12(a)(2) or (b)(2), as applicable, may be used to determine label values. Separate criteria apply to city and highway fuel economy for each test group. The provisions of this section are optional. If this option is not chosen, or if the criteria provided in this section are not met, fuel economy label values must be determined according to the vehicle-specific 5-cycle method specified in § 600.210–08(a)(1) or (b)(1) or § 600.210–12(a)(1) or (b)(1), as applicable. However, dedicated alternative-fuel vehicles (other than battery electric vehicles and fuel cell vehicles), dual fuel vehicles when operating on the alternative fuel, MDPVs, and vehicles imported by Independent Commercial Importers may use the derived 5-cycle method for determining fuel economy label values whether or not the criteria provided in this section are met. Manufacturers may alternatively account for this effect for battery electric vehicles, fuel cell vehicles, and plug-in hybrid electric vehicles (when operating in the charge-depleting mode) by multiplying 2-cycle fuel economy values by 0.7 and dividing 2-cycle CO_2 emission values by 0.7.

* * * * *

■ 67. Amend § 600.116–12 by revising paragraph (a) to read as follows:

§ 600.116–12 Special procedures related to electric vehicles and hybrid electric vehicles.

(a) Determine fuel economy values for electric vehicles as specified in §§ 600.210 and 600.311 using the procedures of SAE J1634 (incorporated by reference in § 600.011). Use the procedures of SAE J1634, Section 8, with the following clarifications and

modifications for using this and other sections of SAE J1634:

(1) Vehicles that cannot complete the Multi-Cycle Range and Energy Consumption Test (MCT) because they are unable travel the distance required to complete the test with a fully charged battery, or they are unable to achieve the maximum speed on either the UDDS or HFEDS (Highway Fuel Economy Drive Cycle also known as the HFET) cycle should seek Administrator approval to use the procedures outlined in SAE J1634 Section 7 Single Cycle Range and Energy Consumption Test (SCT).

(2) The MCT includes the following key-on soak times and key-off soak periods:

(i) As noted in SAE J1634 Section 8.3.4, a 15 second key-on pause is required between $UDDS_1$ and $HFEDS_1$, and $UDDS_3$ and $HFEDS_2$.

(ii) As noted in SAE J1634 Section 8.3.4, a 10-minute key-off soak period is required between $HFEDS_1$ and $UDDS_2$, and $HFEDS_2$ and $UDDS_4$.

(iii) A key-off soak period up to 30 minutes may be inserted between $UDDS_2$ and the first phase of the mid-test constant speed cycle, between $UDDS_4$ and the first phase of the end-of-test constant speed cycle, and between the end of the mid-test constant speed cycle and $UDDS_3$. Start the next test segment immediately if there is no key-off soak between test segments.

(iv) If multiple phases are required during either the mid-test constant speed cycle or the end-of-test constant speed cycle there must be a 5-minute to 30-minute key-off soak period between each constant speed phase as noted in SAE J1634 Section 6.6.

(3) As noted in SAE J1634 Section 8.3.4, during all 'key-off' soak periods, the key or power switch must be in the ''off'' position, the hood must be closed, the test cell fan(s) must be off, and the brake pedal not depressed. For vehicles which do not have a key or power switch the vehicle must be placed in the 'mode' the manufacturer recommends when the vehicle is to be parked and the occupants exit the vehicle.

(4) Manufacturers may determine the mid-test constant speed cycle distance (d_M) using their own methodology and good engineering judgment. Otherwise, either Method 1 or Method 2 described in Appendix A of SAE J1634 may be used to estimate the mid-test constant speed cycle distance (d_M). The mid-test constant speed cycle distance calculation needs to be performed prior to beginning the test and should not use data from the test being performed. If Method 2 is used, multiply the result determined by the Method 2 equation by 0.8 to determine the mid-test constant speed cycle distance (d_M).

(5) Divide the mid-test constant speed cycle distance (d_M) by 65 mph to determine the total time required for the mid-test constant speed cycle. If the time required is one hour or less, the mid-test constant speed cycle can be performed with no key-off soak periods. If the time required is greater than one hour, the mid-test constant speed cycle must be separated into phases such that no phase exceeds more than one hour. At the conclusion of each mid-test constant speed phase, except at the conclusion of the mid-test constant speed cycle, perform a 5-minute to 30-minute key-off soak. A key-off soak period up to 30 minutes may be inserted between the end of the mid-test constant speed cycle and $UDDS_3$.

(6) Using good engineering judgment determine the end-of-test constant speed cycle distance so that it does not exceed 20% of the total distance driven during the MCT as described in SAE J1634 Section 8.3.3.

(7) Divide the end-of-test constant speed cycle distance (d_E) by 65 mph to determine the total time required for the end-of-test constant speed cycle. If the time required is one-hour or less the end-of-test constant speed cycle can be performed with no key-off soak periods. If the time required is greater than one-hour the end-of-test constant speed cycle must be separated into phases such that no phase exceeds more than one-hour. At the conclusion of each end-of-test constant speed phase, perform a 5-minute to 30-minute key-off soak.

(8) SAE J1634 Section 3.13 defines useable battery energy (UBE) as the total DC discharge energy (Edc_{total}), measured in DC watt-hours for a full discharge test. The total DC discharge energy is the sum of all measured phases of a test inclusive of all drive cycle types. As key-off soak periods are not considered part of the test phase, the discharge energy that occurs during the key-off soak periods is not included in the useable battery energy.

(9) Recharging the vehicle's battery must start within three hours after the end of testing.

(10) At the request of a manufacturer, the Administrator may approve the use of an earlier version of SAE J1634 when a manufacturer is carrying over data for vehicles tested using a prior version of SAE J1634.

(11) All label values related to fuel economy, energy consumption, and range must be based on 5-cycle testing or on values adjusted to be equivalent to 5-cycle results. Prior to performing testing to generate a 5-cycle adjustment factor, manufacturers must request Administrator approval to use SAE J1634 Appendices B and C for determining a 5-cycle adjustment factor with the following modifications, clarifications, and attestations:

(i) Before model year 2025, prior to performing the 20 °F charge-depleting UDDS, the vehicle must soak for a minimum of 12 hours and a maximum of 36 hours at a temperature of 20 °F. Prior to beginning the 12 to 36 hour cold soak at 20 °F the vehicle must be fully charged, the charging can take place at test laboratory ambient temperatures (68 to 86 °F) or at 20 °F. During the 12 to 36 hour cold soak period the vehicle may not be connected to a charger nor is the vehicle cabin or battery to be preconditioned during the 20 °F soak period.

(ii) Beginning with model year 2025, the 20 °F UDDS charge-depleting UDDS test will be replaced with a 20 °F UDDS test consisting of two UDDS cycles performed with a 10-minute key-off soak between the two UDDS cycles. The data from the two UDDS cycles will be used to calculate the five-cycle adjustment factor, instead of using the results from the entire charge-depleting data set. Manufacturers that have submitted and used the average data from 20 °F charge-depleting UDDS data sets will be required to revise their 5-cycle adjustment factor calculation and re-label vehicles using the data from the first two UDDS cycles only. Manufacturers, at their discretion, would also be allowed to re-run the 20 °F UDDS test with the battery charged to a state-of-charge (SoC) determined by the manufacturer. The battery does not need to be at 100% SoC before the 20 °F cold soak.

(iii) Manufacturers must submit a written attestation to the Administrator at the completion of testing with the following information:

(A) A statement noting the SoC level of the rechargeable energy storage system (RESS) prior to beginning the 20 °F cold soak for testing performed beginning with model year 2025.

(B) A statement confirming the vehicle was not charged or preconditioned during the 12 to 36 hour 20 °F soak period before starting the 20 °F UDDS cycle.

(C) A summary of all the 5-cycle test results and the calculations used to generate the 5-cycle adjustment factor, including all the 20 °F UDDS cycles, the distance travelled during each UDDS and the measured DC discharge energy during each UDDS phase. Beginning in model year 2025, the 20 °F UDDS test results will consist of only two UDDS cycles.

(D) Beginning in model year 2025, calculate City Fuel Economy using the following equation for *RunningFC* instead of the equation on Page 30 in Appendix C of SAE J1634:

$$RunningFC = 0.82\ x\left[\frac{0.48}{Bag2\ FTP} + \frac{0.41}{Bag3\ FTP} + \frac{0.11}{US06\ City}\right] + 0.18\ x\left[\frac{1}{(20degF\ UDDS1\ Bag2 + 20degF\ UDDS2\ Bag2)} + \frac{0.5}{20degF\ UDDS2\ Bag1}\right] + 0.133\ x\ 1.083\ x\left[\frac{1}{SC03} - \left(\frac{0.61}{Bag3\ FTP} + \frac{0.39}{Bag2\ FTP)}\right)\right]$$

(E) A description of each test group and configuration which will use the 5-cycle adjustment factor, including the battery capacity of the vehicle used to generate the 5-cycle adjustment factor and the battery capacity of all the configurations to which it will be applied.

(iv) At the conclusion of the manufacturers testing and after receiving the attestations from the manufacturer regarding the performance of the 20 °F UDDS test processes, the 5-cycle test results, and the summary of vehicles to which the manufacturer proposes applying the 5-cycle adjustment factor, the Administrator will review the submittals and inform the manufacturer in writing if the Administrator concurs with the manufacturer's proposal. If not, the Administrator will describe the rationale to the manufacturer for not approving their request.

* * * * *

Subpart C [Amended]

■ 68. Amend § 600.210–12 by revising paragraphs (a) introductory text, (a)(2)(iii), and (d) to read as follows:

§ 600.210–12 Calculation of fuel economy and CO_2 emission values for labeling.

(a) *General labels.* Except as specified in paragraphs (d) and (e) of this section, fuel economy and CO_2 emissions for general labels may be determined by one of two methods. The first is based on vehicle-specific model-type 5-cycle data as determined in § 600.209–12(b). This method is available for all vehicles and is required for vehicles that do not qualify for the second method as described in § 600.115 (other than electric vehicles). The second method, the derived 5-cycle method, determines fuel economy and CO_2 emissions values from the FTP and HFET tests using equations that are derived from vehicle-specific 5-cycle model type data, as determined in paragraph (a)(2) of this section. Manufacturers may voluntarily lower fuel economy (MPG) values and raise CO_2 values if they determine that the label values from any method are not representative of the in-use fuel economy and CO_2 emissions for that model type, but only if the manufacturer changes both the MPG values and the CO_2 value and revises any other affected label value accordingly for a model type (including but not limited to the fuel economy 1–10 rating, greenhouse gas 1–10 rating, annual fuel cost, 5-year fuel cost information). Similarly, for any electric vehicles and plug-in hybrid electric vehicles, manufacturers may voluntarily lower the fuel economy (MPGe) and raise the energy consumption (kW-hr/100 mile) values if they determine that the label values are not representative of the in-use fuel economy, energy consumption, and CO_2 emissions for that model type, but only if the manufacturer changes both the MPGe and the energy consumption value and revises any other affected label value accordingly for a model type. Manufacturers may voluntarily lower the value for electric driving range if they determine that the label values are not representative of the in-use electric driving range.

* * * * *

(2) * * *

(iii) Unless and until superseded by written guidance from the Administrator, the following intercepts and slopes shall be used in the equations in paragraphs (a)(2)(i) and (ii) of this section:

City Intercept = 0.004091.

City Slope = 1.1601.

Highway Intercept = 0.003191.

Highway Slope = 1.2945.

* * * * *

(d) *Calculating combined fuel economy, CO_2 emissions, and driving range.* (1) If the criteria in § 600.115–11(a) are met for a model type, both the city and highway fuel economy and CO_2 emissions values must be determined using the vehicle-specific 5-cycle method. If the criteria in § 600.115–11(b) are met for a model type, the city fuel economy and CO_2 emissions values may be determined using either method, but the highway fuel economy and CO_2 emissions values must be determined using the vehicle-specific 5-cycle method (or modified 5-cycle method as allowed under § 600.114–12(b)(2)).

(2) If the criteria in § 600.115 are not met for a model type, the city and highway fuel economy and CO_2 emission label values must be determined by using the same method, either the derived 5-cycle or vehicle-specific 5-cycle.

(3) Manufacturers may use one of the following methods to determine 5-cycle values for fuel economy, CO_2 emissions, and driving range for electric vehicles:

(i) Generate 5-cycle data as described in paragraph (a)(1) of this section using the procedures of SAE J1634 (incorporated by reference in § 600.011) with amendments and revisions as described in § 600.116–12(a).

(ii) Multiply 2-cycle fuel economy values and driving range by 0.7 and divide 2-cycle CO_2 emission values by 0.7.

(iii) Manufacturers may ask the Administrator to approve adjustment factors for deriving 5-cycle fuel economy results from 2-cycle test data based on operating data from their in-use vehicles. Such data should be collected from multiple vehicles with different drivers over a range of representative driving routes and conditions. The Administrator may approve such an adjustment factor for any of the manufacturer's vehicle models that are properly represented by the collected data.

* * * * *

Subpart D [Amended]

■ 69. Amend § 600.311–12 by revising paragraphs (j)(2), (j)(4) introductory text, and (j)(4)(i) to read as follows:

§ 600.311–12 Determination of values for fuel economy labels.

* * * * *

(j) * * *

(2) For electric vehicles, determine the vehicle's overall driving range as described in Section 8 of SAE J1634 (incorporated by reference in § 600.011),

with amendments and revisions as described in § 600.116. Determine separate range values for FTP-based city and HFET-based highway driving. Adjust these values to represent 5-cycle values as described in § 600.210–12(d)(3), then combine them arithmetically by averaging the two values, weighted 0.55 and 0.45, respectively, and rounding to the nearest whole number.

* * * * *

(4) For plug-in hybrid electric vehicles, determine the adjusted charge-depleting (Rcda) driving range, the adjusted all electric driving range (if applicable), and overall adjusted driving range as described in SAE J1711 (incorporated by reference in § 600.011), as described in § 600.116, as follows:

(i) Determine the vehicle's Actual Charge-Depleting Range, R_{cda}, separately for FTP-based city and HFET-based highway driving. Adjust these values to represent 5-cycle values as described in 600.115–11, then combine them arithmetically by averaging the two values, weighted 0.55 and 0.45, respectively, and rounding to the nearest whole number. Precondition the vehicle as needed to minimize engine operation for consuming stored fuel vapors in evaporative canisters; for example, you may purge the evaporative canister or time a refueling event to avoid engine starting related to purging the canister. For vehicles that use combined power from the battery and the engine before the battery is fully discharged, also use this procedure to establish an all electric range by determining the distance the vehicle drives before the engine starts, rounded to the nearest mile. You may represent this as a range of values. We may approve adjustments to these procedures if they are necessary to properly characterize a vehicle's all electric range.

* * * * *

Subpart F [Amended]

■ 70. Amend § 600.510–12 by revising the entry defining the term ''AFE'' under the formula in paragraph (e) to read as follows:

§ 600.510–12 Calculation of average fuel economy and average carbon-related exhaust emissions.

* * * * *

(e) * * *

AFE = Average combined fuel economy as calculated in paragraph (c)(2) of this section, rounded to the nearest 0.0001 mpg;

* * * * *

■ 71. Amend § 600.512–12 by adding paragraph (a)(3) and revising paragraph (b) to read as follows:

§ 600.512–12 Model year report.

(a) * * *

(3) Separate reports shall be submitted for passenger automobiles and light trucks (as identified in § 600.510–12).

(b) The model year report shall be in writing, signed by the authorized representative of the manufacturer and shall be submitted no later than May 1 following the end of the model year. A manufacturer may request an extension for submitting the model year report if that is needed to provide all additional required data as determined in § 600.507–12. The request must clearly indicate the circumstances necessitating the extension.

* * * * *

PART 1027—FEES FOR VEHICLE AND ENGINE COMPLIANCE PROGRAMS

■ 72. The authority citation for part 1027 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 73. Amend § 1027.101 by revising paragraph (a)(1) to read as follows:

§ 1027.101 To whom do these requirements apply?

(a) * * *

(1) Motor vehicles and motor vehicle engines we regulate under 40 CFR part 86 or 1036. This includes light-duty vehicles, light-duty trucks, medium-duty passenger vehicles, highway motorcycles, and heavy-duty highway engines and vehicles.

* * * * *

PART 1030—CONTROL OF GREENHOUSE GAS EMISSIONS FROM ENGINES INSTALLED ON AIRPLANES

■ 74. The authority citation for part 1030 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 75. Revise § 1030.98 to read as follows:

§ 1030.98 Confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 1031—CONTROL OF AIR POLLUTION FROM AIRCRAFT ENGINES

■ 76. The authority citation for part 1031 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Subpart C [Amended]

■ 77. Revise § 1031.170 to read as follows:

§ 1031.170 Confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 1033—CONTROL OF EMISSIONS FROM LOCOMOTIVES

■ 78. The authority citation for part 1033 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Subpart A [Amended]

■ 79. Amend § 1033.1 by revising paragraph (e) to read as follows:

§ 1033.1 Applicability.

* * * * *

(e) This part applies for locomotives that were certified as freshly manufactured or remanufactured locomotives under 40 CFR part 92.

§ 1033.5 [Amended]

■ 80. Amend § 1033.5 by removing and reserving paragraph (c).

Subpart B [Amended]

■ 81. Amend § 1033.101 by revising the introductory text to read as follows:

§ 1033.101 Exhaust emission standards.

See appendix A of this part to determine how emission standards apply before 2023.

* * * * *

§ 1033.102 [Removed]

■ 82. Remove § 1033.102.

■ 83. Amend § 1033.115 by revising paragraphs (b) introductory text and (c) to read as follows:

§ 1033.115 Other requirements.

* * * * *

(b) *Adjustable parameters.* Locomotives that have adjustable parameters must meet all the requirements of this part for any adjustment in the approved adjustable range. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50. You must specify in your application for certification the adjustable range of each adjustable parameter on a new locomotive or new locomotive engine to—

* * * * *

(c) *Prohibited controls.* (1) *General provisions.* You may not design or produce your locomotives with emission control devices, systems, or elements of design that cause or

contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, a locomotive may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

(2) *Vanadium sublimation in SCR catalysts.* For engines equipped with vanadium-based SCR catalysts, you must design the engine and its emission controls to prevent vanadium sublimation and protect the catalyst from high temperatures. We will evaluate your engine design based on the following information that you must include in your application for certification:

(i) Identify the threshold temperature for vanadium sublimation for your specified SCR catalyst formulation as described in 40 CFR 1065.1113 through 1065.1121.

(ii) Describe how you designed your engine to prevent catalyst inlet temperatures from exceeding the temperature you identify in paragraph (c)(2)(i) of this section, including consideration of engine wear through the useful life. Also describe your design for catalyst protection in case catalyst temperatures exceed the specified temperature. In your description, include how you considered elevated catalyst temperature resulting from sustained high-load engine operation, catalyst exotherms, particulate filter regeneration, and component failure resulting in unburned fuel in the exhaust stream.

* * * * *

■ 84. Amend § 1033.120 by revising paragraph (c) to read as follows:

§ 1033.120 Emission-related warranty requirements.

* * * * *

(c) *Components covered.* The emission-related warranty covers all components whose failure would increase a locomotive's emissions of any regulated pollutant. This includes components listed in 40 CFR part 1068, appendix A, and components from any other system you develop to control emissions. The emission-related warranty covers the components you sell even if another company produces the component. Your emission-related warranty does not need to cover components whose failure would not increase a locomotive's emissions of any regulated pollutant. For remanufactured locomotives, your emission-related warranty is required to cover only those parts that you supply or those parts for which you specify allowable part manufacturers. It does not need to cover used parts that are not replaced during the remanufacture.

* * * * *

Subpart C [Amended]

■ 85. Amend § 1033.205 by revising paragraph (d)(6) to read as follows:

§ 1033.205 Applying for a certificate of conformity.

* * * * *

(d) * * *

(6) A description of injection timing, fuel rate, and all other adjustable operating parameters, including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(i) For practically adjustable operating parameters, include the nominal or recommended setting, the intended practically adjustable range, the limits or stops used to limit adjustable ranges, and production tolerances of the limits or stops used to establish each practically adjustable range. State that the physical limits, stops or other means of limiting adjustment, are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(ii) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 86. Amend § 1033.245 by adding paragraph (f) to read as follows:

§ 1033.245 Deterioration factors.

* * * * *

(f) You may alternatively determine and verify deterioration factors based on bench-aged aftertreatment as described in 40 CFR 1036.245 and 1036.246, with the following exceptions:

(1) The minimum required aging for locomotive engines as specified in 40 CFR 1036.245(c)(2) is 3,000 hours. Operate the engine for service accumulation using the same sequence of duty cycles that would apply for determining a deterioration factor under paragraphs (a) through (d) of this section.

(2) Perform verification testing as described in subpart F of this part rather than 40 CFR 1036.555. The provisions of 40 CFR 1036.246(d)(2) do not apply. Perform testing consistent with the original certification to determine whether tested locomotives meet the duty-cycle emission standards in § 1033.101.

(3) Apply infrequent regeneration adjustment factors as specified in § 1033.535 rather than 40 CFR 1036.580.

Subpart F [Amended]

■ 87. Revise § 1033.525 to read as follows:

§ 1033.525 Smoke opacity testing.

Analyze exhaust opacity test data as follows:

(a) Measure exhaust opacity using the procedures specified in 40 CFR 1065.1125. Perform the opacity test with a continuous digital recording of smokemeter response identified by notch setting over the entire locomotive test cycle specified in § 1033.515(c)(4) or § 1033.520(e)(4). Measure smokemeter response in percent opacity to within one percent resolution.

(b) Calibrate the smokemeter as follows:

(1) Calibrate using neutral density filters with approximately 10, 20, and 40 percent opacity. Confirm that the opacity values for each of these reference filters are NIST-traceable within 185 days of testing, or within 370 days of testing if you consistently protect the reference filters from light exposure between tests.

(2) Before each test, remove the smokemeter from the exhaust stream, if applicable, and calibrate as follows:

(i) *Zero.* Adjust the smokemeter to give a zero response when there is no detectable smoke.

(ii) *Linearity.* Insert each of the qualified reference filters in the light path perpendicular to the axis of the light beam and adjust the smokemeter to give a result within 1 percentage point of the named value for each reference filter.

(c) Use computer analysis to evaluate percent opacity for each notch setting. Treat the start of the first idle mode as the start of the test. Each mode ends when operator demand changes for the next mode (or for the end of the test). Analyze the opacity trace using the following procedure:

(1) *3 second peak.* Identify the highest opacity value over the test and integrate the highest 3 second average including that highest value.

(2) *30 second peak.* Divide the test into a series of 30 second segments, advancing each segment in 1 second increments. Determine the opacity value for each segment and identify the

highest opacity value from all the 30 second segments.

(3) *Steady-state.* Calculate the average of second-by-second values between 120 and 180 seconds after the start of each mode. For RMC modes that are less than 180 seconds, calculate the average over the last 60 seconds of the mode. Identify the highest of those steady-state values from the different modes.

(d) Determine values of standardized percent opacity, $\kappa_{std,}$ by correcting to a reference optical path length of 1 meter for comparing to the standards using the following equation:

$$\kappa_{std} = 100 \cdot \left(1 - \left(1 - \frac{\kappa_{meas}}{100}\right)^{\frac{1}{l_{meas}}}\right)$$

Eq. 1033.525-1

Where:

κ_{meas} = the value of percent opacity from paragraphs (c)(1) through (3) of this section.

l_{meas} = the smokemeter's optical path length in the exhaust plume, expressed to the nearest 0.01 meters.

Example:

κ_{meas} = 14.1%
l_{meas} = 1.11 m

$$\kappa_{std} = 100 \cdot \left(1 - \left(1 - \frac{14.1}{100}\right)^{\frac{1}{1.11}}\right)$$

κ_{std} = 12.8%

Subpart G [Amended]

■ 88. Amend § 1033.630 by revising paragraph (b)(1) to read as follows:

§ 1033.630 Staged-assembly and delegated assembly exemptions.

* * * * *

(b) * * *

(1) In cases where an engine has been assembled in its certified configuration, properly labeled, and will not require an aftertreatment device to be attached when installed in the locomotive, no exemption is needed to ship the engine. You do not need an exemption to ship engines without specific components if they are not emission-related components identified in appendix A of 40 CFR part 1068.

* * * * *

■ 89. Amend § 1033.815 by revising paragraph (f) to read as follows:

§ 1033.815 Maintenance, operation, and repair.

* * * * *

(f) Failure to perform required maintenance is a violation of the tampering prohibition in 40 CFR 1068.101(b)(1). Failure of any person to comply with the recordkeeping requirements of this section is a violation of 40 CFR 1068.101(a)(2).

Subpart J [Amended]

■ 90. Amend § 1033.901 by revising the definitions of ''Adjustable parameter'' and ''Designated Compliance Officer'' to read as follows:

§ 1033.901 Definitions.

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Designated Compliance Officer means the Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification.*

* * * * *

■ 91. Redesignate appendix I to part 1033 as appendix A to part 1033 and revise newly redesignated appendix A to read as follows:

Appendix A to Part 1033—Original Standards for Tier 0, Tier 1 and Tier 2 Locomotives

(a) Locomotives were originally subject to Tier 0, Tier 1, and Tier 2 emission standards described in paragraph (b) of this appendix as follows:

(1) The Tier 0 and Tier 1 standards in paragraph (b) of this appendix applied instead of the Tier 0 and Tier 1 standards of § 1033.101 for locomotives manufactured and remanufactured before January 1, 2010. For example, a locomotive that was originally manufactured in 2004 and remanufactured on April 10, 2011, was subject to the original Tier 1 standards specified in paragraph (b) of this appendix and became subject to the Tier 1 standards of § 1033.101 when it was remanufactured on April 10, 2011.

(2) The Tier 2 standards in paragraph (b) of this appendix applied instead of the Tier 2 standards of § 1033.101 for locomotives manufactured and remanufactured before January 1, 2013.

(b) The following NO_X and PM standards applied before the dates specified in paragraph (a) of this appendix:

TABLE 1 TO APPENDIX A—ORIGINAL LOCOMOTIVE EMISSION STANDARDS

Type of standard	Year of original manufacture	Tier	Standards (g/bhp-hr)		
			NO_X	PM-primary	PM-alternate [a]
Line-haul	1973–1992	Tier 0	9.5	0.60	0.30
	1993–2004	Tier 1	7.4	0.45	0.22
	2005–2011	Tier 2	5.5	0.20	0.10
Switch	1973–1992	Tier 0	14.0	0.72	0.36
	1993–2004	Tier 1	11.0	0.54	0.27

TABLE 1 TO APPENDIX A—ORIGINAL LOCOMOTIVE EMISSION STANDARDS—Continued

Type of standard	Year of original manufacture	Tier	Standards (g/bhp-hr)		
			NO_X	PM-primary	PM-alternate [a]
	2005–2011	Tier 2	8.1	0.24	0.12

[a] Locomotives certified to the alternate PM standards are also subject to alternate CO standards of 10.0 for the line-haul cycle and 12.0 for the switch cycle.

(c) The original Tier 0, Tier 1, and Tier 2 standards for HC and CO emissions and smoke are the same standards identified in § 1033.101.

■ 92. Revise part 1036 to read as follows:

PART 1036—CONTROL OF EMISSIONS FROM NEW AND IN-USE HEAVY-DUTY HIGHWAY ENGINES

Subpart A—Overview and Applicability

Sec.
1036.1 Applicability.
1036.2 Compliance responsibility.
1036.5 Excluded engines.
1036.10 Organization of this part.
1036.15 Other applicable regulations.
1036.30 Submission of information.

Subpart B—Emission Standards and Related Requirements

1036.101 Overview of exhaust emission standards.
1036.104 Criteria pollutant emission standards—NO_x, HC, PM, and CO.
1036.108 Greenhouse gas emission standards—CO_2, CH_4, and N_2O.
1036.110 Diagnostic controls.
1036.111 Inducements related to SCR.
1036.115 Other requirements.
1036.120 Emission-related warranty requirements.
1036.125 Maintenance instructions and allowable maintenance.
1036.130 Installation instructions for vehicle manufacturers.
1036.135 Labeling.
1036.136 Clean Idle sticker.
1036.140 Primary intended service class and engine cycle.
1036.150 Interim provisions.

Subpart C—Certifying Engine Families

1036.201 General requirements for obtaining a certificate of conformity.
1036.205 Requirements for an application for certification.
1036.210 Preliminary approval before certification.
1036.225 Amending applications for certification.
1036.230 Selecting engine families.
1036.235 Testing requirements for certification.
1036.240 Demonstrating compliance with criteria pollutant emission standards.
1036.241 Demonstrating compliance with greenhouse gas emission standards.
1036.245 Deterioration factors for exhaust emission standards.
1036.246 Verifying deterioration factors.
1036.250 Reporting and recordkeeping for certification.
1036.255 EPA oversight on certificates of conformity.

Subpart D—Testing Production Engines and Hybrid Powertrains

1036.301 Measurements related to GEM inputs in a selective enforcement audit.

Subpart E—In-use Testing

1036.401 Testing requirements for in-use engines.
1036.405 Overview of the manufacturer-run field-testing program.
1036.410 Selecting and screening vehicles and engines for testing.
1036.415 Preparing and testing engines.
1036.420 Pass criteria for individual engines.
1036.425 Pass criteria for engine families.
1036.430 Reporting requirements.
1036.435 Recordkeeping requirements.
1036.440 Warranty obligations related to in-use testing.

Subpart F—Test Procedures

1036.501 General testing provisions.
1036.505 Engine data and information to support vehicle certification.
1036.510 Supplemental Emission Test.
1036.512 Federal Test Procedure.
1036.514 Low Load Cycle.
1036.520 Determining power and vehicle speed values for powertrain testing.
1036.525 Clean Idle test.
1036.530 Test procedures for off-cycle testing.
1036.535 Determining steady-state engine fuel maps and fuel consumption at idle.
1036.540 Determining cycle-average engine fuel maps.
1036.543 Carbon balance error verification.
1036.550 Calculating greenhouse gas emission rates.
1036.555 Test procedures to verify deterioration factors.
1036.580 Infrequently regenerating aftertreatment devices.

Subpart G—Special Compliance Provisions

1036.601 Overview of compliance provisions.
1036.605 Alternate emission standards for engines used in specialty vehicles.
1036.610 Off-cycle technology credits and adjustments for reducing greenhouse gas emissions.
1036.615 Engines with Rankine cycle waste heat recovery and hybrid powertrains.
1036.620 Alternate CO_2 standards based on model year 2011 compression-ignition engines.
1036.625 In-use compliance with CO_2 family emission limits (FELs).
1036.630 Certification of engine greenhouse gas emissions for powertrain testing.
1036.655 Special provisions for diesel-fueled engines sold in American Samoa or the Commonwealth of the Northern Mariana Islands.

Subpart H—Averaging, Banking, and Trading for Certification

1036.701 General provisions.
1036.705 Generating and calculating emission credits.
1036.710 Averaging.
1036.715 Banking.
1036.720 Trading.
1036.725 Required information for certification.
1036.730 ABT reports.
1036.735 Recordkeeping.
1036.740 Restrictions for using emission credits.
1036.745 End-of-year CO_2 credit deficits.
1036.750 Consequences for noncompliance.
1036.755 Information provided to the Department of Transportation.

Subpart I—Definitions and Other Reference Information

1036.801 Definitions.
1036.805 Symbols, abbreviations, and acronyms.
1036.810 Incorporation by reference.
1036.815 Confidential information.
1036.820 Requesting a hearing.
1036.825 Reporting and recordkeeping requirements.
Appendix A of Part 1036—Summary of Previous Emission Standards
Appendix B of Part 1036—Transient Duty Cycles
Appendix C of Part 1036—Default Engine Fuel Maps for § 1036.540

Authority: 42 U.S.C. 7401—7671q.

Subpart A—Overview and Applicability

§ 1036.1 Applicability.

(a) Except as specified in § 1036.5, the provisions of this part apply for engines that will be installed in heavy-duty vehicles (including glider vehicles). Heavy-duty engines produced before December 20, 2026 are subject to greenhouse gas emission standards and related provisions under this part as specified in § 1036.108; these engines are subject to exhaust emission standards for NO_X, HC, PM, and CO, and related provisions under 40 CFR part 86, subpart A and subpart N, instead of this part, except as follows:

(1) The provisions of §§ 1036.115, 1036.501(d), and 1036.601 apply.

(2) 40 CFR parts 85 and 86 may specify that certain provisions in this part apply.

(3) This part describes how several individual provisions are optional or mandatory before model year 2027. For example, § 1036.150(a) describes how you may generate emission credits by meeting the standards of this part before model year 2027.

(b) The provisions of this part also apply for fuel conversions of all engines described in paragraph (a) of this section as described in 40 CFR 85.502.

(c) Gas turbine heavy-duty engines and other heavy-duty engines not meeting the definition of *compression-ignition* or *spark-ignition* are deemed to be compression-ignition engines for purposes of this part.

(d) For the purpose of applying the provisions of this part, engines include all emission-related components and any components or systems that should be identified in your application for certification, such as hybrid components for engines that are certified as hybrid engines or hybrid powertrains.

§ 1036.2 Compliance responsibility.

The regulations in this part contain provisions that affect both engine manufacturers and others. However, the requirements of this part are generally addressed to the engine manufacturer(s). The term ''you'' generally means the engine manufacturer(s), especially for issues related to certification. Additional requirements and prohibitions apply to other persons as specified in subpart G of this part and 40 CFR part 1068.

§ 1036.5 Excluded engines.

(a) The provisions of this part do not apply to engines used in medium-duty passenger vehicles or other heavy-duty vehicles that are subject to regulation under 40 CFR part 86, subpart S, except as specified in 40 CFR part 86, subpart S, and § 1036.150(j). For example, this exclusion applies for engines used in vehicles certified to the standards of 40 CFR 86.1818 and 86.1819.

(b) An engine installed in a heavy-duty vehicle that is not used to propel the vehicle is not a heavy-duty engine. The provisions of this part therefore do not apply to these engines. Note that engines used to indirectly propel the vehicle (such as electrical generator engines that provide power to batteries for propulsion) are subject to this part. See 40 CFR part 1039, 1048, or 1054 for other requirements that apply for these auxiliary engines. See 40 CFR part 1037 for requirements that may apply for vehicles using these engines, such as the evaporative and refueling emission requirements of 40 CFR 1037.103.

(c) The provisions of this part do not apply to aircraft or aircraft engines. Standards apply separately to certain aircraft engines, as described in 40 CFR part 87.

(d) The provisions of this part do not apply to engines that are not internal combustion engines. For example, the provisions of this part generally do not apply to fuel cells. Note that gas turbine engines are internal combustion engines.

(e) The provisions of this part do not apply for model year 2013 and earlier heavy-duty engines unless they were:

(1) Voluntarily certified to this part.

(2) Installed in a glider vehicle subject to 40 CFR part 1037.

§ 1036.10 Organization of this part.

This part is divided into the following subparts:

(a) Subpart A of this part defines the applicability of this part and gives an overview of regulatory requirements.

(b) Subpart B of this part describes the emission standards and other requirements that must be met to certify engines under this part. Note that § 1036.150 describes certain interim requirements and compliance provisions that apply only for a limited time.

(c) Subpart C of this part describes how to apply for a certificate of conformity.

(d) Subpart D of this part addresses testing of production engines.

(e) Subpart E of this part describes provisions for testing in-use engines.

(f) Subpart F of this part describes how to test your engines (including references to other parts of the Code of Federal Regulations).

(g) Subpart G of this part describes requirements, prohibitions, and other provisions that apply to engine manufacturers, vehicle manufacturers, owners, operators, rebuilders, and all others.

(h) Subpart H of this part describes how you may generate and use emission credits to certify your engines.

(i) Subpart I of this part contains definitions and other reference information.

§ 1036.15 Other applicable regulations.

(a) Parts 85 and 86 of this chapter describe additional provisions that apply to engines that are subject to this part. See § 1036.601.

(b) Part 1037 of this chapter describes requirements for controlling evaporative and refueling emissions and greenhouse gas emissions from heavy-duty vehicles, whether or not they use engines certified under this part.

(c) Part 1065 of this chapter describes procedures and equipment specifications for testing engines to measure exhaust emissions. Subpart F of this part describes how to apply the provisions of part 1065 of this chapter to determine whether engines meet the exhaust emission standards in this part.

(d) The requirements and prohibitions of part 1068 of this chapter apply as specified in § 1036.601 to everyone, including anyone who manufactures, imports, installs, owns, operates, or rebuilds any of the engines subject to this part, or vehicles containing these engines. See § 1036.601 to determine how to apply the part 1068 regulations for heavy-duty engines. The issues addressed by these provisions include these seven areas:

(1) Prohibited acts and penalties for engine manufacturers, vehicle manufacturers, and others.

(2) Rebuilding and other aftermarket changes.

(3) Exclusions and exemptions for certain engines.

(4) Importing engines.

(5) Selective enforcement audits of your production.

(6) Recall.

(7) Procedures for hearings.

(e) Other parts of this chapter apply if referenced in this part.

§ 1036.30 Submission of information.

Unless we specify otherwise, send all reports and requests for approval to the Designated Compliance Officer (see § 1036.801). See § 1036.825 for additional reporting and recordkeeping provisions.

Subpart B—Emission Standards and Related Requirements

§ 1036.101 Overview of exhaust emission standards.

(a) You must show that engines meet the following exhaust emission standards:

(1) Criteria pollutant standards for NO_X, HC, PM, and CO apply as described in § 1036.104.

(2) Greenhouse gas (GHG) standards for CO_2, CH_4, and N_2O apply as described in § 1036.108.

(b) You may optionally demonstrate compliance with the emission standards of this part by testing hybrid engines and hybrid powertrains, rather than testing the engine alone. Except as specified, provisions of this part that reference engines apply equally to hybrid engines and hybrid powertrains.

§ 1036.104 Criteria pollutant emission standards—NO_X, HC, PM, and CO.

This section describes the applicable NO_X, HC, CO, and PM standards for model years 2027 and later. These standards apply equally for all primary intended service classes unless otherwise noted.

(a) *Emission standards.* Exhaust emissions may not exceed the standards in this section, as follows:

(1) The following emission standards apply for Light HDE, Medium HDE, and Heavy HDE over the FTP, SET, and LLC duty cycles using the test procedures described in subpart F of this part:

TABLE 1 TO PARAGRAPH (a)(1) OF § 1036.104—COMPRESSION-IGNITION STANDARDS FOR DUTY CYCLE TESTING

Duty cycle	NO_X mg/hp·hr	HC mg/hp·hr	PM mg/hp·hr	CO g/hp·hr
SET and FTP	35	60	5	6.0
LLC	50	140	5	6.0

(2) The following emission standards apply for Spark-ignition HDE over the FTP and SET duty cycles using the test procedures described in subpart F of this part:

TABLE 2 TO PARAGRAPH (a)(2) OF § 1036.104—SPARK-IGNITION STANDARDS FOR DUTY CYCLE TESTING

Duty cycle	NO_X mg/hp·hr	HC mg/hp·hr	PM mg/hp·hr	CO g/hp·hr
SET	35	60	5	14.4
FTP	35	60	5	6.0

(3) The following off-cycle emission standards apply for Light HDE, Medium HDE, and Heavy HDE using the procedures specified in § 1036.530, as follows:

TABLE 3 TO PARAGRAPH (a)(3) OF § 1036.104—COMPRESSION-IGNITION STANDARDS FOR OFF-CYCLE TESTING

Off-cycle Bin	NO_X	Temperature adjustment [a]	HC mg/hp·hr	PM mg/hp·hr	CO g/hp·hr
Bin 1	10.0 g/hr	$(25.0 - \bar{T}_{amb}) \cdot 0.25$			
Bin 2	58 mg/hp·hr	$(25.0 - \bar{T}_{amb}) \cdot 2.2$	120	7.5	9

[a] $\bar{T}_{amb}$ is the mean ambient temperature over a shift-day, or equivalent. Adjust the off-cycle NO_X standard for $\bar{T}_{amb}$ below 25.0 °C by adding the calculated temperature adjustment to the specified NO_X standard. Round the temperature adjustment to the same precision as the NO_X standard for the appropriate bin. If you declare a NO_X FEL for the engine family, do not apply the FEL scaling calculation from paragraph (c)(3) of this section to the calculated temperature adjustment.

(b) *Clean Idle.* You may optionally certify compression-ignition engines to the Clean Idle NO_X emission standard using the Clean Idle test specified in § 1036.525. The optional Clean Idle NO_X emission standard is 30.0 g/h for model years 2024 through 2026, and 10.0 g/hr for model year 2027 and later. The standard applies separately to each mode of the Clean Idle test. If you certify an engine family to the Clean Idle standards, it is subject to all these voluntary standards as if they were mandatory.

(c) *Averaging, banking, and trading.* You may generate or use emission credits under the averaging, banking, and trading (ABT) program described in subpart H of this part for demonstrating compliance with NO_X emission standards in paragraph (a) of this section. You must meet the PM, HC, and CO emission standards in § 1036.104(a) without generating or using emission credits.

(1) To generate or use emission credits, you must specify a family emission limit for each engine family. Declare the family emission limit corresponding to full useful life for engine operation over the FTP duty cycle, FEL_{FTP}, expressed to the same number of decimal places as the emission standard. Use FEL_{FTP} to calculate emission credits in subpart H of this part.

(2) The following NO_X FEL caps are the maximum value you may specify for FEL_{FTP}:

(i) 65 mg/hp·hr for model years 2027 through 2030.

(ii) 50 mg/hp·hr for model year 2031 and later.

(iii) 70 mg/hp·hr for model year 2031 and later Heavy HDE.

(3) Calculate the NO_X family emission limit, $FEL_{[cycle]NO_X}$, that applies for each duty-cycle or off-cycle standard using the following equation:

$$FEL_{[\text{cycle}]\text{NOx}} = Std_{[\text{cycle}]\text{NOx}} \cdot \frac{FEL_{\text{FTPNOx}}}{Std_{\text{FTPNOx}}}$$

Eq. 1036.104-1

Where:

$Std_{[cycle]NO_X}$, = the NO_X emission standard that applies for the applicable cycle or for off-cycle testing under paragraph (a)

of this section for engines not participating in the ABT program.

FEL_{FTPNO_X} = the engine family's declared FEL for NO_X over the FTP duty cycle from paragraph (c)(1) of this section.

Std_{FTPNO_X} = the NO_X emission standard that applies for the FTP duty cycle under paragraph (a) of this section for engines not participating in the ABT program.

Example for model year 2029 Medium HDE for the SET:

Std_{SETNO_X} = 35 mg/hp·hr
FEL_{FTP} = 121 mg/hp·hr
Std_{FTPNO_X} = 35 mg/hp·hr

$$FEL_{SETNOx} = 35 \cdot \frac{121}{35} = 121 \text{ mg/hp} \cdot \text{hr}$$

FEL_{SETNO_X} = 121 mg/hp·hr

(4) The family emission limits you select under this paragraph (c) serve as the emission standards for compliance testing instead of the standards specified in this section.

(d) *Fuel types.* The exhaust emission standards in this section apply for engines using the fuel type on which the engines in the engine family are designed to operate. You must meet the numerical emission standards for HC in this section based on the following types of hydrocarbon emissions for engines powered by the following fuels:

(1) Alcohol-fueled engines: NMHCE emissions.

(2) Gaseous-fueled engines: NMNEHC emissions.

(3) Other engines: NMHC emissions.

(e) *Useful life.* The exhaust emission standards of this section apply for the useful life, expressed in vehicle miles, or hours of engine operation, or years in service, whichever comes first, as follows:

TABLE 4 TO PARAGRAPH (e) OF § 1036.104—USEFUL LIFE BY PRIMARY INTENDED SERVICE CLASS

Primary intended service class	Model year 2026 and earlier			Model year 2027 and later		
	Miles	Years	Hours	Miles	Years	Hours
Spark-ignition HDE	110,000	10	.....	200,000	15	10,000
Light HDE	110,000	10	.....	270,000	15	13,000
Medium HDE	185,000	10	.....	350,000	12	17,000
Heavy HDE	435,000	10	22,000	650,000	11	32,000

(f) *Applicability for testing.* The emission standards in this subpart apply to all testing, including certification, selective enforcement audits, and in-use testing. For selective enforcement audits, we may require you to perform the appropriate duty-cycle testing as specified in §§ 1036.510, 1036.512, and 1036.514. We may direct you to do additional testing to show that your engines meet the off-cycle standards.

§ 1036.108 Greenhouse gas emission standards—CO_2, CH_4, and N_2O.

This section contains standards and other regulations applicable to the emission of the air pollutant defined as the aggregate group of six greenhouse gases: carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. This section describes the applicable CO_2, N_2O, and CH_4 standards for engines.

(a) *Emission standards.* Emission standards apply for engines and optionally powertrains measured using the test procedures specified in subpart F of this part as follows:

(1) CO_2 emission standards in this paragraph (a)(1) apply based on testing as specified in subpart F of this part. The applicable test cycle for measuring CO_2 emissions differs depending on the engine family's primary intended service class and the extent to which the engines will be (or were designed to be) used in tractors. For Medium HDE and Heavy HDE certified as tractor engines, measure CO_2 emissions using the SET steady-state duty cycle specified in § 1036.510. This testing with the SET duty cycle is intended for engines designed to be used primarily in tractors and other line-haul applications. Note that the use of some SET-certified tractor engines in vocational applications does not affect your certification obligation under this paragraph (a)(1); see other provisions of this part and 40 CFR part 1037 for limits on using engines certified to only one cycle. For Medium HDE and Heavy HDE certified as both tractor and vocational engines, measure CO_2 emissions using the SET duty cycle specified in § 1036.510 and the FTP transient duty cycle specified in § 1036.512. Testing with both SET and FTP duty cycles is intended for engines that are designed for use in both tractor and vocational applications. For all other engines (including Spark-ignition HDE), measure CO_2 emissions using the FTP transient duty cycle specified in § 1036.512.

(i) The Phase 1 CO_2 standard is 627 g/hp·hr for all spark-ignition engines for model years 2016 through 2020. This standard continues to apply in later model years for all spark-ignition engines that are not Heavy HDE.

(ii) The following Phase 1 CO_2 standards apply for compression-ignition engines (in g/hp·hr):

TABLE 1 TO PARAGRAPH (a)(1)(ii) OF § 1036.108—COMPRESSION-IGNITION ENGINE STANDARDS FOR MODEL YEARS 2014–2020

Model years	Light HDE	Medium HDE—vocational	Heavy HDE—vocational	Medium HDE—tractor	Heavy HDE—tractor
2014–2016	600	600	567	502	475
2017–2020	576	576	555	487	460

(iii) The following Phase 2 CO_2 standards apply for compression-ignition engines and all Heavy HDE (in g/hp·hr):

TABLE 2 TO PARAGRAPH (a)(1)(iii) OF § 1036.108—COMPRESSION-IGNITION ENGINE STANDARDS FOR MODEL YEARS 2021 AND LATER

Model years	Light HDE	Medium HDE—vocational	Heavy HDE—vocational	Medium HDE—tractor	Heavy HDE—tractor
2021–2023	563	545	513	473	447
2024–2026	555	538	506	461	436
2027 and later	552	535	503	457	432

(iv) You may certify spark-ignition engines to the compression-ignition standards for the appropriate model year under this paragraph (a). If you do this, those engines are treated as compression-ignition engines for all the provisions of this part.

(2) The CH_4 emission standard is 0.10 g/hp·hr when measured over the applicable FTP transient duty cycle specified in § 1036.512. This standard begins in model year 2014 for compression-ignition engines and in model year 2016 for spark-ignition engines. Note that this standard applies for all fuel types just like the other standards of this section.

(3) The N_2O emission standard is 0.10 g/hp·hr when measured over the applicable FTP transient duty cycle specified in § 1036.512. This standard begins in model year 2014 for compression-ignition engines and in model year 2016 for spark-ignition engines.

(b) *Family Certification Levels.* You must specify a CO_2 Family Certification Level (FCL) for each engine family expressed to the same number of decimal places as the emission standard. The FCL may not be less than the certified emission level for the engine family. The CO_2 family emission limit (FEL) for the engine family is equal to the FCL multiplied by 1.03.

(c) *Averaging, banking, and trading.* You may generate or use emission credits under the averaging, banking, and trading (ABT) program described in subpart H of this part for demonstrating compliance with CO_2 emission standards. Credits (positive and negative) are calculated from the difference between the FCL and the applicable emission standard. As described in § 1036.705, you may use CO_2 credits to certify your engine families to FELs for N_2O and/or CH_4, instead of the N_2O/CH_4 standards of this section that otherwise apply. Except as specified in §§ 1036.150 and 1036.705, you may not generate or use credits for N_2O or CH_4 emissions.

(d) *Useful life.* The exhaust emission standards of this section apply for the useful life, expressed as vehicle miles, or hours of engine operation, or years in service, whichever comes first, as follows:

TABLE 3 TO PARAGRAPH (d) OF § 1036.108—USEFUL LIFE BY PRIMARY INTENDED SERVICE CLASS FOR MODEL YEAR 2021 AND LATER

Primary intended service class	Miles	Years
Spark-ignition HDE [a]	150,000	15
Light HDE [a]	150,000	15
Medium HDE	185,000	10
Heavy HDE [b]	435,000	10

[a] Useful life for Spark-ignition HDE and Light HDE before model year 2021 is 110,000 miles or 10 years, whichever occurs first.
[b] Useful life for Heavy HDE is also expressed as 22,000 operating hours. For an individual engine, the useful life is no shorter than 10 years or 100,000 miles, whichever occurs first, regardless of operating hours.

(e) *Applicability for testing.* The emission standards in this subpart apply as specified in this paragraph (e) to all duty-cycle testing (according to the applicable test cycles) of testable configurations, including certification, selective enforcement audits, and in-use testing. The CO_2 FCLs serve as the CO_2 emission standards for the engine family with respect to certification and confirmatory testing instead of the standards specified in paragraph (a)(1) of this section. The FELs serve as the emission standards for the engine family with respect to all other duty-cycle testing. See §§ 1036.235 and 1036.241 to determine which engine configurations within the engine family are subject to testing. Note that engine fuel maps and powertrain test results also serve as standards as described in §§ 1036.535, 1036.540, and 1036.630 and 40 CFR 1037.550.

§ 1036.110 Diagnostic controls.

Onboard diagnostic (OBD) systems must generally detect malfunctions in the emission control system, store trouble codes corresponding to detected malfunctions, and alert operators appropriately. Starting in model year 2027, new engines must have OBD systems as described in this section. You may optionally comply with any or all of the requirements of this section instead of 40 CFR 86.010–18 in earlier model years.

(a) Chassis-based OBD requirements apply instead of the requirements of this section for certain engines as follows:

(1) Heavy-duty engines intended to be installed in heavy duty vehicles at or below 14,000 pounds GVWR must meet the requirements in 40 CFR 86.1806. Note that 40 CFR 86.1806 allows for using later versions of specified OBD requirements from the California Air Resources Board, which includes meeting the 2019 heavy-duty OBD requirements adopted for California and updated emission thresholds as described in this section.

(2) Heavy-duty spark-ignition engines intended to be installed in heavy-duty vehicles above 14,000 pounds GVWR may meet the requirements in 40 CFR 86.1806 if the same engines are also installed in vehicles certified under 40 CFR part 86, subpart S, where both sets

of vehicles share similar emission controls.

(b) Engines must comply with the 2019 heavy-duty OBD requirements adopted for California as described in this paragraph (b). California's 2019 heavy-duty OBD requirements are part of 13 CCR 1968.2, 1968.5, 1971.1, and 1971.5 (incorporated by reference in § 1036.810). We may approve your request to certify an OBD system meeting alternative specifications if you submit information as needed to demonstrate that it meets the intent of this section. For example, we may approve your request for a system that meets a later version of California's OBD requirements if you demonstrate that it meets the intent of this section; the demonstration must include identification of any approved deficiencies and your plans to resolve such deficiencies. To demonstrate that your engine meets the intent of this section, the OBD system meeting alternative specifications must address all the provisions described in this paragraph (b) and in paragraph (c) of this section. The following clarifications and exceptions apply for engines certified under this part:

(1) We may approve a small manufacturer's request to delay complying with the requirements of this section for up to three model years if that manufacturer has not certified those engines or other comparable engines in California for those model years.

(2) For engines not certified in California, references to vehicles meeting certain California Air Resources Board emission standards are understood to refer to the corresponding EPA emission standards for a given family, where applicable. Use good engineering judgment to correlate the specified standards with the EPA standards that apply under this part. You must describe in your application for certification how you will perform testing to demonstrate compliance with OBD requirements to represent all your engine families over five or fewer model years.

(3) Engines must comply with OBD requirements throughout the useful life as specified in § 1036.104(e).

(4) The purpose and applicability statements in 13 CCR 1971.1(a) and (b) do not apply.

(5) Emission thresholds apply as follows:

(i) Spark-ignition engines are subject to a NO_X threshold of 0.35 g/hp·hr for catalyst monitoring and 0.30 g/hp·hr in all other cases. Spark-ignition engines are subject to a PM threshold of 0.015 g/hp·hr. Thresholds apply for operation on the FTP and SET duty cycles.

(ii) Compression-ignition engines are subject to a NO_X threshold of 0.40 g/hp·hr and a PM threshold of 0.03 g/hp·hr for operation on the FTP and SET duty cycles.

(iii) All engines are subject to HC and CO thresholds as specified in 13 CCR 1968.2 and 1971.1, except that the ''applicable standards'' for determining these thresholds are 0.14 g/hp·hr for HC, 14.4 g/hp·hr for CO from spark-ignition engines, and 15.5 g/hp·hr for CO from compression-ignition engines.

(iv) Compression-ignition engines may be exempt from certain monitoring in 13 CCR 1968.2 and 1971.1 based on specified test-out criteria. To calculate these test-out criteria, the ''applicable standards'' are 0.20 g/hp·hr for NO_X, 0.14 g/hp·hr for HC, 0.01 g/hp·hr for PM, 14.4 g/hp·hr for CO from spark-ignition engines, and 15.5 g/hp·hr for CO from compression-ignition engines.

(6) The provisions related to verification of in-use compliance in 13 CCR 1971.1(l) do not apply. The provisions related to manufacturer self-testing in 13 CCR 1971.5(c) also do not apply.

(7) The deficiency provisions described in paragraph (d) of this section apply instead of 13 CCR 1971.1(k).

(8) Include the additional data-stream signals in 13 CCR 1971.1(h)(4.2.3)(E), (F), and (G) as freeze-frame conditions as required in 13 CCR 1971.1(h)(4.3).

(9) Design compression-ignition engines to make the following additional data-stream signals available on demand with a generic scan tool according to 13 CCR 1971.1(h)(4.2), if the engine is so equipped:

(i) *Engine and vehicle parameters.* Status of parking brake, neutral switch, brake switch, and clutch switch, wastegate control solenoid output, wastegate position (commanded and actual), speed and output shaft torque consistent with § 1036.115(d).

(ii) *Diesel oxidation catalyst parameters.* Include inlet and outlet pressure and temperature for the diesel oxidation catalyst.

(iii) *Particulate filter parameters.* Include filter soot load and ash load for all installed particulate filters.

(iv) *EGR parameters.* Include differential pressure for exhaust gas recirculation.

(v) *SCR parameters.* Include DEF quality-related signals, DEF coolant control valve position (commanded and actual), DEF tank temperature, DEF system pressure, DEF pump commanded percentage, DEF doser control status, DEF line heater control outputs, aftertreatment dosing quantity commanded and actual.

(vi) *Derating parameters.* Include any additional parameters used to apply inducements under § 1036.111 or any other SCR-related or DPF-related engine derates under § 1036.125.

(10) Design spark-ignition engines to make the following additional parameters available for reading with a generic scan tool, if applicable:

(i) *Air-fuel enrichment parameters.* Percent of time in enrichment, both for each trip (key-on to key-off) and as a cumulative lifetime value. Track values separately for enrichment based on throttle, engine protection, and catalyst protection. Include all time after engine warm-up when the engine is not operating at the air-fuel ratio designed for peak three-way catalyst efficiency. Peak efficiency typically involves closed-loop feedback control.

(ii) [Reserved]

(11) If you have an approved Executive order from the California Air Resources Board for a given engine family, we may rely on that Executive order to evaluate whether you meet federal OBD requirements for that same engine family or an equivalent engine family. Engine families are equivalent if they are identical in all aspects material to emission characteristics; for example, we would consider different inducement strategies and different warranties not to be material to emission characteristics relevant to these OBD testing requirements. EPA would count two equivalent engine families as one for the purposes of determining OBD demonstration testing requirements. Send us the following information:

(i) You must submit additional information as needed to demonstrate that you meet the requirements of this section that are not covered by the California Executive order.

(ii) Send us results from any testing you performed for certifying engine families (including equivalent engine families) with the California Air Resources Board, including the results of any testing performed under 13 CCR 1971.1(l) for verification of in-use compliance and 13 CCR 1971.5(c) for manufacturer self-testing within the deadlines set out in 13 CCR 1971.1.

(iii) We may require that you send us additional information if we need it to evaluate whether you meet the requirements of this paragraph (b)(11). This may involve sending us copies of documents you send to the California Air Resources Board.

(12) You may ask us to approve conditions for which the diagnostic system may disregard trouble codes, as described in 13 CCR 1971.1(g)(5.3)–(5.6).

(13) References to the California ARB Executive Officer are deemed to be the EPA Administrator.

(c) Design the diagnostic system to display the following information in the cab:

(1) For inducements specified in § 1036.111 and any other AECD that derates engine output related to SCR or DPF systems, indicate the fault code for the detected problem, a description of the fault code, and the current speed restriction. For inducement faults under § 1036.111, identify whether the fault condition is for DEF quantity, DEF quality, or tampering; for other faults, identify whether the fault condition is related to SCR or DPF systems. If there are additional derate stages, also indicate the next speed restriction and the time remaining until starting the next restriction. If the derate involves something other than restricting vehicle speed, such as a torque derate, adjust the information to correctly identify any current and pending restrictions.

(2) Identify on demand the total number of diesel particulate filter regeneration events that have taken place since installing the current particulate filter.

(3) Identify on demand the historical and current rate of DEF consumption, such as gallons of DEF consumed per mile or gallons of DEF consumed per gallon of diesel fuel consumed. Design the system to allow the operator to reset the current rate of DEF consumption.

(d) You may ask us to accept as compliant an engine that does not fully meet specific requirements under this section. The following provisions apply regarding OBD system deficiencies:

(1) We will not approve a deficiency for gasoline-fueled or diesel-fueled engines if it involves the complete lack of a major diagnostic monitor, such as monitors related to exhaust aftertreatment devices, oxygen sensors, air-fuel ratio sensors, NO_X sensors, engine misfire, evaporative leaks, and diesel EGR (if applicable). We may approve such deficiencies for engines using other fuels if you demonstrate that the alternative fuel causes these monitors to be unreliable.

(2) We will approve a deficiency only if you show us that full compliance is infeasible or unreasonable considering any relevant factors, such as the technical feasibility of a given monitor, or the lead time and production cycles of vehicle designs and programmed computing upgrades.

(3) Our approval for a given deficiency applies only for a single model year, though you may continue to ask us to extend a deficiency approval in renewable one-year increments. We may approve an extension if you demonstrate an acceptable level of progress toward compliance and you show that the necessary hardware or software modifications would pose an unreasonable burden. We will approve a deficiency for more than three years only if you further demonstrate that you need the additional lead time to make substantial changes to engine hardware.

(4) We will not approve deficiencies retroactively.

§ 1036.111 Inducements related to SCR.

Engines using SCR to control emissions depend on a constant supply of diesel exhaust fluid (DEF). This section describes how manufacturers must design their engines to derate power output to induce operators to take appropriate actions to ensure the SCR system is working properly. The requirements of this section apply equally for engines installed in heavy-duty vehicles at or below 14,000 lbs GVWR. The requirements of this section apply starting in model year 2027, though you may comply with the requirements of this section in earlier model years.

(a) *General provisions.* The following terms and general provisions apply under this section:

(1) As described in § 1036.110, this section relies on terms and requirements specified for OBD systems by California ARB in 13 CCR 1968.2 and 1971.1 (incorporated by reference in § 1036.810).

(2) The provisions of this section apply differently based on an individual vehicle's speed history. A vehicle's speed category is based on the OBD system's recorded value for average speed for the preceding 30 hours of non-idle engine operation. The vehicle speed category applies at the point that the engine first detects a fault condition identified under paragraph (b) of this section and continues to apply until the fault condition is fully resolved as specified in paragraph (e) of this section. Non-idle engine operation includes all operating conditions except those that qualify as idle based on OBD system controls as specified in 13 CCR 1971.1(h)(5.4.10). Apply speed derates based on the following categories:

TABLE 1 TO PARAGRAPH (a)(2) OF § 1036.111—VEHICLE CATEGORIES

Vehicle category	Average speed (mi/hr)
Low-speed	speed <15.
Medium-speed	15 ≤speed <25.
High-speed	speed ≥25.

(3) Where engines derate power output as specified in this section, the derate must decrease vehicle speed by 1 mi/hr for every five minutes of engine operation until reaching the specified derate speed. This requirement applies at the onset of an inducement, at any transition to a different step of inducement, and for any derate that recurs under paragraph (e)(3) of this section.

(b) *Fault conditions.* Create derate strategies that monitor for and trigger an inducement based on the following conditions:

(1) DEF supply falling to a level corresponding to three hours of engine operation, based on available information on DEF consumption rates.

(2) DEF quality failing to meet your concentration specifications.

(3) Any signal indicating that a catalyst is missing.

(4) Open circuit faults related to the following: DEF tank level sensor, DEF pump, DEF quality sensor, SCR wiring harness, NO_X sensors, DEF dosing valve, DEF tank heater, DEF tank temperature sensor, and aftertreatment control module.

(c) [Reserved]

(d) *Derate schedule.* Engines must follow the derate schedule described in this paragraph (d) if the engine detects a fault condition identified in paragraph (b) of this section. The derate takes the form of a maximum drive speed for the vehicle. This maximum drive speed decreases over time based on hours of non-idle engine operation without regard to engine starting.

(1) Apply speed-limiting derates according to the following schedule:

TABLE 2 TO PARAGRAPH (d)(1) OF § 1036.111—DERATE SCHEDULE FOR DETECTED FAULTS

High-speed vehicles		Low-speed vehicles		Low-speed vehicles	
Hours of non-idle engine operation	Maximum speed (mi/hr)	Hours of non-idle engine operation	Maximum speed (mi/hr)	Hours of non-idle engine operation	Maximum speed (mi/hr)
0	65	0	55	0	45
6	60	6	50	5	40
12	55	12	45	10	35
20	50	45	40	30	25
86	45	70	35	.....	.....
119	40	90	25	.....	.....
144	35	.....	.....	.....	.....
164	25	.....	.....	.....	.....

[a] Hours start counting when the engine detects a fault condition specified in paragraph (b) of this section. For DEF supply, you may program the engine to reset the timer to three hours when the engine detects an empty DEF tank.

(2) You may design and produce engines that will be installed in motorcoaches with an alternative derate schedule that starts with a 65 mi/hr derate when a fault condition is first detected, steps down to 50 mi/hr after 80 hours, and concludes with a final derate speed of 25 mi/hr after 180 hours of non-idle operation.

(e) *Deactivating derates.* Program the engine to deactivate derates as follows:

(1) Evaluate whether the detected fault condition continues to apply. Deactivate derates if the engine confirms that the detected fault condition is resolved.

(2) Allow a generic scan tool to deactivate inducement-related fault codes while the vehicle is not in motion.

(3) Treat any detected fault condition that recurs within 40 hours of engine operation as the same detected fault condition, which would restart the derate at the same point in the derate schedule that the system last deactivated the derate.

§ 1036.115 Other requirements.

Engines that are required to meet the emission standards of this part must meet the following requirements, except as noted elsewhere in this part:

(a) *Crankcase emissions.* Engines may not discharge crankcase emissions into the ambient atmosphere throughout the useful life, other than those that are routed to the exhaust upstream of exhaust aftertreatment during all operation, except as follow:

(1) Engines equipped with turbochargers, pumps, blowers, or superchargers for air induction may discharge crankcase emissions to the ambient atmosphere if the emissions are added to the exhaust emissions (either physically or mathematically) during all emission testing.

(2) If you take advantage of this exception, you must manufacture the engines so that all crankcase emissions can be routed into the applicable sampling systems specified in 40 CFR part 1065. You must also account for deterioration in crankcase emissions when determining exhaust deterioration factors as described in § 1036.240(c)(5).

(b) *Fuel mapping.* You must perform fuel mapping for your engine as described in § 1036.505(b).

(c) *Evaporative and refueling emissions.* You must design and produce your engines to comply with evaporative and refueling emission standards as follows:

(1) For complete heavy-duty vehicles you produce, you must certify the vehicles to emission standards as specified in 40 CFR 1037.103.

(2) For incomplete heavy-duty vehicles, and for engines used in vehicles you do not produce, you do not need to certify your engines to evaporative and refueling emission standards or otherwise meet those standards. However, vehicle manufacturers certifying their vehicles with your engines may depend on you to produce your engines according to their specifications. Also, your engines must meet applicable exhaust emission standards in the installed configuration.

(d) *Torque broadcasting.* Electronically controlled engines must broadcast their speed and output shaft torque (in newton-meters). Engines may alternatively broadcast a surrogate value for determining torque. Engines must broadcast engine parameters such that they can be read with a remote device or broadcast them directly to their controller area networks.

(e) *EPA access to broadcast information.* If we request it, you must provide us any hardware, tools, and information we would need to readily read, interpret, and record all information broadcast by an engine's on-board computers and electronic control modules. If you broadcast a surrogate parameter for torque values, you must provide us what we need to convert these into torque units. We will not ask for hardware or tools if they are readily available commercially.

(f) *Adjustable parameters.* Engines that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range.

(1) We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, selective enforcement auditing, or in-use testing.

(2) General provisions apply for adjustable parameters as specified in 40 CFR 1068.50.

(3) DEF supply and DEF quality are adjustable parameters. The physically adjustable range includes any amount of DEF for which the engine's diagnostic system does not trigger inducement provisions under § 1036.111.

(g) *Prohibited controls.* (1) *General provisions.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, this would apply if the engine emits a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

(2) *Vanadium sublimation in SCR catalysts.* For engines equipped with vanadium-based SCR catalysts, you must design the engine and its emission controls to prevent vanadium sublimation and protect the catalyst from high temperatures. We will evaluate your engine design based on the following information that you must include in your application for certification:

(i) Identify the threshold temperature for vanadium sublimation for your specified SCR catalyst formulation as

described in 40 CFR 1065.1113 through 1065.1121.

(ii) Describe how you designed your engine to prevent catalyst inlet temperatures from exceeding the temperature you identify in paragraph (g)(2)(i) of this section, including consideration of engine wear through the useful life. Also describe your design for catalyst protection in case catalyst temperatures exceed the specified temperature. In your description, include how you considered elevated catalyst temperature resulting from sustained high-load engine operation, catalyst exotherms, particulate filter regeneration, and component failure resulting in unburned fuel in the exhaust stream.

(h) *Defeat devices.* You may not equip your engines with a defeat device. A defeat device is an auxiliary emission control device (AECD) that reduces the effectiveness of emission controls under conditions that may reasonably be expected in normal operation and use. However, an AECD is not a defeat device if you identify it in your application for certification and any of the following is true:

(1) The conditions of concern were substantially included in the applicable procedure for duty-cycle testing as described in subpart F of this part.

(2) You show your design is necessary to prevent engine (or vehicle) damage or accidents. Preventing engine damage includes preventing damage to aftertreatment or other emission-related components.

(3) The reduced effectiveness applies only to starting the engine.

(4) The AECD applies only for engines that will be installed in *emergency vehicles,* and the need is justified in terms of preventing the engine from losing speed, torque, or power due abnormal conditions of the emission control system, or in terms of preventing such abnormal conditions from occurring, during operation related to emergency response. Examples of such abnormal conditions may include excessive exhaust backpressure from an overloaded particulate trap, and running out of diesel exhaust fluid for engines that rely on urea-based selective catalytic reduction.

(i) *DEF tanks.* Diesel exhaust fluid tanks must be sized to require refilling no more frequently than the vehicle operator will need to refill the fuel tank, even for worst-case assumptions related to fuel efficiency and refueling volumes.

(j) *Special provisions for spark-ignition engines.* The following provisions apply for spark-ignition engines that control air-fuel ratios at or near stoichiometry starting with model year 2027:

(1) Catalyst bed temperature during extended idle may not fall below 350 °C, or a lower temperature that we approve. Describe how you designed your engine to meet this requirement in your application for certification. You may ask us to approve alternative strategies to prevent emissions from increasing during idle.

(2) In addition to the information requirements of § 1036.205(b), describe why you rely on any AECDs instead of other engine designs for thermal protection of catalyst or other emission-related components. Also describe the accuracy of any modeled or measured temperatures used to activate the AECD. We may ask you to submit a second-by-second comparison of any modeled and measured component temperatures as part of your application for certification.

§ 1036.120 Emission-related warranty requirements.

(a) *General requirements.* You must warrant to the ultimate purchaser and each subsequent purchaser that the new engine, including all parts of its emission control system, meets two conditions:

(1) It is designed, built, and equipped so it conforms at the time of sale to the ultimate purchaser with the requirements of this part.

(2) It is free from defects in materials and workmanship that may keep it from meeting these requirements.

(b) *Warranty period.* Your emission-related warranty must be valid for at least as long as the minimum warranty periods listed in this paragraph (b) in vehicle miles, or hours of engine operation, or years in service, whichever comes first. You may offer an emission-related warranty more generous than we require. The emission-related warranty for the engine may not be shorter than any published warranty you offer without charge for the engine. Similarly, the emission-related warranty for any component may not be shorter than any published warranty you offer without charge for that component. If an extended warranty requires owners to pay for a portion of repairs, those terms apply in the same manner to the emission-related warranty. The warranty period begins when the vehicle is placed into service. The following minimum warranty periods apply:

TABLE 1 TO PARAGRAPH (b) OF § 1036.120—WARRANTY BY PRIMARY INTENDED SERVICE CLASS

Primary intended service class	Model year 2026 and earlier			Model year 2027 and later		
	Mileage	Years	Hours	Mileage	Years	Hours
Spark-Ignition HDE	50,000	5		160,000	10	8,000
Light HDE	50,000	5		210,000	10	10,000
Medium HDE	100,000	5		280,000	10	14,000
Heavy HDE	100,000	5		450,000	10	22,000

(c) *Components covered.* The emission-related warranty covers all components listed in 40 CFR part 1068, appendix A, and components from any other system you develop to control emissions. The emission-related warranty covers any components, regardless of the company that produced them, that are the original components or the same design as components from the certified configuration.

(d) *Limited applicability.* You may deny warranty claims under this section if the operator caused the problem through improper maintenance or use, subject to the provisions in § 1036.125 and 40 CFR 1068.115.

(e) *Owners manual.* Describe in the owners manual the emission-related warranty provisions from this section that apply to the engine.

§ 1036.125 Maintenance instructions and allowable maintenance.

Maintenance includes any inspection, adjustment, cleaning, repair, or replacement of components and is classified as either emission-related or not emission-related and each of these can be classified as either scheduled or

unscheduled. Further, some emission-related maintenance is also classified as critical emission-related maintenance. Give the ultimate purchaser of each new engine written instructions for maintaining and using the engine. As described in paragraph (h) of this section, these instructions must identify how owners properly maintain and use engines to clarify responsibilities for regulatory requirements such as emission-related warranty and defect reporting.

(a) *Critical emission-related maintenance.* Critical emission-related maintenance includes any adjustment, cleaning, repair, or replacement of components listed in paragraph (a)(2) of this section. Critical emission-related maintenance may also include other maintenance that you determine is critical, including maintenance on other emission-related components as described in 40 CFR part 1068, appendix A, if we approve it in advance. You may perform scheduled critical emission-related maintenance during service accumulation on your emission-data engines at the intervals you specify.

(1) *Maintenance demonstration.* You must demonstrate that the maintenance is reasonably likely to be done at your recommended intervals on in-use engines. We will accept DEF replenishment as reasonably likely to occur if your engine meets the specifications in § 1036.111. We will accept other scheduled maintenance as reasonably likely to occur if you satisfy any of the following conditions:

(i) You present data showing that, if a lack of maintenance increases emissions, it also unacceptably degrades the engine's performance.

(ii) You design and produce your engines with a system we approve that displays a visible signal to alert drivers that maintenance is due, either as a result of component failure or the appropriate degree of engine or vehicle operation. The signal must clearly display ''maintenance needed'', ''check engine'', or a similar message that we approve. The signal must be continuous while the engine is operating and not be easily eliminated without performing the specified maintenance. Your maintenance instructions must specify resetting the signal after completing the specified maintenance. We must approve the method for resetting the signal. You may not design the system to be less effective at the end of the useful life. If others install your engine in their vehicle, you may rely on installation instructions to ensure proper mounting and operation of the display. Disabling or improperly resetting the system for displaying these maintenance-related signals without performing the indicated maintenance violates the tampering prohibition in 42 U.S.C. 7522(a)(3).

(iii) You present survey data showing that at least 80 percent of engines in the field get the maintenance you specify at the recommended intervals.

(iv) You provide the maintenance free of charge and clearly say so in your maintenance instructions.

(v) You otherwise show us that the maintenance is reasonably likely to be done at the recommended intervals.

(2) *Minimum scheduled maintenance intervals.* You may not schedule critical emission-related maintenance more frequently than the minimum intervals specified or allowed in this paragraph (a), except as specified in paragraph (g) of this section. The minimum intervals specified for each component applies to actuators, sensors, tubing, valves, and wiring associated with that component, except as specified.

TABLE 1 TO PARAGRAPH (a)(2) OF § 1036.125—MINIMUM SCHEDULED MAINTENANCE INTERVALS FOR REPLACEMENT IN MILES (OR HOURS)

Components	Spark-ignition HDE	Light HDE	Medium HDE	Heavy HDE
Spark plugs	25,000 (750)			
DEF filters		100,000 (3,000)	100,000 (3,000)	100,000 (3,000)
Crankcase ventilation valves and filters	60,000 (1,800)	60,000 (1,800)	60,000 (1,800)	60,000 (1,800)
Ignition wires and coils	50,000 (1,500)			
Oxygen sensors	80,000 (2,400)			
Air injection system components	110,000 (3,300)			
Sensors, actuators, and related control modules that are not integrated into other systems	100,000 (3,000)	100,000 (3,000)	150,000 (4,500)	150,000 (4,500)
Particulate filtration systems (other than filter substrates)	100,000 (3,000)	100,000 3,000)	250,000 7,500)	250,000 (7,500)
Catalyst systems (other than catalyst substrates), fuel injectors, electronic control modules, hybrid system components, turbochargers, and EGR system components (including filters and coolers)	110,000 (3,300)	110,000 (3,300)	185,000 5,550)	435,000 (13,050)
Catalyst substrates and particulate filter substrates	200,000 (10,000)	270,000 (13,000)	350,000 (17,000)	650,000 (32,000)

TABLE 2 TO PARAGRAPH (a)(2) OF § 1036.125—MINIMUM SCHEDULED MAINTENANCE INTERVALS FOR ADJUSTMENT OR CLEANING

Component	Accumulated miles (hours) for components			
	Spark-ignition HDE	Light HDE	Medium HDE	Heavy HDE
Spark plugs	25,000 (750)			
EGR-related filters and coolers, fuel injectors, and crankcase ventilation valves and filters.	50,000 (1,500)	50,000 (1,500)	50,000 (1,500)	50,000 (1,500)
DEF filters		50,000 (1,500)	50,000 (1,500)	50,000 (1,500)

TABLE 2 TO PARAGRAPH (a)(2) OF § 1036.125—MINIMUM SCHEDULED MAINTENANCE INTERVALS FOR ADJUSTMENT OR CLEANING—Continued

Component	Accumulated miles (hours) for components			
	Spark-ignition HDE	Light HDE	Medium HDE	Heavy HDE
Ignition wires and coils	50,000 (1,500)			
Oxygen sensors	80,000 (2,400)			
Air injection system components	100,000 (3,000)			
Catalyst system components, EGR system components (other than filters or coolers), particulate filtration system components, and turbochargers.	100,000 (3,000)	100,000 (3,000)	100,000 (3,000), then 50,000 (4,500).	100,000 (3,000), then 150,000 (4,500)

(3) *New technology.* You may ask us to approve scheduled critical emission-related maintenance of components not identified in paragraph (a)(2) of this section that is a direct result of the implementation of new technology not used in model year 2020 or earlier engines, subject to the following provisions:

(i) Your request must include your recommended maintenance interval, including data to support the need for the maintenance, and a demonstration that the maintenance is likely to occur at the recommended interval using one of the conditions specified in paragraph (a)(1) of this section.

(ii) For any such new technology, we will publish a **Federal Register** notice based on information you submit and any other available information to announce that we have established new allowable minimum maintenance intervals. Any manufacturer objecting to our decision may ask for a hearing (see § 1036.820).

(4) *System components.* The following provisions clarify which components are included in certain systems:

(i) Catalyst system refers to the aftertreatment assembly used for gaseous emission control and generally includes catalyst substrates, substrate housings, exhaust gas temperature sensors, gas concentration sensors, and related control modules. SCR-based catalyst systems also include DEF level sensors, DEF quality sensors, and DEF temperature sensors.

(ii) Particulate filtration system refers to the aftertreatment assembly used for exhaust PM filtration and generally includes filter substrates, substrate housings, pressure sensors, pressure lines and tubes, exhaust gas temperature sensors, fuel injectors for active regeneration, and related control modules.

(b) *Recommended additional maintenance.* You may recommend any amount of critical emission-related maintenance that is additional to what we approve in paragraph (a) of this section, as long as you state clearly that the recommended additional maintenance steps are not necessary to keep the emission-related warranty valid. If operators do the maintenance specified in paragraph (a) of this section, but not the recommended additional maintenance, this does not allow you to disqualify those engines from in-use testing or deny a warranty claim. Do not take these maintenance steps during service accumulation on your emission-data engines.

(c) *Special maintenance.* You may specify more frequent maintenance to address problems related to special situations, such as atypical engine operation. For example, you may specify more frequent maintenance if operators fuel the engine with an alternative fuel such as biodiesel. You must clearly state that this special maintenance is associated with the special situation you are addressing. We may disapprove your maintenance instructions if we determine that you have specified special maintenance steps to address engine operation that is not atypical, or that the maintenance is unlikely to occur in use. If we determine that certain maintenance items do not qualify as special maintenance under this paragraph (c), you may identify them as recommended additional maintenance under paragraph (b) of this section.

(d) *Noncritical emission-related maintenance.* You may specify any amount of emission-related inspection or other maintenance that is not approved critical emission-related maintenance under paragraph (a) of this section, subject to the provisions of this paragraph (d). Noncritical emission-related maintenance generally includes maintenance on the components we specify in 40 CFR part 1068, appendix A, that is not covered in paragraph (a) of this section. You must state in the owners manual that these steps are not necessary to keep the emission-related warranty valid. If operators fail to do this maintenance, this does not allow you to disqualify those engines from in-use testing or deny a warranty claim. Do not take these inspection or other maintenance steps during service accumulation on your emission-data engines.

(e) *Maintenance that is not emission-related.* You may schedule any amount of maintenance unrelated to emission controls that is needed for proper functioning of the engine. This might include adding engine oil; changing air, fuel, or oil filters; servicing engine-cooling systems; adjusting idle speed, governor, engine bolt torque, valve lash, injector lash, timing, or tension of air pump drive belts; and lubricating the heat control valve in the exhaust manifold. For maintenance that is not emission-related, you may perform the maintenance during service accumulation on your emission-data engines at the least frequent intervals that you recommend to the ultimate purchaser (but not the intervals recommended for special situations).

(f) [Reserved]

(g) *Payment for scheduled maintenance.* Owners are responsible for properly maintaining their engines, which generally includes paying for scheduled maintenance. However, you may commit to paying for scheduled maintenance as described in paragraph (a)(1)(iv) of this section to demonstrate that the maintenance will occur. You may also schedule maintenance not otherwise allowed by paragraph (a)(2) of this section if you pay for it. You must pay for scheduled maintenance on any component during the useful life if it meets all the following conditions:

(1) Each affected component was not in general use on similar engines before 1980.

(2) The primary function of each affected component is to reduce emissions.

(3) The cost of the maintenance is more than 2 percent of the price of the engine.

(4) Failure to perform the maintenance would not cause clear problems that would significantly degrade the engine's performance.

(h) *Owners manual.* Include the following maintenance-related information in the owners manual, consistent with the requirements of this section:

(1) Clearly describe the scheduled maintenance steps, consistent with the provisions of this section, using nontechnical language as much as possible. Include a list of components for which you will cover scheduled replacement costs.

(2) Identify all maintenance you consider necessary for the engine to be considered properly maintained for purposes of making valid warranty claims. Describe what documentation you consider appropriate for making these demonstrations. Note that you may identify failure to repair critical emission-related components as improper maintenance if the repairs are related to an observed defect. Your maintenance instructions under this section may not require components or service identified by brand, trade, or corporate name. Also, do not directly or indirectly require that the engine be serviced by your franchised dealers or any other service establishments with which you have a commercial relationship. However, you may disregard these limitations on your maintenance requirements if you do one of the following things:

(i) Provide a component or service without charge under the purchase agreement.

(ii) Get us to waive this prohibition in the public's interest by convincing us the engine will work properly only with the identified component or service.

(3) Describe how the owner can access the OBD system to troubleshoot problems and find emission-related diagnostic information and codes stored in onboard monitoring systems as described in § 1036.110(b) and (c). These instructions must at a minimum include identification of the OBD communication protocol used, location and type of OBD connector, brief description of what OBD is (including type of information stored, what a MIL is, and explanation that some MILs may self-extinguish), and a note that generic scan tools can provide engine maintenance information.

(4) Describe the elements of the emission control system and provide an overview of how they function.

(5) Include one or more diagrams of the engine and its emission-related components with the following information:

(i) The flow path for intake air and exhaust gas.

(ii) The flow path of evaporative and refueling emissions for spark-ignition engines, and DEF for compression-ignition engines, as applicable.

(iii) The flow path of engine coolant if it is part of the emission control system described in the application for certification.

(iv) The identity, location, and arrangement of relevant sensors, DEF heater and other DEF delivery components, and other critical emission-related components. Terminology to identify components must be consistent with codes you use for the OBD system.

(6) Include one or more exploded-view drawings that allow the owner to identify the following components: EGR valve, EGR actuator, EGR cooler, all emission sensors (such as NO_X sensors and soot sensors), temperature and pressure sensors (such as sensors related to EGR, DPF, DOC, and SCR and DEF), quality sensors, DPF filter, DOC, SCR catalyst, fuel (DPF-related) and DEF dosing units and components (*e.g.,* pumps, metering units, filters, nozzles, valves, injectors), aftertreatment-related control modules, any other DEF delivery-related components (such as delivery lines and freeze-protection components), and separately replaceable aftertreatment-related wiring harnesses. Terminology to identify components must be consistent with codes you use for the OBD system. Include part numbers for sensors and filters related to SCR and DPF systems for the current model year or any earlier model year.

(7) Include the following statement: ''Technical service bulletins, emission-related recalls, and other information for your engine may be available at *www.nhtsa.gov/recalls*.''

(8) Include a troubleshooting guide to address the following warning signals related to SCR inducement:

(i) The inducement derate schedule (including indication that inducements will begin prior to the DEF tank being completely empty).

(ii) The meaning of any trouble lights that indicate specific problems (*e.g.,* DEF level).

(iii) A description of the three types of SCR-related derates (DEF quality, DEF quality and tampering) and that further information on the inducement cause (*e.g.,* trouble codes) is available using the OBD system.

(9) Describe how to access OBD fault codes related to DPF-related derates.

(10) Identify a website for the service information required in 40 CFR 86.010–38(j).

§ 1036.130 Installation instructions for vehicle manufacturers.

(a) If you sell an engine for someone else to install in a vehicle, give the engine installer instructions for installing it consistent with the requirements of this part. Include all information necessary to ensure that an engine will be installed in its certified configuration.

(b) Make sure these instructions have the following information:

(1) Include the heading: ''Emission-related installation instructions''.

(2) State: ''Failing to follow these instructions when installing a certified engine in a heavy-duty motor vehicle violates federal law, subject to fines or other penalties as described in the Clean Air Act.''

(3) Provide all instructions needed to properly install the exhaust system and any other components. Include any appropriate instructions for configuring the exhaust system in the vehicle to allow for collecting emission samples for in-use testing where that is practical.

(4) Describe any necessary steps for installing any diagnostic system required under § 1036.110.

(5) Describe how your certification is limited for any type of application. For example, if you certify Heavy HDE to the CO_2 standards using only transient FTP testing, you must make clear that the engine may not be installed in tractors.

(6) Describe any other instructions to make sure the installed engine will operate according to design specifications in your application for certification. This may include, for example, instructions for installing aftertreatment devices when installing the engines.

(7) Give the following instructions if you do not ship diesel exhaust fluid tanks with your engines:

(i) Specify that vehicle manufacturers must install diesel exhaust fluid tanks meeting the specifications of § 1036.115(i).

(ii) Describe how vehicle manufacturers must install diesel exhaust fluid tanks with sensors as needed to meet the requirements of §§ 1036.110 and 1036.111.

(8) State: ''If you install the engine in a way that makes the engine's emission control information label hard to read during normal engine maintenance, you must place a duplicate label on the vehicle, as described in 40 CFR 1068.105.''

(9) Describe how vehicle manufacturers need to apply stickers to qualifying vehicles as described in § 1036.136 if you certify engines to the

Clean Idle NO_X standard of § 1036.104(b).

(c) Give the vehicle manufacturer fuel map results as described in § 1036.505(b).

(d) You do not need installation instructions for engines that you install in your own vehicles.

(e) Provide instructions in writing or in an equivalent format. For example, you may post instructions on a publicly available website for downloading or printing. If you do not provide the instructions in writing, explain in your application for certification how you will ensure that each installer is informed of the installation requirements.

§ 1036.135 Labeling.

(a) Assign each engine a unique identification number and permanently affix, engrave, or stamp it on the engine in a legible way.

(b) At the time of manufacture, affix a permanent and legible label identifying each engine. The label must meet the requirements of 40 CFR 1068.45.

(c) The label must—

(1) Include the heading ''EMISSION CONTROL INFORMATION''.

(2) Include your full corporate name and trademark. You may identify another company and use its trademark instead of yours if you comply with the branding provisions of 40 CFR 1068.45.

(3) Include EPA's standardized designation for the engine family.

(4) Identify the primary intended service class.

(5) State the engine's displacement (in liters); however, you may omit this from the label if all the engines in the engine family have the same per-cylinder displacement and total displacement.

(6) State the date of manufacture [DAY (optional), MONTH, and YEAR]; however, you may omit this from the label if you stamp, engrave, or otherwise permanently identify it elsewhere on the engine, in which case you must also describe in your application for certification where you will identify the date on the engine.

(7) State the NO_X FEL to which the engines are certified if applicable. Identify the Clean Idle standard if you certify the engine to the NO_X standard of § 1036.104(b).

(8) State: ''THIS ENGINE COMPLIES WITH U.S. EPA REGULATIONS FOR [MODEL YEAR] HEAVY–DUTY HIGHWAY ENGINES.''

(9) Identify any limitations on your certification. For example, if you certify Heavy HDE to the CO_2 standards using only steady-state testing, include the statement ''TRACTORS ONLY''. Similarly, for engines with one or more approved AECDs for emergency vehicle applications under § 1036.115(h)(4), the statement: ''THIS ENGINE IS FOR INSTALLATION IN EMERGENCY VEHICLES ONLY''.

(d) You may add information to the emission control information label as follows:

(1) You may identify other emission standards that the engine meets or does not meet. You may add the information about the other emission standards to the statement we specify, or you may include it in a separate statement.

(2) You may add other information to ensure that the engine will be properly maintained and used.

(3) You may add appropriate features to prevent counterfeit labels. For example, you may include the engine's unique identification number on the label.

(e) You may ask us to approve modified labeling requirements in this part if you show that it is necessary or appropriate. We will approve your request if your alternate label is consistent with the requirements of this part. We may also specify modified labeling requirements to be consistent with the intent of 40 CFR part 1037.

(f) If you obscure the engine label while installing the engine in the vehicle such that the label cannot be read during normal maintenance, you must place a duplicate label on the vehicle. If others install your engine in their vehicles in a way that obscures the engine label, we require them to add a duplicate label on the vehicle (see 40 CFR 1068.105); in that case, give them the number of duplicate labels they request and keep the following records for at least five years:

(1) Written documentation of the request from the vehicle manufacturer.

(2) The number of duplicate labels you send for each engine family and the date you sent them.

§ 1036.136 Clean Idle sticker.

(a) Design and produce stickers showing that your engines meet the federal Clean Idle standard if you certify engines to the Clean Idle NO_X standard of § 1036.104(b). The sticker must—

(1) Meet the requirements of 40 CFR 1068.45 for permanent labels. The preferred location for sticker placement is on the driver's side of the hood.

(2) Include one or both of your corporate name and trademark.

(3) Identify that the engine is qualified to meet the federal Clean Idle NO_X standard.

(4) Include a serial number or other method to confirm that stickers have been properly applied to vehicles.

(b) The following provisions apply for placing Clean Idle stickers on vehicles with installed engines that have been certified to the NO_X standard of § 1036.104(b):

(1) If you install engines in vehicles you produce, you must apply a sticker to each vehicle certified to the Clean Idle standard.

(2) If you ship engines for others to install in vehicles, include in your purchasing documentation the manufacturer's request for a specific number of labels corresponding to the number of engines ordered. Supply the vehicle manufacturer with exactly one sticker for each shipped engine certified to the Clean Idle standard. Prepare your emission-related installation instructions to ensure that vehicle manufacturers meet all application requirements. Keep the following records for at least five years:

(i) Written documentation of the vehicle manufacturer's request for stickers.

(ii) Tracking information for stickers you send and the date you sent them.

(c) The provisions in 40 CFR 1068.101 apply for the Clean Idle sticker in the same way that those provisions apply for emission control information labels.

§ 1036.140 Primary intended service class and engine cycle.

You must identify a single primary intended service class for each engine family that best describes vehicles for which you design and market the engine, as follows:

(a) Divide compression-ignition engines into primary intended service classes based on the following engine and vehicle characteristics:

(1) Light HDE includes engines that are not designed for rebuild and do not have cylinder liners. Vehicle body types in this group might include any heavy-duty vehicle built from a light-duty truck chassis, van trucks, multi-stop vans, and some straight trucks with a single rear axle. Typical applications would include personal transportation, light-load commercial delivery, passenger service, agriculture, and construction. The GVWR of these vehicles is normally at or below 19,500 pounds.

(2) Medium HDE includes engines that may be designed for rebuild and may have cylinder liners. Vehicle body types in this group would typically include school buses, straight trucks with single rear axles, city tractors, and a variety of special purpose vehicles such as small dump trucks, and refuse trucks. Typical applications would include commercial short haul and intra-city delivery and pickup. Engines

in this group are normally used in vehicles whose GVWR ranges from 19,501 to 33,000 pounds.

(3) Heavy HDE includes engines that are designed for multiple rebuilds and have cylinder liners. Vehicles in this group are normally tractors, trucks, straight trucks with dual rear axles, and buses used in inter-city, long-haul applications. These vehicles normally exceed 33,000 pounds GVWR.

(b) Divide spark-ignition engines into primary intended service classes as follows:

(1) Spark-ignition engines that are best characterized by paragraph (a)(1) or (2) of this section are in a separate Spark-ignition HDE primary intended service class.

(2) Spark-ignition engines that are best characterized by paragraph (a)(3) of this section are included in the Heavy HDE primary intended service class along with compression-ignition engines. Gasoline-fueled engines are presumed not to be characterized by paragraph (a)(3) of this section; for example, vehicle manufacturers may install some number of gasoline-fueled engines in Class 8 trucks without causing the engine manufacturer to consider those to be Heavy HDE.

(c) References to ''spark-ignition standards'' in this part relate only to the spark-ignition engines identified in paragraph (b)(1) of this section. References to ''compression-ignition standards'' in this part relate to compression-ignition engines, to spark-ignition engines optionally certified to standards that apply to compression-ignition engines, and to all engines identified under paragraph (b)(2) of this section as Heavy HDE.

§ 1036.150 Interim provisions.

The provisions in this section apply instead of other provisions in this part. This section describes when these interim provisions expire, if applicable.

(a) *Transitional ABT credits for NO_X emissions.* You may generate NO_X credits from model year 2026 and earlier engines and use those as transitional credits for model year 2027 and later engines using any of the following methods:

(1) *Discounted credits.* Generate discounted credits by certifying any model year 2022 through 2026 engine family to meet all the requirements that apply under 40 CFR part 86, subpart A. Calculate discounted credits for certifying engines in model years 2027 through 2029 as described in § 1036.705 relative to a NO_X emission standard of 200 mg/hp·hr and multiply the result by 0.6. You may not use discounted credits for certifying model year 2030 and later engines.

(2) *Partial credits.* Generate partial credits by certifying any model year 2024 through 2026 compression-ignition engine family as described in this paragraph (a)(2). You may not use partial credits for certifying model year 2033 and later engines. Certify engines for partial credits to meet all the requirements that apply under 40 CFR part 86, subpart A, with the following adjustments:

(i) Calculate credits as described in § 1036.705 relative to a NO_X emission standard of 200 mg/hp·hr using the appropriate useful life mileage from 40 CFR 86.004–2. Your declared NO_X family emission limit applies for the FTP and SET duty cycles.

(ii) Engines must meet a NO_X standard when tested over the Low Load Cycle as described in § 1036.514. Engines must also meet an off-cycle NO_X standard as specified in § 1036.104(a)(3). Calculate the NO_X family emission limits for the Low Load Cycle and for off-cycle testing as described in § 1036.104(c)(3) with Std_{FTPNO_X} set to 35 mg/hp·hr and $Std_{[cycle]NO_X}$ set to the values specified in § 1036.104(a)(2) or (3), respectively. No standard applies for HC, PM, and CO emissions for the Low Load Cycle or for off-cycle testing, but you must record measured values for those pollutants and include those measured values where you report NO_X emission results.

(iii) For engines selected for in-use testing, we may specify that you perform testing as described in 40 CFR part 86, subpart T, or as described in subpart E of this part.

(iv) Add the statement ''Partial credit'' to the emission control information label.

(3) *Full credits.* Generate full credits by certifying any model year 2024 through 2026 engine family to meet all the requirements that apply under this part. Calculate credits as described in § 1036.705 relative to a NO_X emission standard of 200 mg/hp·hr. You may not use full credits for certifying model year 2033 and later engines.

(4) *2026 service class pull-ahead credits.* Generate credits from diesel-fueled engines under this paragraph (a)(4) by certifying all your model year 2026 diesel-fueled Heavy HDE to meet all the requirements that apply under this part, with a NO_X family emission limit for FTP testing at or below 50 mg/hp·hr. Calculate credits as described in § 1036.705 relative to a NO_X emission standard of 200 mg/hp·hr. You may use credits generated under this paragraph (a)(4) through model year 2034, but not for later model years. Credits generated by Heavy HDE may be used for certifying Medium HDE after applying a 10 percent discount (multiply credits by 0.9). Engine families using credits generated under this paragraph (a)(4) are subject to a NO_X FEL cap of 50 mg/hp·hr for FTP testing.

(b) *Model year 2014 N_2O standards.* In model year 2014 and earlier, manufacturers may show compliance with the N_2O standards using an engineering analysis. This allowance also applies for later families certified using carryover CO_2 data from model 2014 consistent with § 1036.235(d).

(c) *Engine cycle classification.* Through model year 2020, engines meeting the definition of spark-ignition, but regulated as compression-ignition engines under § 1036.140, must be certified to the requirements applicable to compression-ignition engines under this part. Such engines are deemed to be compression-ignition engines for purposes of this part. Similarly, through model year 2020, engines meeting the definition of compression-ignition, but regulated as Otto-cycle under 40 CFR part 86 must be certified to the requirements applicable to spark-ignition engines under this part. Such engines are deemed to be spark-ignition engines for purposes of this part. See § 1036.140 for provisions that apply for model year 2021 and later.

(d) *Small manufacturers.* The greenhouse gas standards of this part apply on a delayed schedule for manufacturers meeting the small business criteria specified in 13 CFR 121.201. Apply the small business criteria for NAICS code 336310 for engine manufacturers with respect to gasoline-fueled engines and 333618 for engine manufacturers with respect to other engines; the employee limits apply to the total number employees together for affiliated companies. Qualifying small manufacturers are not subject to the greenhouse gas emission standards in § 1036.108 for engines with a date of manufacture on or after November 14, 2011 but before January 1, 2022. In addition, qualifying small manufacturers producing engines that run on any fuel other than gasoline, E85, or diesel fuel may delay complying with every later greenhouse gas standard under this part by one model year. Small manufacturers may certify their engines and generate emission credits under this part before standards start to apply, but only if they certify their entire U.S.-directed production volume within that averaging set for that model year. Note that engines not yet subject to standards must nevertheless supply fuel maps to vehicle manufacturers as described in paragraph (n) of this

section. Note also that engines produced by small manufacturers are subject to criteria pollutant standards.

(e) *Alternate phase-in standards for greenhouse gas emissions.* Where a manufacturer certifies all of its model year 2013 compression-ignition engines within a given primary intended service class to the applicable alternate standards of this paragraph (e), its compression-ignition engines within that primary intended service class are subject to the standards of this paragraph (e) for model years 2013 through 2016. This means that once a manufacturer chooses to certify a primary intended service class to the standards of this paragraph (e), it is not allowed to opt out of these standards.

TABLE 1 TO PARAGRAPH (e) OF § 1036.150—ALTERNATE PHASE-IN STANDARDS (g/hp·hr)

Vehicle type	Model years	Light HDE	Medium HDE	Heavy HDE
Tractors	2013–2015	NA	512 g/hp·hr	485 g/hp·hr.
	2016 and later [a]	NA	487 g/hp·hr	460 g/hp·hr.
Vocational	2013–2015	618 g/hp·hr	618 g/hp·hr	577 g/hp·hr.
	2016 through 2020 [a]	576 g/hp·hr	576 g/hp·hr	555 g/hp·hr.

[a] **Note:** these alternate standards for 2016 and later are the same as the otherwise applicable standards for 2017 through 2020.

(f) [Reserved]

(g) *Default deterioration factors for greenhouse gas standards.* You may use default deterioration factors (DFs) without performing your own durability emission tests or engineering analysis as follows:

(1) You may use a default additive DF of 0.0 g/hp·hr for CO_2 emissions from engines that do not use advanced or off-cycle technologies. If we determine it to be consistent with good engineering judgment, we may allow you to use a default additive DF of 0.0 g/hp·hr for CO_2 emissions from your engines with advanced or off-cycle technologies.

(2) You may use a default additive DF of 0.010 g/hp·hr for N_2O emissions from any engine through model year 2021, and 0.020 g/hp·hr for later model years.

(3) You may use a default additive DF of 0.020 g/hp·hr for CH_4 emissions from any engine.

(h) *Advanced-technology credits.* If you generate CO_2 credits from model year 2020 and earlier engines certified for advanced technology, you may multiply these credits by 1.5.

(i) *CO_2 credits for low N_2O emissions.* If you certify your model year 2014, 2015, or 2016 engines to an N_2O FEL less than 0.04 g/hp·hr (provided you measure N_2O emissions from your emission-data engines), you may generate additional CO_2 credits under this paragraph (i). Calculate the additional CO_2 credits from the following equation instead of the equation in § 1036.705:

$$CO_2\ credits\ (\mathrm{Mg}) = (0.04 - FEL_{N2O}) \cdot CF \cdot Volume \cdot UL \cdot 10^{-6} \cdot 298$$

Eq. 1036.150-1

(j) *Alternate standards under 40 CFR part 86.* This paragraph (j) describes alternate emission standards for loose engines certified under 40 CFR 86.1819–14(k)(8). The standards of § 1036.108 do not apply for these engines. The standards in this paragraph (j) apply for emissions measured with the engine installed in a complete vehicle consistent with the provisions of 40 CFR 86.1819–14(k)(8)(vi). The only requirements of this part that apply to these engines are those in this paragraph (j), §§ 1036.115 through 1036.135, 1036.535, and 1036.540.

(k) *Limited production volume allowance under ABT.* You may produce a limited number of Heavy HDE that continue to meet the standards that applied under 40 CFR 86.007–11 in model years 2027 through 2029. The maximum number of engines you may produce under this limited production allowance is 5 percent of the annual average of your actual U.S.-directed production volume of Heavy HDE in model years 2023–2025. Engine certification under this paragraph (k) is subject to the following conditions and requirements:

(1) Engines must meet all the standards and other requirements that apply under 40 CFR part 86 for model year 2026. Engine must be certified in separate engine families that qualify for carryover certification as described in § 1036.235(d).

(2) The NO_X FEL must be at or below 200 mg/hp·hr. Calculate negative credits as described in § 1036.705 by comparing the NO_X FEL to the FTP emission standard specified in § 1036.104(a)(1), with a value for useful life of 650,000 miles. Meet the credit reporting and recordkeeping requirements in §§ 1036.730 and 1036.735.

(3) Label the engine as described in 40 CFR 86.095–35, but include the following alternate compliance statement: ''THIS ENGINE CONFORMS TO U.S. EPA REGULATIONS FOR MODEL YEAR 2026 ENGINES UNDER 40 CFR 1036.150(k).''

(l) *Credit adjustment for spark-ignition engines and light heavy-duty compression-ignition engines.* For greenhouse gas emission credits generated from model year 2020 and earlier spark-ignition and light heavy-duty engines, multiply any banked CO_2 credits that you carry forward to demonstrate compliance with model year 2021 and later standards by 1.36.

(m) *Infrequent regeneration.* For model year 2020 and earlier, you may invalidate any test interval with respect to CO_2 measurements if an infrequent regeneration event occurs during the test interval. Note that § 1036.580 specifies how to apply infrequent regeneration adjustment factors for later model years.

(n) *Supplying fuel maps.* Engine manufacturers not yet subject to standards under § 1036.108 in model year 2021 must supply vehicle manufacturers with fuel maps (or powertrain test results) as described in § 1036.130 for those engines.

(o) *Engines used in glider vehicles.* For purposes of recertifying a used engine for installation in a glider vehicle, we may allow you to include in an existing certified engine family those engines you modify (or otherwise demonstrate) to be identical to engines already covered by the certificate. We would base such an approval on our review of any appropriate documentation. These engines must have emission control information

labels that accurately describe their status.

(p) *Transition to Phase 2 CO_2 standards.* If you certify all your model year 2020 engines within an averaging set to the model year 2021 FTP and SET standards and requirements, you may apply the provisions of this paragraph (p) for enhanced generation and use of emission credits. These provisions apply separately for Medium HDE and Heavy HDE.

(1) Greenhouse gas emission credits you generate with model year 2018 through 2024 engines may be used through model year 2030, instead of being limited to a five-year credit life as specified in § 1036.740(d).

(2) You may certify your model year 2024 through 2026 engines to the following alternative standards:

TABLE 2 TO PARAGRAPH (p)(2) OF § 1036.150—ALTERNATIVE STANDARDS FOR MODEL YEARS 2024 THROUGH 2026

Model years	Medium heavy-duty-vocational	Heavy heavy-duty-vocational	Medium heavy-duty-tractor	Heavy heavy-duty-tractor
2024–2026	542	510	467	442

(q) *Confirmatory testing of fuel maps defined in § 1036.505(b).* For model years 2021 and later, where the results from Eq. 1036.235–1 for a confirmatory test are at or below 2.0%, we will not replace the manufacturer's fuel maps.

(r) *Fuel maps for the transition to updated GEM.* (1) You may use fuel maps from model year 2023 and earlier engines for certifying model year 2024 and later engines using carryover provisions in § 1036.235(d).

(2) Compliance testing will be based on the GEM version you used to generate fuel maps for certification. For example, if you perform a selective enforcement audit with respect to fuel maps, use the same GEM version that you used to generate fuel maps for certification. Similarly, we will use the same GEM version that you used to generate fuel maps for certification if we perform confirmatory testing with one of your engine families.

(s) *Greenhouse gas compliance testing.* Select duty cycles and measure emissions to demonstrate compliance with greenhouse gas emission standards before model year 2027 as follows:

(1) For model years 2016 through 2020, measure emissions using the FTP duty cycle specified in § 1036.512 and the SET duty cycle specified in 40 CFR 86.1362, as applicable.

(2) The following provisions apply for model years 2021 through 2026:

(i) Determine criteria pollutant emissions during any testing used to demonstrate compliance with greenhouse gas emission standards; however, the duty-cycle standards of § 1036.104 apply for measured criteria pollutant emissions only as described in subpart F of this part.

(ii) You may demonstrate compliance with SET-based greenhouse gas emission standards in § 1036.108(a)(1) using the SET duty cycle specified in 40 CFR 86.1362 if you collect emissions with continuous sampling. Integrate the test results by mode to establish separate emission rates for each mode (including the transition following each mode, as applicable). Apply the CO_2 weighting factors specified in 40 CFR 86.1362 to calculate a composite emission result.

(t) *Model year 2027 compliance date.* The following provisions describe when this part 1036 starts to apply for model year 2027 engines:

(1) *Split model year.* Model year 2027 engines you produce before December 20, 2026 are subject to the criteria standards and related provisions in 40 CFR part 86, subpart A, as described in § 1036.1(a). Model year 2027 engines you produce on or after December 20, 2026 are subject to all the provisions of this part.

(2) *Optional early compliance.* You may optionally certify model year 2027 engines you produce before December 20, 2026 to all the provisions of this part.

(3) *Certification.* If you certify any model year 2027 engines to 40 CFR part 86, subpart A, under paragraph (t)(1) of this section, certify the engine family by dividing the model year into two partial model years. The first portion of the model year starts when it would normally start and ends when you no longer produce engines meeting standards under 40 CFR part 86, subpart A, on or before December 20, 2026. The second portion of the model year starts when you begin producing engines meeting standards under this part 1036, and ends on the day your model year would normally end. The following additional provisions apply for model year 2027 if you split the model year as described in this paragraph (t):

(i) You may generate emission credits only with engines that are certified under this part 1036.

(ii) In your production report under § 1036.250(a), identify production volumes separately for the two parts of the model year.

(iii) OBD testing demonstrations apply singularly for the full model year.

(u) *Crankcase emissions.* The provisions of 40 CFR 86.007–11(c) for crankcase emissions continue to apply through model year 2026.

(v) *OBD communication protocol.* We may approve the alternative communication protocol specified in SAE J1979–2 (incorporated by reference in § 1036.810) if the protocol is approved by the California Air Resources Board. The alternative protocol would apply instead of SAE J1939 and SAE J1979 as specified in 40 CFR 86.010–18(k)(1). Engines designed to comply with SAE J1979–2 must meet the freeze-frame requirements in § 1036.110(b)(8) and in 13 CCR 1971.1(h)(4.3.2) (incorporated by reference in § 1036.810). This paragraph (v) also applies for model year 2026 and earlier engines.

(w) *Greenhouse gas warranty.* For model year 2027 and later engines, you may ask us to approve the model year 2026 warranty periods specified in § 1036.120 for components or systems needed to comply with greenhouse gas emission standards if those components or systems do not play a role in complying with criteria pollutant standards.

(x) *Powertrain testing for criteria pollutants.* You may apply the powertrain testing provisions of § 1036.101(b) for demonstrating compliance with criteria pollutant emission standards in 40 CFR part 86 before model year 2027.

(y) *NO_X compliance allowance for in-use testing.* A NO_X compliance allowance of 15 mg/hp·hr applies for any in-use testing of Medium HDE and Heavy HDE as described in subpart E of this part. Add the compliance allowance to the NO_X standard that applies for each duty cycle and for off-cycle testing, with both field testing and laboratory testing. The NO_X compliance allowance does not apply for the bin 1 off-cycle standard. As an example, for manufacturer-run field-testing of a

Heavy HDE, add the 15 mg/hp·hr compliance allowance and the 5 mg/hp·hr accuracy margin from § 1036.420 to the 58 mg/hp·hr·bin 2 off-cycle standard to calculate a 78 mg/hp·hr NO_X standard.

(z) *Alternate family pass criteria for in-use testing.* The following family pass criteria apply for manufacturer-run in-use testing instead of the pass criteria described in § 1036.425 for model years 2027 and 2028:

(1) Start by measuring emissions from five engines using the procedures described in subpart E of this part and § 1036.530. If four or five engines comply fully with the off-cycle bin standards, the engine family passes and you may stop testing.

(2) If exactly two of the engines tested under paragraph (z)(1) of this section do not comply fully with the off-cycle bin standards, test five more engines. If these additional engines all comply fully with the off-cycle bin standards, the engine family passes and you may stop testing.

(3) If three or more engines tested under paragraphs (z)(1) and (2) of this section do not comply fully with the off-cycle bin standards, test a total of at least 10 but not more than 15 engines. Calculate the arithmetic mean of the bin emissions from all the engine tests as specified in § 1036.530(g) for each pollutant. If the mean values are at or below the off-cycle bin standards, the engine family passes. If the mean value for any pollutant is above an off-cycle bin standard, the engine family fails.

Subpart C—Certifying Engine Families

§ 1036.201 General requirements for obtaining a certificate of conformity.

(a) You must send us a separate application for a certificate of conformity for each engine family. A certificate of conformity is valid from the indicated effective date until December 31 of the model year for which it is issued.

(b) The application must contain all the information required by this part and must not include false or incomplete statements or information (see § 1036.255).

(c) We may ask you to include less information than we specify in this subpart, as long as you maintain all the information required by § 1036.250.

(d) You must use good engineering judgment for all decisions related to your application (see 40 CFR 1068.5).

(e) An authorized representative of your company must approve and sign the application.

(f) See § 1036.255 for provisions describing how we will process your application.

(g) We may require you to deliver your test engines to a facility we designate for our testing (see § 1036.235(c)). Alternatively, you may choose to deliver another engine that is identical in all material respects to the test engine, or another engine that we determine can appropriately serve as an emission-data engine for the engine family.

(h) For engines that become new after being placed into service, such as rebuilt engines installed in new vehicles, we may specify alternate certification provisions consistent with the intent of this part. See 40 CFR 1068.120(h) and the definition of ''new motor vehicle engine'' in § 1036.801.

§ 1036.205 Requirements for an application for certification.

This section specifies the information that must be in your application, unless we ask you to include less information under § 1036.201(c). We may require you to provide additional information to evaluate your application.

(a) Identify the engine family's primary intended service class and describe how that conforms to the specifications in § 1036.140. Also, describe the engine family's specifications and other basic parameters of the engine's design and emission controls with respect to compliance with the requirements of this part. List the fuel type on which your engines are designed to operate (for example, gasoline, diesel fuel, or natural gas). For engines that can operate on multiple fuels, identify whether they are dual-fuel or flexible-fuel engines; also identify the range of mixtures for operation on blended fuels, if applicable. List each engine configuration in the engine family. List the rated power for each engine configuration.

(b) Explain how the emission control system operates. Describe in detail all system components for controlling greenhouse gas and criteria pollutant emissions, including all auxiliary emission control devices (AECDs) and all fuel-system components you will install on any production or test engine. Identify the part number of each component you describe. For this paragraph (b), treat as separate AECDs any devices that modulate or activate differently from each other. Include all the following:

(1) Give a general overview of the engine, the emission control strategies, and all AECDs.

(2) Describe each AECD's general purpose and function.

(3) Identify the parameters that each AECD senses (including measuring, estimating, calculating, or empirically deriving the values). Include engine-based parameters and state whether you simulate them during testing with the applicable procedures.

(4) Describe the purpose for sensing each parameter.

(5) Identify the location of each sensor the AECD uses.

(6) Identify the threshold values for the sensed parameters that activate the AECD.

(7) Describe the parameters that the AECD modulates (controls) in response to any sensed parameters, including the range of modulation for each parameter, the relationship between the sensed parameters and the controlled parameters and how the modulation achieves the AECD's stated purpose. Use graphs and tables, as necessary.

(8) Describe each AECD's specific calibration details. This may be in the form of data tables, graphical representations, or some other description.

(9) Describe the hierarchy among the AECDs when multiple AECDs sense or modulate the same parameter. Describe whether the strategies interact in a comparative or additive manner and identify which AECD takes precedence in responding, if applicable.

(10) Explain the extent to which the AECD is included in the applicable test procedures specified in subpart F of this part.

(11) Do the following additional things for AECDs designed to protect engines or vehicles:

(i) Identify any engine and vehicle design limits that make protection necessary and describe any damage that would occur without the AECD.

(ii) Describe how each sensed parameter relates to the protected components' design limits or those operating conditions that cause the need for protection.

(iii) Describe the relationship between the design limits/parameters being protected and the parameters sensed or calculated as surrogates for those design limits/parameters, if applicable.

(iv) Describe how the modulation by the AECD prevents engines and vehicles from exceeding design limits.

(v) Explain why it is necessary to estimate any parameters instead of measuring them directly and describe how the AECD calculates the estimated value, if applicable.

(vi) Describe how you calibrate the AECD modulation to activate only during conditions related to the stated need to protect components and only as needed to sufficiently protect those components in a way that minimizes the emission impact.

(c) Explain in detail how the engine diagnostic system works, describing especially the engine conditions (with the corresponding diagnostic trouble codes) that cause the malfunction indicator to go on. You may ask us to approve conditions under which the diagnostic system disregards trouble codes as described in § 1036.110.

(d) Describe the engines you selected for testing and the reasons for selecting them.

(e) Describe any test equipment and procedures that you used, including any special or alternate test procedures you used (see § 1036.501).

(f) Describe how you operated the emission-data engine before testing, including the duty cycle and the number of engine operating hours used to stabilize emission levels. Explain why you selected the method of service accumulation. Describe any scheduled maintenance you did.

(g) List the specifications of the test fuel to show that it falls within the required ranges we specify in 40 CFR part 1065.

(h) Identify the engine family's useful life.

(i) Include the warranty statement and maintenance instructions you will give to the ultimate purchaser of each new engine (see §§ 1036.120 and 1036.125).

(j) Include the emission-related installation instructions you will provide if someone else installs your engines in their vehicles (see § 1036.130).

(k) Describe your emission control information label (see § 1036.135). We may require you to include a copy of the label.

(l) Identify the duty-cycle emission standards from §§ 1036.104(a) and (b) and 1036.108(a) that apply for the engine family. Also identify FELs and FCLs as follows:

(1) Identify the NO_X FEL over the FTP for the engine family.

(2) Identify the CO_2 FCLs for the engine family; also identify any FELs that apply for CH_4 and N_2O. The actual U.S.-directed production volume of configurations that have CO_2 emission rates at or below the FCL and CH_4 and N_2O emission rates at or below the applicable standards or FELs must be at least one percent of your actual (not projected) U.S.-directed production volume for the engine family. Identify configurations within the family that have emission rates at or below the FCL and meet the one percent requirement. For example, if your U.S.-directed production volume for the engine family is 10,583 and the U.S.-directed production volume for the tested rating is 75 engines, then you can comply with this provision by setting your FCL so that one more rating with a U.S.-directed production volume of at least 31 engines meets the FCL. Where applicable, also identify other testable configurations required under § 1036.230(f)(2)(ii).

(m) Identify the engine family's deterioration factors and describe how you developed them (see §§ 1036.240 and 1036.241). Present any test data you used for this. For engines designed to discharge crankcase emissions to the ambient atmosphere, use the deterioration factors for crankcase emission to determine deteriorated crankcase emission levels of NO_X, HC, PM, and CO as specified in § 1036.240(e).

(n) State that you operated your emission-data engines as described in the application (including the test procedures, test parameters, and test fuels) to show you meet the requirements of this part.

(o) Present emission data from all valid tests on an emission-data engine to show that you meet emission standards. Note that § 1036.235 allows you to submit an application in certain cases without new emission data. Present emission data as follows:

(1) For hydrocarbons (such as NMHC or NMHCE), NO_X, PM, and CO, as applicable, show your engines meet the applicable exhaust emission standards we specify in § 1036.104. Show emission figures for duty-cycle exhaust emission standards before and after applying adjustment factors for regeneration and deterioration factors for each engine.

(2) For CO_2, CH_4, and N_2O, show that your engines meet the applicable emission standards we specify in § 1036.108. Show emission figures before and after applying deterioration factors for each engine. In addition to the composite results, show individual measurements for cold-start testing and hot-start testing over the transient test cycle. For each of these tests, also include the corresponding exhaust emission data for criteria emissions.

(3) If we specify more than one grade of any fuel type (for example, a summer grade and winter grade of gasoline), you need to submit test data only for one grade, unless the regulations of this part specify otherwise for your engine.

(p) State that all the engines in the engine family comply with the off-cycle emission standards we specify in § 1036.104 for all normal operation and use when tested as specified in § 1036.530. Describe any relevant testing, engineering analysis, or other information in sufficient detail to support your statement. We may direct you to include emission measurements representing typical engine in-use operation at a range of ambient conditions. For example, we may specify certain transient and steady-state engine operation that is typical for the types of vehicles that use your engines. See § 1036.210.

(q) We may ask you to send information to confirm that the emission data you submitted were from valid tests meeting the requirements of this part and 40 CFR part 1065. You must indicate whether there are test results from invalid tests or from any other tests of the emission-data engine, whether or not they were conducted according to the test procedures of subpart F of this part. We may require you to report these additional test results.

(r) Describe all adjustable operating parameters (see § 1036.115(f)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable operating parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustment on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

(s) Provide the information to read, record, and interpret all the information broadcast by an engine's onboard computers and ECMs as described in § 1036.115(d). State that, upon request, you will give us any hardware, software, or tools we would need to do this.

(t) State whether your certification is limited for certain engines. For example, you might certify engines only for use in tractors, in emergency vehicles, or in vehicles with hybrid powertrains. If this is the case, describe how you will prevent use of these engines in vehicles for which they are not certified.

(u) Unconditionally certify that all the engines in the engine family comply with the requirements of this part, other referenced parts of the CFR, and the

Clean Air Act. Note that § 1036.235 specifies which engines to test to show that engines in the entire family comply with the requirements of this part.

(v) Include good-faith estimates of nationwide production volumes. Include a justification for the estimated production volumes if they are substantially different than actual production volumes in earlier years for similar models.

(w) Include the information required by other subparts of this part. For example, include the information required by § 1036.725 if you participate in the ABT program.

(x) Include other applicable information, such as information specified in this part or 40 CFR part 1068 related to requests for exemptions.

(y) Name an agent for service located in the United States. Service on this agent constitutes service on you or any of your officers or employees for any action by EPA or otherwise by the United States related to the requirements of this part.

(z) For imported engines, identify the following:

(1) Describe your normal practice for importing engines. For example, this may include identifying the names and addresses of anyone you have authorized to import your engines. Engines imported by nonauthorized agents are not covered by your certificate.

(2) The location of a test facility in the United States where you can test your engines if we select them for testing under a selective enforcement audit, as specified in 40 CFR part 1068, subpart E.

(aa) Include information needed to certify vehicles to greenhouse gas standards under 40 CFR part 1037 as described in § 1036.505.

§ 1036.210 Preliminary approval before certification.

If you send us information before you finish the application, we may review it and make any appropriate determinations, especially for questions related to engine family definitions, auxiliary emission control devices, adjustable parameters, deterioration factors, testing for service accumulation, and maintenance. Decisions made under this section are considered to be preliminary approval, subject to final review and approval. We will generally not reverse a decision where we have given you preliminary approval, unless we find new information supporting a different decision. If you request preliminary approval related to the upcoming model year or the model year after that, we will make best-efforts to make the appropriate determinations as soon as practicable. We will generally not provide preliminary approval related to a future model year more than two years ahead of time.

§ 1036.225 Amending applications for certification.

Before we issue you a certificate of conformity, you may amend your application to include new or modified engine configurations, subject to the provisions of this section. After we have issued your certificate of conformity, you may send us an amended application any time before the end of the model year requesting that we include new or modified engine configurations within the scope of the certificate, subject to the provisions of this section. You must also amend your application if any changes occur with respect to any information that is included or should be included in your application.

(a) You must amend your application before you take any of the following actions:

(1) Add an engine configuration to an engine family. In this case, the engine configuration added must be consistent with other engine configurations in the engine family with respect to the design aspects listed in § 1036.230.

(2) Change an engine configuration already included in an engine family in a way that may affect emissions, or change any of the components you described in your application for certification. This includes production and design changes that may affect emissions any time during the engine's lifetime.

(3) Modify an FEL or FCL for an engine family as described in paragraph (f) of this section.

(b) To amend your application for certification, send the relevant information to the Designated Compliance Officer.

(1) Describe in detail the addition or change in the engine model or configuration you intend to make.

(2) Include engineering evaluations or data showing that the amended engine family complies with all applicable requirements. You may do this by showing that the original emission-data engine is still appropriate for showing that the amended family complies with all applicable requirements.

(3) If the original emission-data engine for the engine family is not appropriate to show compliance for the new or modified engine configuration, include new test data showing that the new or modified engine configuration meets the requirements of this part.

(4) Include any other information needed to make your application correct and complete.

(c) We may ask for more test data or engineering evaluations. You must give us these within 30 days after we request them.

(d) For engine families already covered by a certificate of conformity, we will determine whether the existing certificate of conformity covers your newly added or modified engine. You may ask for a hearing if we deny your request (see § 1036.820).

(e) The amended application applies starting with the date you submit the amended application, as follows:

(1) For engine families already covered by a certificate of conformity, you may start producing a new or modified engine configuration any time after you send us your amended application and before we make a decision under paragraph (d) of this section. However, if we determine that the affected engines do not meet applicable requirements in this part, we will notify you to cease production of the engines and may require you to recall the engines at no expense to the owner. Choosing to produce engines under this paragraph (e) is deemed to be consent to recall all engines that we determine do not meet applicable emission standards or other requirements in this part and to remedy the nonconformity at no expense to the owner. If you do not provide information required under paragraph (c) of this section within 30 days after we request it, you must stop producing the new or modified engines.

(2) [Reserved]

(f) You may ask us to approve a change to your FEL in certain cases after the start of production, but before the end of the model year. If you change an FEL for CO_2, your FCL for CO_2 is automatically set to your new FEL divided by 1.03. The changed FEL may not apply to engines you have already introduced into U.S. commerce, except as described in this paragraph (f). You may ask us to approve a change to your FEL in the following cases:

(1) You may ask to raise your FEL for your engine family at any time. In your request, you must show that you will still be able to meet the emission standards as specified in subparts B and H of this part. Use the appropriate FELs/FCLs with corresponding production volumes to calculate emission credits for the model year, as described in subpart H of this part.

(2) You may ask to lower the FEL for your engine family only if you have test data from production engines showing that emissions are below the proposed

lower FEL (or below the proposed FCL for CO_2). The lower FEL/FCL applies only to engines you produce after we approve the new FEL/FCL. Use the appropriate FEL/FCL with corresponding production volumes to calculate emission credits for the model year, as described in subpart H of this part.

(g) You may produce engines or modify in-use engines as described in your amended application for certification and consider those engines to be in a certified configuration. Modifying a new or in-use engine to be in a certified configuration does not violate the tampering prohibition of 40 CFR 1068.101(b)(1), as long as this does not involve changing to a certified configuration with a higher family emission limit.

§ 1036.230 Selecting engine families.

(a) For purposes of certification to the standards of this part, divide your product line into families of engines that are expected to have similar characteristics for criteria emissions throughout the useful life as described in this section. Your engine family is limited to a single model year.

(b) Group engines in the same engine family if they are the same in all the following design aspects:

(1) The combustion cycle and fuel. See paragraph (g) of this section for special provisions that apply for dual-fuel and flexible-fuel engines.

(2) The cooling system (water-cooled vs. air-cooled).

(3) Method of air aspiration, including the location of intake and exhaust valves or ports and the method of intake-air cooling, if applicable.

(4) The arrangement and composition of catalytic converters and other aftertreatment devices.

(5) Cylinder arrangement (such as in-line vs. vee configurations) and bore center-to-center dimensions.

(6) Method of control for engine operation other than governing (*i.e.,* mechanical or electronic).

(7) The numerical level of the applicable criteria emission standards. For example, an engine family may not include engines certified to different family emission limits for criteria emission standards, though you may change family emission limits without recertifying as specified in § 1036.225(f).

(c) You may subdivide a group of engines that is identical under paragraph (b) of this section into different engine families if you show the expected criteria emission characteristics are different during the useful life.

(d) In unusual circumstances, you may group engines that are not identical with respect to the design aspects listed in paragraph (b) of this section in the same engine family if you show that their criteria emission characteristics during the useful life will be similar.

(e) Engine configurations certified as hybrid engines or hybrid powertrains may not be included in an engine family with engines that have nonhybrid powertrains. Note that this does not prevent you from including engines in a nonhybrid family if they are used in hybrid vehicles, as long as you certify them based on engine testing.

(f) You must certify your engines to the greenhouse gas standards of § 1036.108 using the same engine families you use for criteria pollutants. The following additional provisions apply with respect to demonstrating compliance with the standards in § 1036.108:

(1) You may subdivide an engine family into subfamilies that have a different FCL for CO_2 emissions. These subfamilies do not apply for demonstrating compliance with criteria standards in § 1036.104.

(2) If you certify engines in the family for use as both vocational and tractor engines, you must split your family into two separate subfamilies.

(i) Calculate emission credits relative to the vocational engine standard for the number of engines sold into vocational applications and relative to the tractor engine standard for the number of engines sold into non-vocational tractor applications. You may assign the numbers and configurations of engines within the respective subfamilies at any time before submitting the report required by § 1036.730. If the family participates in averaging, banking, or trading, you must identify the type of vehicle in which each engine is installed; we may alternatively allow you to use statistical methods to determine this for a fraction of your engines. Keep records to document this determination.

(ii) If you restrict use of the test configuration for your split family only to tractors, or only to vocational vehicles, you must identify a second testable configuration for the other type of vehicle (or an unrestricted configuration). Identify this configuration in your application for certification. The FCL for the engine family applies for this configuration as well as the primary test configuration.

(3) If you certify both engine fuel maps and powertrain fuel maps for an engine family, you may split the engine family into two separate subfamilies. Indicate this in your application for certification, and identify whether one or both of these sets of fuel maps applies for each group of engines. If you do not split your family, all engines within the family must conform to the engine fuel maps, including any engines for with the powertrain maps also apply.

(4) If you certify in separate engine families engines that could have been certified in vocational and tractor engine subfamilies in the same engine family, count the two families as one family for purposes of determining your obligations with respect to the OBD requirements and in-use testing requirements. Indicate in the applications for certification that the two engine families are covered by this paragraph (f)(4).

(5) Except as described in this paragraph (f), engine configurations within an engine family must use equivalent greenhouse gas emission controls. Unless we approve it, you may not produce nontested configurations without the same emission control hardware included on the tested configuration. We will only approve it if you demonstrate that the exclusion of the hardware does not increase greenhouse gas emissions.

(g) You may certify dual-fuel or flexible-fuel engines in a single engine family. You may include dedicated-fuel versions of this same engine model in the same engine family, as long as they are identical to the engine configuration with respect to that fuel type for the dual-fuel or flexible-fuel version of the engine. For example, if you produce an engine that can alternately run on gasoline and natural gas, you can include the gasoline-only and natural gas-only versions of the engine in the same engine family as the dual-fuel engine if engine operation on each fuel type is identical with or without installation of components for operating on the other fuel.

§ 1036.235 Testing requirements for certification.

This section describes the emission testing you must perform to show compliance with the emission standards in §§ 1036.104 and 1036.108.

(a) Select and configure one or two emission-data engines from each engine family as follows:

(1) You may use one engine for criteria pollutant testing and a different engine for greenhouse gas emission testing, or you may use the same engine for all testing.

(2) For criteria pollutant emission testing, select the engine configuration with the highest volume of fuel injected per cylinder per combustion cycle at the point of maximum torque—unless good

engineering judgment indicates that a different engine configuration is more likely to exceed (or have emissions nearer to) an applicable emission standard or FEL. If two or more engines have the same fueling rate at maximum torque, select the one with the highest fueling rate at rated speed. In making this selection, consider all factors expected to affect emission-control performance and compliance with the standards, including emission levels of all exhaust constituents, especially NO_X and PM. To the extent we allow it for establishing deterioration factors, select for testing those engine components or subsystems whose deterioration best represents the deterioration of in-use engines.

(3) For greenhouse gas emission testing, the standards of this part apply only with respect to emissions measured from the tested configuration and other configurations identified in § 1036.205(l)(2). Note that configurations identified in § 1036.205(l)(2) are considered to be ''tested configurations'' whether or not you test them for certification. However, you must apply the same (or equivalent) emission controls to all other engine configurations in the engine family. In other contexts, the tested configuration is sometimes referred to as the ''parent configuration'', although the terms are not synonymous.

(b) Test your emission-data engines using the procedures and equipment specified in subpart F of this part. In the case of dual-fuel and flexible-fuel engines, measure emissions when operating with each type of fuel for which you intend to certify the engine.

(1) For criteria pollutant emission testing, measure NO_X, PM, CO, and NMHC emissions using each duty cycle specified in § 1036.104.

(2) For greenhouse gas emission testing, measure CO_2, CH_4, and N_2O emissions; the following provisions apply regarding test cycles for demonstrating compliance with tractor and vocational standards:

(i) If you are certifying the engine for use in tractors, you must measure CO_2 emissions using the SET duty cycle specified in § 1036.510, taking into account the interim provisions in § 1036.150(s), and measure CH_4 and N_2O emissions using the FTP transient cycle.

(ii) If you are certifying the engine for use in vocational applications, you must measure CO_2, CH_4, and N_2O emissions using the appropriate FTP transient duty cycle, including cold-start and hot-start testing as specified in § 1036.512.

(iii) You may certify your engine family for both tractor and vocational use by submitting CO_2 emission data and specifying FCLs for both SET and FTP transient duty cycles.

(iv) Some of your engines certified for use in tractors may also be used in vocational vehicles, and some of your engines certified for use in vocational may be used in tractors. However, you may not knowingly circumvent the intent of this part (to reduce in-use emissions of CO_2) by certifying engines designed for tractors or vocational vehicles (and rarely used in the other application) to the wrong cycle. For example, we would generally not allow you to certify all your engines to the SET duty cycle without certifying any to the FTP transient cycle.

(c) We may perform confirmatory testing by measuring emissions from any of your emission-data engines. If your certification includes powertrain testing as specified in § 1036.630, this paragraph (c) also applies for the powertrain test results.

(1) We may decide to do the testing at your plant or any other facility. If we do this, you must deliver the engine to a test facility we designate. The engine you provide must include appropriate manifolds, aftertreatment devices, ECMs, and other emission-related components not normally attached directly to the engine block. If we do the testing at your plant, you must schedule it as soon as possible and make available the instruments, personnel, and equipment we need.

(2) If we measure emissions on your engine, the results of that testing become the official emission results for the engine as specified in this paragraph (c). Unless we later invalidate these data, we may decide not to consider your data in determining if your engine family meets applicable requirements in this part.

(3) Before we test one of your engines, we may set its adjustable parameters to any point within the practically adjustable ranges (see § 1036.115(f)).

(4) Before we test one of your engines, we may calibrate it within normal production tolerances for anything we do not consider an adjustable parameter. For example, we may calibrate it within normal production tolerances for an engine parameter that is subject to production variability because it is adjustable during production, but is not considered an adjustable parameter because it is permanently sealed. For parameters that relate to a level of performance that is itself subject to a specified range (such as maximum power output), we will generally perform any calibration under this paragraph (c)(4) in a way that keeps performance within the specified range.

(5) For greenhouse gas emission testing, we may use our emission test results for steady-state, idle, cycle-average and powertrain fuel maps defined in § 1036.505(b) as the official emission results. We will not replace individual points from your fuel map.

(i) We will determine fuel masses, $m_{fuel[cycle]}$, and mean idle fuel mass flow rates, $\dot{m}_{fuelidle}$, if applicable, using both direct and indirect measurement. We will determine the result for each test point based on carbon balance error verification as described in § 1036.535(g)(3)(i) and (ii).

(ii) We will perform this comparison using the weighted results from GEM, using vehicles that are appropriate for the engine under test. For example, we may select vehicles that the engine went into for the previous model year.

(iii) If you supply cycle-average engine fuel maps for the highway cruise cycles instead of generating a steady-state fuel map for these cycles, we may perform a confirmatory test of your engine fuel maps for the highway cruise cycles by either of the following methods:

(A) Directly measuring the highway cruise cycle-average fuel maps.

(B) Measuring a steady-state fuel map as described in this paragraph (c)(5) and using it in GEM to create our own cycle-average engine fuel maps for the highway cruise cycles.

(iv) We will replace fuel maps as a result of confirmatory testing as follows:

(A) Weight individual duty cycle results using the vehicle categories determined in paragraph (c)(5)(i) of this section and respective weighting factors in 40 CFR 1037.510(c) to determine a composite CO_2 emission value for each vehicle configuration; then repeat the process for all the unique vehicle configurations used to generate the manufacturer's fuel maps.

(B) The average percent difference between fuel maps is calculated using the following equation:

$$difference = \left(\frac{\sum_{i=1}^{N} \frac{e_{CO2compEPAi} - e_{CO2compManui}}{e_{CO2compManui}}}{N} \right) \cdot 100\ \%$$

Eq. 1036.235-1

Where:

i = an indexing variable that represents one individual weighted duty cycle result for a vehicle configuration.

N = total number of vehicle configurations.

$e_{CO2compEPAi}$ = unrounded composite mass of CO_2 emissions in g/ton-mile for vehicle configuration i for the EPA test.

$e_{CO2compManui}$ = unrounded composite mass of CO_2 emissions in g/ton-mile for vehicle configuration i for the manufacturer-declared map.

(C) Where the unrounded average percent difference between our composite weighted fuel map and the manufacturer's is at or below 0%, we will not replace the manufacturer's maps, and we will consider an individual engine to have passed the fuel map.

(6) We may perform confirmatory testing with an engine dynamometer to simulate normal engine operation to determine whether your emission-data engine meets off-cycle emission standards. The accuracy margins described in § 1036.420(a) do not apply for such laboratory testing.

(d) You may ask to use carryover emission data from a previous model year instead of doing new tests, but only if all the following are true:

(1) The engine family from the previous model year differs from the current engine family only with respect to model year, items identified in § 1036.225(a), or other characteristics unrelated to emissions. We may waive this criterion for differences we determine not to be relevant.

(2) The emission-data engine from the previous model year remains the appropriate emission-data engine under paragraph (a) of this section.

(3) The data show that the emission-data engine would meet all the requirements that apply to the engine family covered by the application for certification.

(e) We may require you to test a second engine of the same configuration in addition to the engines tested under paragraph (a) of this section.

(f) If you use an alternate test procedure under 40 CFR 1065.10 and later testing shows that such testing does not produce results that are equivalent to the procedures specified in subpart F of this part, we may reject data you generated using the alternate procedure.

(g) We may evaluate or test your engines to determine whether they have a defeat device before or after we issue a certificate of conformity. We may test or require testing on any vehicle or engine at a designated location, using driving cycles and conditions that may reasonably be expected in normal operation and use to investigate a potential defeat device. If we designate an engine's AECD as a possible defeat device, you must demonstrate to us that that the AECD does not reduce emission control effectiveness when the engine operates under conditions that may reasonably be expected in normal operation and use, unless one of the specific exceptions described in § 1036.115(h) applies.

§ 1036.240 Demonstrating compliance with criteria pollutant emission standards.

(a) For purposes of certification, your engine family is considered in compliance with the duty-cycle emission standards in § 1036.104(a)(1) and (2) if all emission-data engines representing that family have test results showing official emission results and deteriorated emission levels at or below these standards (including all corrections and adjustments). This also applies for all test points for emission-data engines within the family used to establish deterioration factors. Note that your FELs are considered to be the applicable emission standards with which you must comply if you participate in the ABT program in subpart H of this part. Use good engineering judgment to demonstrate compliance with off-cycle standards throughout the useful life.

(b) Your engine family is deemed not to comply if any emission-data engine representing that family has test results showing an official emission result or a deteriorated emission level for any pollutant that is above an applicable emission standard (including all corrections and adjustments). Similarly, your engine family is deemed not to comply if any emission-data engine representing that family has test results showing any emission level above the applicable off-cycle emission standard for any pollutant. This also applies for all test points for emission-data engines within the family used to establish deterioration factors.

(c) To compare emission levels from the emission-data engine with the applicable duty-cycle emission standards, apply deterioration factors to the measured emission levels for each pollutant. Section 1036.245 specifies how to test engines and engine components to develop deterioration factors that represent the deterioration expected in emissions over your engines' useful life. Section 1036.246 describes how to confirm or modify deterioration factors based on in-use verification testing. Your deterioration factors must take into account any available data from other in-use testing with similar engines. Small manufacturers may use assigned deterioration factors that we establish. Apply deterioration factors as follows:

(1) *Additive deterioration factor for exhaust emissions.* Except as specified in paragraph (c)(2) of this section, use an additive deterioration factor for exhaust emissions. An additive deterioration factor is the difference between exhaust emissions at the end of the useful life and exhaust emissions at the low-hour test point. In these cases, adjust the official emission results for each tested engine at the selected test point by adding the factor to the measured emissions. If the factor is less than zero, use zero. Additive deterioration factors must be specified to one more decimal place than the applicable standard.

(2) *Multiplicative deterioration factor for exhaust emissions.* Use a multiplicative deterioration factor if good engineering judgment calls for the deterioration factor for a pollutant to be the ratio of exhaust emissions at the end of the useful life to exhaust emissions at the low-hour test point. For example, if you use aftertreatment technology that controls emissions of a pollutant proportionally to engine-out emissions, it is often appropriate to use a multiplicative deterioration factor. Adjust the official emission results for each tested engine at the selected test point by multiplying the measured emissions by the deterioration factor. If the factor is less than one, use one. A multiplicative deterioration factor may not be appropriate in cases where testing variability is significantly greater than engine-to-engine variability. Multiplicative deterioration factors must

be specified to one more significant figure than the applicable standard.

(3) *Sawtooth and other nonlinear deterioration patterns.* The deterioration factors described in paragraphs (c)(1) and (2) of this section assume that the highest useful life emissions occur either at the end of useful life or at the low-hour test point. The provisions of this paragraph (c)(3) apply where good engineering judgment indicates that the highest useful life emissions will occur between these two points. For example, emissions may increase with service accumulation until a certain maintenance step is performed, then return to the low-hour emission levels and begin increasing again. Such a pattern may occur with battery-based electric hybrid engines. Base deterioration factors for engines with such emission patterns on the difference between (or ratio of) the point at which the highest emissions occur and the low-hour test point. Note that this applies for maintenance-related deterioration only where we allow such critical emission-related maintenance.

(4) *Dual-fuel and flexible-fuel engines.* In the case of dual-fuel and flexible-fuel engines, apply deterioration factors separately for each fuel type. You may accumulate service hours on a single emission-data engine using the type of fuel or the fuel mixture expected to have the highest combustion and exhaust temperatures; you may ask us to approve a different fuel mixture if you demonstrate that a different criterion is more appropriate.

(5) *Deterioration factor for crankcase emissions.* If engines route crankcase emissions into the ambient atmosphere or into the exhaust downstream of exhaust aftertreatment, you must account for any increase in crankcase emissions throughout the useful life using good engineering judgment. Use separate deterioration factors for crankcase emissions of each pollutant (either multiplicative or additive).

(d) Determine the official emission result for each pollutant to at least one more decimal place than the applicable standard. Apply the deterioration factor to the official emission result, as described in paragraph (c) of this section, then round the adjusted figure to the same number of decimal places as the emission standard. Compare the rounded emission levels to the emission standard for each emission-data engine.

(e) You do not need deterioration factors to demonstrate compliance with off-cycle standards. However, for engines designed to discharge crankcase emissions to the ambient atmosphere, you must determine deteriorated emission levels to represent crankcase emissions at the end of useful life for purposes of demonstrating compliance with off-cycle emission standards. Determine an official brake-specific crankcase emission result for each pollutant based on operation over the FTP duty cycle. Also determine an official crankcase emission result for NO_X in g/hr from the idle portion of any of the duty cycles specified in subpart F of this part. Apply crankcase deterioration factors to all these official crankcase emission results as described in paragraph (c) of this section, then round the adjusted figures to the same number of decimal places as the off-cycle emission standards in § 1036.104(a)(3).

§ 1036.241 Demonstrating compliance with greenhouse gas emission standards.

(a) For purposes of certification, your engine family is considered in compliance with the emission standards in § 1036.108 if all emission-data engines representing the tested configuration of that engine family have test results showing official emission results and deteriorated emission levels at or below the standards. Note that your FCLs are considered to be the applicable emission standards with which you must comply for certification.

(b) Your engine family is deemed not to comply if any emission-data engine representing the tested configuration of that engine family has test results showing an official emission result or a deteriorated emission level for any pollutant that is above an applicable emission standard (generally the FCL). Note that you may increase your FCL if any certification test results exceed your initial FCL.

(c) Apply deterioration factors to the measured emission levels for each pollutant to show compliance with the applicable emission standards. Your deterioration factors must take into account any available data from in-use testing with similar engines. Apply deterioration factors as follows:

(1) *Additive deterioration factor for greenhouse gas emissions.* Except as specified in paragraphs (c)(2) and (3) of this section, use an additive deterioration factor for exhaust emissions. An additive deterioration factor is the difference between the highest exhaust emissions (typically at the end of the useful life) and exhaust emissions at the low-hour test point. In these cases, adjust the official emission results for each tested engine at the selected test point by adding the factor to the measured emissions. If the factor is less than zero, use zero. Additive deterioration factors must be specified to one more decimal place than the applicable standard.

(2) *Multiplicative deterioration factor for greenhouse gas emissions.* Use a multiplicative deterioration factor for a pollutant if good engineering judgment calls for the deterioration factor for that pollutant to be the ratio of the highest exhaust emissions (typically at the end of the useful life) to exhaust emissions at the low-hour test point. Adjust the official emission results for each tested engine at the selected test point by multiplying the measured emissions by the deterioration factor. If the factor is less than one, use one. A multiplicative deterioration factor may not be appropriate in cases where testing variability is significantly greater than engine-to-engine variability. Multiplicative deterioration factors must be specified to one more significant figure than the applicable standard.

(3) *Sawtooth and other nonlinear deterioration patterns.* The deterioration factors described in paragraphs (c)(1) and (2) of this section assume that the highest useful life emissions occur either at the end of useful life or at the low-hour test point. The provisions of this paragraph (c)(3) apply where good engineering judgment indicates that the highest useful life emissions will occur between these two points. For example, emissions may increase with service accumulation until a certain maintenance step is performed, then return to the low-hour emission levels and begin increasing again. Such a pattern may occur with battery-based electric hybrid engines. Base deterioration factors for engines with such emission patterns on the difference between (or ratio of) the point at which the highest emissions occur and the low-hour test point. Note that this applies for maintenance-related deterioration only where we allow such critical emission-related maintenance.

(4) *Dual-fuel and flexible-fuel engines.* In the case of dual-fuel and flexible-fuel engines, apply deterioration factors separately for each fuel type by measuring emissions with each fuel type at each test point. You may accumulate service hours on a single emission-data engine using the type of fuel or the fuel mixture expected to have the highest combustion and exhaust temperatures; you may ask us to approve a different fuel mixture if you demonstrate that a different criterion is more appropriate.

(d) Calculate emission data using measurements to at least one more decimal place than the applicable standard. Apply the deterioration factor to the official emission result, as described in paragraph (c) of this

section, then round the adjusted figure to the same number of decimal places as the emission standard. Compare the rounded emission levels to the emission standard for each emission-data engine.

(e) If you identify more than one configuration in § 1036.205(l)(2), we may test (or require you to test) any of the identified configurations. We may also require you to provide an engineering analysis that demonstrates that untested configurations listed in § 1036.205(l)(2) comply with their FCL.

§ 1036.245 Deterioration factors for exhaust emission standards.

This section describes how to determine deterioration factors, either with pre-existing test data or with new emission measurements. Apply these deterioration factors to determine whether your engines will meet the duty-cycle emission standards throughout the useful life as described in § 1036.240. The provisions of this section and the verification provisions of § 1036.246 apply for all engine families starting in model year 2027; you may optionally use these provisions to determine and verify deterioration factors for earlier model years.

(a) You may ask us to approve deterioration factors for an engine family based on an engineering analysis of emission measurements from similar highway or nonroad engines if you have already given us these data for certifying the other engines in the same or earlier model years. Use good engineering judgment to decide whether the two engines are similar. We will approve your request if you show us that the emission measurements from other engines reasonably represent in-use deterioration for the engine family for which you have not yet determined deterioration factors.

(b) [Reserved]

(c) If you are unable to determine deterioration factors for an engine family under paragraph (a) of this section, select engines, subsystems, or components for testing. Determine deterioration factors based on service accumulation and related testing to represent the deterioration expected from in-use engines over the useful life, including crankcase emissions. You may perform maintenance on emission-data engines as described in § 1036.125 and 40 CFR part 1065, subpart E. Use good engineering judgment for all aspects of the effort to establish deterioration factors under this paragraph (c). Send us your test plan for our preliminary approval under § 1036.210. You may apply deterioration factors based on testing under this paragraph (c) to multiple engine families, consistent with the provisions in paragraph (a) of this section. Determine deterioration factors based on a combination of minimum required engine dynamometer aging hours and accelerated bench-aged aftertreatment as follows:

(1) Select an emission-data engine and aftertreatment devices and systems that can be assembled into a certified configuration to represent the engine family. Stabilize the engine and aftertreatment devices and systems, together or separately, to prepare for emission measurements. Perform low-hour emission measurement once the engine has operated with aftertreatment long enough to stabilize the emission control. Measure emissions of all regulated pollutants while the engine operates over all applicable duty cycles on an engine dynamometer as described in subpart F of this part.

(2) Perform additional service accumulation as described in paragraph (c)(3) of this section on an engine dynamometer meeting at least the following minimum specifications:

TABLE 1 TO PARAGRAPH (c)(2) OF § 1036.245—MINIMUM REQUIRED ENGINE DYNAMOMETER AGING HOURS BY PRIMARY INTENDED SERVICE CLASS

Primary intended service class	Minimum engine dynamometer hours
Spark-ignition HDE	300
Light HDE	1,250
Medium HDE	1,500
Heavy HDE	1,500

(3) Perform service accumulation in the laboratory by operating the engine repeatedly over one of the following test sequences, or a different test sequence that we approve in advance:

(i) Use duty-cycle sequence 1 for operating any engine on an engine dynamometer, as follows:

(A) Operate at idle for 2 hours.

(B) Operate for 105 ± 1 hours over a repeat sequence of one FTP followed by one RMC.

(C) Operate over one LLC.

(D) Operate at idle for 2 hours.

(E) Shut down the engine for cooldown to ambient temperature.

(ii) Duty-cycle sequence 2 is based on operating over the LLC and the vehicle-based duty cycles from 40 CFR part 1037. Select the vehicle subcategory and vehicle configuration from § 1036.540 with the highest reference cycle work for each vehicle-based duty cycle. Operate the engine as follows for duty-cycle sequence 2:

(A) Operate at idle for 2 hours.

(B) Operate for 105 ± 1 hours over a repeat sequence of one Heavy-duty Transient Test Cycle, then one 55 mi/hr highway cruise cycle, and then one 65 mi/hr highway cruise cycle.

(C) Operate over one LLC.

(D) Operate at idle for 2 hours.

(E) Shut down the engine for cooldown to ambient temperature.

(4) Perform all the emission measurements described in paragraph (c)(1) of this section when the engine has reached the minimum service accumulation specified in paragraph (c)(2) of this section, and again after you finish service accumulation in the laboratory if your service accumulation exceeds the values specified in paragraph (c)(2) of this section.

(5) Determine the deterioration factor based on a combination of actual and simulated service accumulation represented by a number of hours of engine operation calculated using the following equation:

$$t_{\text{total}} = \frac{UL \cdot k}{\bar{v}_{\text{agingcycle}}}$$

Eq. 1036.245-1

Where:

UL = useful life mileage from § 1036.104(e).

k = 1.15 for Heavy HDE and 1.0 for all other primary intended service classes.

$\bar{v}_{\text{agingcycle}}$ = average speed of aging cycle in paragraph (c)(3) of this section. Use 40.26 mi/hr for duty-cycle sequence 1 and 44.48 mi/hr for duty-cycle sequence 2.

Example for Heavy HDE for Duty-Cycle Sequence 1:

UL = 650,000 miles

k = 1.15

$\bar{v}_{\text{agingcycle}}$ = 40.26 mi/hr

$$t_{\text{total}} = \frac{650{,}000 \cdot 1.15}{40.26}$$

t_{total} = 18,567 hr

(6) Perform accelerated bench aging of aftertreatment devices to represent normal engine operation over the useful life using the service accumulation hours determined in paragraph (c)(5) of this section. Design your bench aging to represent 10,000 hours of in-use engine operation for every 1,000 hours of accelerated bench aging. Use the accelerated bench-aging procedure in 40 CFR 1065.1131 through 1065.1145 or get our advance approval to use a different procedure that adequately that accounts for thermal and chemical degradation. For example, this might involve testing consistent with the analogous procedures that apply for light-duty vehicles under 40 CFR part 86, subpart S.

(7) After bench-aging aftertreatment devices, install or reinstall those aftertreatment devices and systems on an emission-data engine (or an equivalent engine) that has been stabilized without aftertreatment. Ensure that the aftertreatment is installed such that the engine is in a certified configuration to represent the engine family.

(8) Operate the engine with the bench-aged aftertreatment devices to stabilize emission controls for at least 100 hours on an engine dynamometer.

(9) Once stabilization is complete, repeat the low-hour emission measurements.

(10) Calculate deterioration factors by comparing exhaust emissions with the bench-aged aftertreatment and exhaust emissions at the low-hour test point. Create a linear curve fit if testing includes intermediate test points. Calculate deterioration factors based on measured values, without extrapolation.

(d) If you determine deterioration factors as described in paragraph (c) of this section, you may apply those deterioration factors in later years for engine families that qualify for carryover certification as described in § 1036.235(d). You may also apply those deterioration factors for additional engine families as described in paragraph (a) of this section.

(e) Include the following information in your application for certification:

(1) If you use test data from a different engine family, explain why this is appropriate and include all the emission measurements on which you base the deterioration factors. If the deterioration factors for the new engine family are not identical to the deterioration factors for the different engine family, describe your engineering analysis to justify the revised values and state that all your data, analyses, evaluations, and other information are available for our review upon request.

(2) If you determined deterioration factors under paragraph (c) of this section, include the following information in the first year that you use those deterioration factors:

(i) Describe your accelerated bench aging or other procedures to represent full-life service accumulation for the engine's emission controls.

(ii) Describe how you prepared the test engine before and after installing aftertreatment systems to determine deterioration factors.

(iii) Identify the power rating of the emission-data engine used to determine deterioration factors.

§ 1036.246 Verifying deterioration factors.

We may require you to test in-use engines as described in this section to verify that the deterioration factors you determined under § 1036.245 are appropriate.

(a) Select and prepare in-use engines representing the engine family we identify for verification testing under this section as follows:

(1) You may recruit candidate engines any time before testing. This may involve creating a pool of candidate engines and vehicles in coordination with vehicle manufacturers and vehicle purchasers to ensure availability and to confirm a history of proper maintenance. You may meet the testing requirements of this section by repeating tests on a given engine as it ages, or you may test different engines over the course of verification testing; however, you may not choose whether to repeat tests on a given engine at a later stage based on its measured emission levels. We generally require that you describe your plan for selecting engines in advance and justify any departures from that plan.

(2) Selected vehicles must come from independent sources, unless we approve your request to select vehicles that you own or manage. In your request, you must describe how you will ensure that the vehicle operator will drive in a way that represents normal in-use operation for the engine family.

(3) Select vehicles with installed engines from the same engine family and with the same power rating as the emission-data engine used to determine the deterioration factors. However, if the test engine does not have the specified power rating, you may ask for our approval to either test in the as-received condition or modify engines in selected vehicles by reflashing the ECM or replacing parts to change the engines to be in a different certified configuration for proper testing.

(4) Selected engines must meet the screening criteria described in § 1036.410(b)(2) through (4). Selected engines must also have their original aftertreatment components and be in a certified configuration. You may ask us to approve replacing a critical emission-related component with an equivalent part that has undergone a comparable degree of aging.

(5) We may direct you to preferentially select certain types of vehicles, vehicles from certain model years. or vehicles within some range of service accumulation. We will not direct you to select vehicles that are 10 or more years old, or vehicles with an odometer reading exceeding 85 percent of the engine's useful life. We will specify a time frame for completing required testing.

(b) Perform verification testing with one of the following procedures, or with an alternative procedure that you demonstrate to be equally effective:

(1) *Engine dynamometer testing.* Measure emissions from engines equipped with in-use aftertreatment systems on an engine dynamometer as follows:

(i) Test the aftertreatment system from at least two engines using the procedures specified in subpart F of this part and 40 CFR part 1065. Install the aftertreatment system from the selected in-use vehicle, including all associated wiring, sensors, and related hardware and software, on one of the following partially complete engines:

(A) The in-use engine from the same vehicle.

(B) The emission-data engine used to determine the deterioration factors.

(C) A different emission-data engine from the same engine family that has been stablized as described in 40 CFR 1065.405(c).

(ii) Perform testing on all certification duty cycles with brake-specific emission standards (g/hp·hr) to determine whether the engine meets all the duty-cycle emission standards, including any compliance allowance, for criteria pollutants. Apply infrequent regeneration adjustment factors as included in your application for certification or develop new factors if we request it.

(iii) Evaluate verification testing for each pollutant independently. You pass the verification test if at least 70 percent of tested engines meet standards for each pollutant over all duty cycles. You fail the verification test if fewer than 70 percent of engines meet standards for a given pollutant over all duty cycles.

(2) *PEMS testing.* Measure emissions using PEMS with in-use engines that remain installed in selected vehicles as follows:

(i) Test at least five engines using the procedures specified in § 1036.555 and 40 CFR part 1065, subpart J.

(ii) Measure emissions of NO_X, HC, and CO as the test vehicle's normal operator drives over a regular shift-day to determine whether the engine meets all the off-cycle emission standards that applied for the engine's original certification. Apply infrequent regeneration adjustment factors as included in your application for certification. For Spark-ignition HDE, calculate off-cycle emission standards for purposes of this subpart by multiplying the FTP duty-cycle standards in § 1036.104(a) by 1.5 and

rounding to the same number of decimal places.

(iii) Evaluate verification testing for each pollutant independently. You pass the verification test if at least 70 percent of tested engines meet the off-cycle standards including any compliance allowance and accuracy margin, for each pollutant. You fail the verification test if fewer than 70 percent of tested engines do not meet standards for a given pollutant.

(iv) You may reverse a fail determination under paragraph (b)(2)(iii) of this section by restarting and successfully completing the verification test for that year using the procedures specified in paragraph (b)(1) of this section. If you do this, you must use the verification testing procedures specified in paragraph (b)(1) of this section for all remaining verification testing for the engine family.

(c) You may stop testing under the verification test program and concede a fail result before you meet all the testing requirements of this section.

(d) Prepare a report to describe your verification testing each year. Include at least the following information:

(1) Identify whether you tested using the procedures specified in paragraph (b)(1) or (2) of this section.

(2) Describe how the test results support a pass or fail decision for the verification test. For in-field measurements, include continuous 1 Hz data collected over the shift-day and binned emission values determined under § 1036.530.

(3) If your testing included invalid test results, describe the reasons for invalidating the data. Give us the invalid test results if we ask for them.

(4) Describe the types of vehicles selected for testing. If you determined that any selected vehicles with enough mileage accumulation were not suitable for testing, describe why you chose not to test them.

(5) For each tested engine, identify the vehicle's VIN, the engine's serial number, the engine's power rating, and the odometer reading and the engine's lifetime operating hours at the start of testing (or engine removal).

(6) State that the tested engines have been properly maintained and used and describe any noteworthy aspects of each vehicle's maintenance history. Describe the steps you took to prepare the engines for testing.

(7) For testing with engines that remain installed in vehicles, identify the date and location of testing. Also describe the ambient conditions and the driving route over the course of the shift-day.

(e) Send electronic reports to the Designated Compliance Officer using an approved information format. If you want to use a different format, send us a written request with justification.

(1) You may send us reports as you complete testing for an engine instead of waiting until you complete testing for all engines.

(2) We may ask you to send us less information in your reports than we specify in this section.

(3) We may require you to send us more information to evaluate whether your engine family meets the requirements of this part.

(4) Once you send us information under this section, you need not send that information again in later reports.

(5) We will review your test report to evaluate the results of the verification testing at each stage. We will notify you if we disagree with your conclusions, if we need additional information, or if you need to revise your testing plan for future testing.

§ 1036.250 Reporting and recordkeeping for certification.

(a) By September 30 following the end of the model year, send the Designated Compliance Officer a report including the total nationwide production volume of engines you produced in each engine family during the model year (based on information available at the time of the report). Report the production by serial number and engine configuration. You may combine this report with reports required under subpart H of this part. We may waive the reporting requirements of this paragraph (a) for small manufacturers.

(b) Organize and maintain the following records:

(1) A copy of all applications and any summary information you send us.

(2) Any of the information we specify in § 1036.205 that you were not required to include in your application.

(3) A detailed history of each emission-data engine. For each engine, describe all of the following:

(i) The emission-data engine's construction, including its origin and buildup, steps you took to ensure that it represents production engines, any components you built specially for it, and all the components you include in your application for certification.

(ii) How you accumulated engine operating hours (service accumulation), including the dates and the number of hours accumulated.

(iii) All maintenance, including modifications, parts changes, and other service, and the dates and reasons for the maintenance.

(iv) All your emission tests, including documentation on routine and standard tests, as specified in part 40 CFR part 1065, and the date and purpose of each test.

(v) All tests to diagnose engine or emission control performance, giving the date and time of each and the reasons for the test.

(vi) Any other significant events.

(4) Production figures for each engine family divided by assembly plant.

(5) Engine identification numbers for all the engines you produce under each certificate of conformity.

(c) Keep routine data from emission tests required by this part (such as test cell temperatures and relative humidity readings) for one year after we issue the associated certificate of conformity. Keep all other information specified in this section for eight years after we issue your certificate.

(d) Store these records in any format and on any media, as long as you can promptly send us organized, written records in English if we ask for them. You must keep these records readily available. We may review them at any time.

§ 1036.255 EPA oversight on certificates of conformity.

(a) If we determine an application is complete and shows that the engine family meets all the requirements of this part and the Act, we will issue a certificate of conformity for the engine family for that model year. We may make the approval subject to additional conditions.

(b) We may deny an application for certification if we determine that an engine family fails to comply with emission standards or other requirements of this part or the Clean Air Act. We will base our decision on all available information. If we deny an application, we will explain why in writing.

(c) In addition, we may deny your application or suspend or revoke a certificate of conformity if you do any of the following:

(1) Refuse to comply with any testing or reporting requirements in this part.

(2) Submit false or incomplete information. This includes doing anything after submitting an application that causes submitted information to be false or incomplete.

(3) Cause any test data to become inaccurate.

(4) Deny us from completing authorized activities (see 40 CFR 1068.20). This includes a failure to provide reasonable assistance.

(5) Produce engines for importation into the United States at a location where local law prohibits us from carrying out authorized activities.

(6) Fail to supply requested information or amend an application to include all engines being produced.

(7) Take any action that otherwise circumvents the intent of the Act or this part.

(d) We may void a certificate of conformity if you fail to keep records, send reports, or give us information as required under this part or the Act. Note that these are also violations of 40 CFR 1068.101(a)(2).

(e) We may void a certificate of conformity if we find that you intentionally submitted false or incomplete information. This includes doing anything after submitting an application that causes submitted information to be false or incomplete after submission.

(f) If we deny an application or suspend, revoke, or void a certificate, you may ask for a hearing (see § 1036.820).

Subpart D—Testing Production Engines and Hybrid Powertrains

§ 1036.301 Measurements related to GEM inputs in a selective enforcement audit.

(a) Selective enforcement audits apply for engines as specified in 40 CFR part 1068, subpart E. This section describes how this applies uniquely in certain circumstances.

(b) Selective enforcement audit provisions apply with respect to your fuel maps as follows:

(1) A selective enforcement audit for an engine with respect to fuel maps would consist of performing measurements with production engines to determine fuel-consumption rates as declared for GEM simulations, and running GEM for the vehicle configurations specified in paragraph (b)(2) of this section based on those measured values. The engine is considered passing for a given configuration if the new modeled emission result for each applicable duty cycle is at or below the modeled emission result corresponding to the declared GEM inputs. The engine is considered failing if we determine that its fuel map result is above the modeled emission result corresponding to the result using the manufacturer-declared fuel maps, as specified in § 1036.235(c)(5).

(2) If the audit includes fuel-map testing in conjunction with engine testing relative to exhaust emission standards, the fuel-map simulations for the whole set of vehicles and duty cycles counts as a single test result for purposes of evaluating whether the engine family meets the pass-fail criteria under 40 CFR 1068.420.

(c) If your certification includes powertrain testing as specified in 40 CFR 1036.630, these selective enforcement audit provisions apply with respect to powertrain test results as specified in 40 CFR part 1037, subpart D, and 40 CFR 1037.550. We may allow manufacturers to instead perform the engine-based testing to simulate the powertrain test as specified in 40 CFR 1037.551.

(d) We may suspend or revoke certificates for any appropriate configurations within one or more engine families based on the outcome of a selective enforcement audit.

Subpart E—In-Use Testing

§ 1036.401 Testing requirements for in-use engines.

(a) We may perform in-use testing of any engine family subject to the standards of this part, consistent with the Clean Air Act and the provisions of § 1036.235.

(b) This subpart describes a manufacturer-run field-testing program that applies for engines subject to compression-ignition standards under § 1036.104. Note that the testing requirements of 40 CFR part 86, subpart T, continue to apply for engines subject to exhaust emission standards under 40 CFR part 86.

(c) In-use test procedures for engines subject to spark-ignition standards apply as described in § 1036.530. We won't require routine manufacturer-run field testing for Spark-ignition HDE, but the procedures of this subpart describe how to use field-testing procedures to measure emissions from engines installed in vehicles. Use good engineering judgment to apply the measurement procedures for fuels other than gasoline.

(d) We may void your certificate of conformity for an engine family if you do not meet your obligations under this subpart. We may also void individual tests and require you to retest those vehicles or take other appropriate measures in instances where you have not performed the testing in accordance with the requirements described in this subpart.

§ 1036.405 Overview of the manufacturer-run field-testing program.

(a) You must test in-use engines from the families we select. We may select the following number of engine families for testing, except as specified in paragraph (b) of this section:

(1) We may select up to 25 percent of your engine families in any calendar year, calculated by dividing the number of engine families you certified in the model year corresponding to the calendar year by four and rounding to the nearest whole number. We will consider only engine families with annual nationwide production volumes above 1,500 units in calculating the number of engine families subject to testing each calendar year under the annual 25 percent engine family limit. If you have only three or fewer families that each exceed an annual nationwide production volume of 1,500 units, we may select one engine family per calendar year for testing.

(2) Over any four-year period, we will not select more than the average number of engine families that you have certified over that four-year period (the model year when the selection is made and the preceding three model years), based on rounding the average value to the nearest whole number.

(3) We will not select engine families for testing under this subpart from a given model year if your total nationwide production volume was less than 100 engines.

(b) If there is clear evidence of a nonconformity with regard to an engine family, we may select that engine family without counting it as a selected engine family under paragraph (a) of this section. For example, there may be clear evidence of a nonconformity if you certify an engine family using carryover data after reaching a fail decision under this subpart in an earlier model year without modifying the engine to remedy the problem.

(c) We may select any individual engine family for testing, regardless of its production volume except as described in paragraph (a)(3) of this section, as long as we do not select more than the number of engine families described in paragraph (a) of this section. We may select an engine family from model year 2027 or any later model year.

(d) You must complete all the required testing and reporting under this subpart (for all ten test engines, if applicable), within 18 months after we receive your proposed plan for recruiting, screening, and selecting vehicles. We will typically select engine families for testing and notify you in writing by June 30 of the applicable calendar year. If you request it, we may allow additional time to send us this information.

(e) If you make a good-faith effort to access enough test vehicles to complete the testing requirements under this subpart for an engine family, but are unable to do so, you must ask us either to modify the testing requirements for the selected engine family or to select a different engine family.

(f) We may select an engine family for repeat testing in a later calendar year. Such a selection for repeat testing would count as an additional engine family for that year under paragraph (a) of this section.

§ 1036.410 Selecting and screening vehicles and engines for testing.

(a) Send us your proposed plan for recruiting, screening, and selecting vehicles. Identify the types of vehicles, location, and any other relevant criteria. We will approve your plan if it supports the objective of measuring emissions to represent a broad range of operating characteristics.

(b) Select vehicles and engines for testing that meet the following criteria:

(1) The vehicles come from at least two independent sources.

(2) Powertrain, drivetrain, emission controls, and other key vehicle and engine systems have been properly maintained and used. See § 1036.125.

(3) The engines have not been tampered with, rebuilt, or undergone major repair that could be expected to affect emissions.

(4) The engines have not been misfueled. Do not consider engines misfueled if they have used fuel meeting the specifications of § 1036.415(c).

(5) The vehicles are likely to operate for at least three hours of non-idle operation over a complete shift-day, as described in § 1036.415(f).

(6) The vehicles have not exceeded the applicable useful life, in miles, hours, or years; you may otherwise not exclude engines from testing based on their age or mileage.

(7) The vehicle has appropriate space for safe and proper mounting of the portable emission measurement system (PEMS) equipment.

(c) You must notify us before disqualifying any vehicle based on illuminated MIL or stored OBD trouble codes as described in § 1036.415(b)(2), or for any other reasons not specified in paragraph (b) of this section. For example, notify us if you disqualify any vehicle because the engine does not represent the engine family or the vehicle's usage is atypical for the particular application. You do not need to notify us in advance if the owner declines to participate in the test program.

§ 1036.415 Preparing and testing engines.

(a) You must limit maintenance to what is in the owners manual for engines with that amount of service and age. For anything we consider an adjustable parameter (see § 1036.115(f)), you may adjust that parameter only if it is outside its adjustable range. You must then set the adjustable parameter to your recommended setting or the mid-point of its adjustable range, unless we approve your request to do otherwise. You must get our approval before adjusting anything not considered an adjustable parameter. You must keep records of all maintenance and adjustments, as required by § 1036.435. You must send us these records, as described in § 1036.430(a)(2)(ix), unless we instruct you not to send them.

(b) You may treat a vehicle with an illuminated MIL or stored trouble code as follows:

(1) If a candidate vehicle has an illuminated MIL or stored trouble code, either test the vehicle as received or repair the vehicle before testing. Once testing is initiated on the vehicle, you accept that the vehicle has been properly maintained and used.

(2) If a MIL illuminates or a trouble code appears on a test vehicle during a field test, stop the test and repair the vehicle. Determine test results as specified in § 1036.530 using one of the following options:

(i) Restart the testing and use only the portion of the full test results without the MIL illuminated or trouble code set.

(ii) Initiate a new test and use only the post-repair test results.

(3) If you determine that repairs are needed but they cannot be completed in a timely manner, you may disqualify the vehicle and replace it with another vehicle.

(c) Use appropriate fuels for testing, as follows:

(1) You may use any diesel fuel that meets the specifications for S15 in ASTM D975 (incorporated by reference in § 1036.810). You may use any commercially available biodiesel fuel blend that meets the specifications for ASTM D975 or ASTM D7467 (incorporated by reference in § 1036.810) that is either expressly allowed or not otherwise indicated as an unacceptable fuel in the vehicle's owner or operator manual or in the engine manufacturer's published fuel recommendations. You may use any gasoline fuel that meets the specifications in ASTM D4814 (incorporated by reference in § 1036.810). For other fuel types, you may use any commercially available fuel.

(2) You may drain test vehicles' fuel tanks and refill them with diesel fuel conforming to the specifications in paragraph (c)(1) of this section.

(3) Any fuel that is added to a test vehicle's fuel tanks must be purchased at a local retail establishment near the site of vehicle recruitment or screening, or along the test route. Alternatively, the fuel may be drawn from a central fueling source, as long as the fuel represents commercially available fuel in the area of testing.

(4) No post-refinery fuel additives are allowed, except that specific fuel additives may be used during field testing if you can document that the test vehicle has a history of normally using the fuel treatments and they are not prohibited in the owners manual or in your published fuel-additive recommendations.

(5) You may take fuel samples from test vehicles to ensure that appropriate fuels were used during field testing. If a vehicle fails the vehicle-pass criteria and you can show that an inappropriate fuel was used during the failed test, that particular test may be voided. You may drain vehicles' fuel tanks and refill them with diesel fuel conforming to the specifications described in paragraph (c)(1) of this section. You must report any fuel tests that are the basis of voiding a test in your report under § 1036.430.

(d) You must test the selected engines using the test procedure described in § 1036.530 while they remain installed in the vehicle. Testing consists of characterizing emission rates for moving average 300 second windows while driving, with those windows divided into bins representing different types of engine operation over a shift-day. Measure emissions as follows:

(1) Perform all testing with PEMS and field-testing procedures referenced in 40 CFR part 1065, subpart J. Measure emissions of NO_X, CO, and CO_2. We may require you to also measure emissions of HC and PM. You may determine HC emissions by any method specified in 40 CFR 1065.660(b).

(2) If the engine's crankcase discharges emissions into the ambient atmosphere, as allowed by § 1036.115(a), you must either route all crankcase emissions into the exhaust for a combined measurement or add the crankcase emission values specified in § 1036.240(e) to represent emission levels at full useful life instead of measuring crankcase emissions in the field.

(e) Operate the test vehicle under conditions reasonably expected during normal operation. For the purposes of this subpart, normal operation generally includes the vehicle's normal routes and loads (including auxiliary loads such as air conditioning in the cab), normal ambient conditions, and the normal driver.

(f) Once an engine is set up for testing, test the engine for one shift-day, except as allowed in § 1036.420(d). To complete a shift-day's worth of testing,

start sampling at the beginning of a shift and continue sampling for the whole shift, subject to the calibration requirements of the PEMS. A shift-day is the period of a normal workday for an individual employee. Evaluate the emission data as described in § 1036.420 and include the data in the reporting and record keeping requirements specified in §§ 1036.430 and 1036.435.

(g) For stop-start and automatic engine shutdown systems meeting the specifications of 40 CFR 1037.660, override idle-reduction features if they are adjustable under 40 CFR 1037.520(j)(4). If those systems are tamper-resistant under 40 CFR 1037.520(j)(4), set the 1-Hz emission rate to zero for all regulated pollutants when the idle-reduction feature is active. Do not exclude these data points under § 1036.530(c)(3)(ii).

§ 1036.420 Pass criteria for individual engines.

Perform the following steps to determine whether an engine meets the binned emission standards in § 1036.104(a)(3):

(a) Determine the emission standard for each regulated pollutant for each bin by adding the following accuracy margins for PEMS to the off-cycle standards in § 1036.104(a)(3):

TABLE 1 TO PARAGRAPH (a) OF § 1036.420—ACCURACY MARGINS FOR IN-USE TESTING

	NO_X	HC	PM	CO
Bin 1	0.4 g/hr.			
Bin 2	5 mg/hp·hr	10 mg/hp·hr	6 mg/hp·hr	0.025 g/hp·hr.

(b) Calculate the mass emission rate for each pollutant as specified in § 1036.530.

(c) For engines subject to compression-ignition standards, determine the number of windows in each bin. A bin is valid under this section only if it has at least 2,400 windows for bin 1 and 10,000 windows for bin 2.

(d) Continue testing additional shift-days as necessary to achieve the minimum window requirements for each bin. You may idle the engine at the end of the shift day to increase the number of windows in bin 1. If the vehicle has tamper-resistant idle-reduction technology that prevents idling, populate bin 1 with additional windows by setting the 1-Hz emission rate for all regulated pollutants to zero as described in § 1036.415(g) to achieve exactly 2,400 bin 1 windows.

(e) An engine passes if the result for each bin is at or below the standard determined in paragraph (a) of this section. An engine fails if the result for any bin for any pollutant is above the standard determined in paragraph (a) of this section.

§ 1036.425 Pass criteria for engine families.

For testing with PEMS under § 1036.415(d)(1), determine the number of engines you must test from each selected engine family and the family pass criteria as follows:

(a) Start by measuring emissions from five engines using the procedures described in this subpart E and § 1036.530. If all five engines comply fully with the off-cycle bin standards, the engine family passes, and you may stop testing.

(b) If only one of the engines tested under paragraph (a) of this section does not comply fully with the off-cycle bin standards, test one more engine. If this additional engine complies fully with the off-cycle bin standards, the engine family passes, and you may stop testing.

(c) If two or more engines tested under paragraphs (a) and (b) of this section do not comply fully with the off-cycle bin standards, test additional engines until you have tested a total of ten engines. Calculate the arithmetic mean of the bin emissions from the ten engine tests as specified in § 1036.530(g) for each pollutant. If the mean values are at or below the off-cycle bin standards, the engine family passes. If the mean value for any pollutant is above an off-cycle bin standard, the engine family fails.

(d) You may accept a fail result for the engine family and discontinue testing at any point in the sequence of testing the specified number of engines.

§ 1036.430 Reporting requirements.

(a) *Report content.* Prepare test reports as follows:

(1) Include the following for each engine family:

(i) Describe how you recruited vehicles. Describe how you used any criteria or thresholds to narrow your search or to screen individual vehicles.

(ii) Include a summary of the vehicles you have disqualified and the reasons you disqualified them, whether you base the disqualification on the criteria in § 1036.410(b), owner nonparticipation, or anything else. If you disqualified a vehicle due to misfueling, include the results of any fuel sample tests. If you reject a vehicle due to tampering, describe how you determined that tampering occurred.

(iii) Identify how many engines you have tested from the applicable engine family and how many engines still need to be tested. Identify how many tested engines have passed or failed under § 1036.420.

(iv) After the final test, report the results and state the outcome of testing for the engine family based on the criteria in § 1036.425.

(v) Describe any incomplete or invalid tests that were conducted under this subpart.

(2) Include the following information for the test vehicle:

(i) The EPA engine-family designation, and the engine's model number, total displacement, and power rating.

(ii) The date EPA selected the engine family for testing.

(iii) The vehicle's make and model and the year it was built.

(iv) The vehicle identification number and engine serial number.

(v) The vehicle's type or application (such as delivery, line haul, or dump truck). Also, identify the type of trailer, if applicable.

(vi) The vehicle's maintenance and use history.

(vii) The known status history of the vehicle's OBD system and any actions taken to address OBD trouble codes or MIL illumination over the vehicle's lifetime.

(viii) Any OBD codes or MIL illumination that occur after you accept the vehicle for field testing under this subpart.

(ix) Any steps you take to maintain, adjust, modify, or repair the vehicle or its engine to prepare for or continue testing, including actions to address OBD trouble codes or MIL illumination. Include any steps you took to drain and refill the vehicle's fuel tank(s) to correct misfueling, and the results of any fuel test conducted to identify misfueling.

(3) Include the following data and measurements for each test vehicle:

(i) The date and time of testing, and the test number.

(ii) Number of shift-days of testing (see § 1036.415(f)).

(iii) Route and location of testing. You may base this description on the output from a global-positioning system (GPS).

(iv) The steps you took to ensure that vehicle operation during testing was consistent with normal operation and use, as described in § 1036.415(e).

(v) Fuel test results, if fuel was tested under § 1036.410 or § 1036.415.

(vi) The vehicle's mileage at the start of testing. Include the engine's total lifetime hours of operation, if available.

(vii) The number of windows in each bin (see § 1036.420(c)).

(viii) The bin emission value per vehicle for each pollutant. Describe the method you used to determine HC as specified in 40 CFR 1065.660(b).

(ix) Recorded 1 Hz test data for at least the following parameters, noting that gaps in the 1 Hz data file over the shift-day are only allowed during analyzer zero and span verifications and during engine shutdown when the engine is keyed off:

(A) Ambient temperature.

(B) Ambient pressure.

(C) Ambient humidity.

(D) Altitude.

(E) Emissions of HC, CO, CO_2, and NO_X. Report results for PM if it was measured in a manner that provides 1 Hz test data.

(F) Differential backpressure of any PEMS attachments to vehicle exhaust.

(G) Exhaust flow.

(H) Exhaust aftertreatment temperatures.

(I) Engine speed.

(J) Engine brake torque.

(K) Engine coolant temperature

(L) Intake manifold temperature.

(M) Intake manifold pressure.

(N) Throttle position.

(O) Any parameter sensed or controlled, available over the Controller Area Network (CAN) network, to modulate the emission control system or fuel-injection timing.

(4) Include the following summary information after you complete testing with each engine:

(i) State whether the engine meets the off-cycle standards for each bin for each pollutant as described in § 1036.420(e).

(ii) Describe if any testing or evaluations were conducted to determine why a vehicle failed the off-cycle emission standards described in § 1036.420.

(iii) Describe the purpose of any diagnostic procedures you conduct.

(iv) Describe any instances in which the OBD system illuminated the MIL or set trouble codes. Also describe any actions taken to address the trouble codes or MIL.

(v) Describe any instances of misfueling, the approved actions taken to address the problem, and the results of any associated fuel sample testing.

(vi) Describe the number and length of any data gaps in the 1 Hz data file, the reason for the gap(s), and the parameters affected.

(b) *Submission.* Send electronic reports to the Designated Compliance Officer using an approved information format. If you want to use a different format, send us a written request with justification.

(1) You may send us reports as you complete testing for an engine instead of waiting until you complete testing for all engines.

(2) We may ask you to send us less information in your reports than we specify in this section.

(3) We may require you to send us more information to evaluate whether your engine family meets the requirements of this part.

(4) Once you send us information under this section, you need not send that information again in later reports.

(c) *Additional notifications.* Notify the Designated Compliance Officer describing progress toward completing the required testing and reporting under this subpart, as follows:

(1) Notify us once you complete testing for an engine.

(2) Notify us if your review of the test data for an engine family indicates that two of the first five tested engines have failed to comply with the vehicle-pass criteria in § 1036.420(e).

(3) Notify us if your review of the test data for an engine family indicates that the engine family does not comply with the family-pass criteria in § 1036.425(c).

(4) Describe any voluntary vehicle/engine emission evaluation testing you intend to conduct with PEMS on the same engine families that are being tested under this subpart, from the time that engine family was selected for field testing under § 1036.405 until the final results of all testing for that engine family are reported to us under this section.

§ 1036.435 Recordkeeping requirements.

Keep the following paper or electronic records of your field testing for five years after you complete all the testing required for an engine family:

(a) Keep a copy of the reports described in § 1036.430.

(b) Keep any additional records, including forms you create, related to any of the following:

(1) The recruitment, screening, and selection process described in § 1036.410, including the vehicle owner's name, address, phone number, and email address.

(2) Pre-test maintenance and adjustments to the engine performed under § 1036.415.

(3) Test results for all void, incomplete, and voluntary testing described in § 1036.430.

(4) Evaluations to determine why an engine failed any of the bin standards described in § 1036.420.

(c) Keep a copy of the relevant calibration results required by 40 CFR part 1065.

§ 1036.440 Warranty obligations related to in-use testing.

Testing under this subpart that finds an engine exceeding emission standards under this subpart is not by itself sufficient to show a breach of warranty under 42 U.S.C. 7541(a)(1). A breach of warranty would also require that engines fail to meet one or both of the conditions specified in § 1036.120(a).

Subpart F—Test Procedures

§ 1036.501 General testing provisions.

(a) Use the equipment and procedures specified in this subpart and 40 CFR part 1065 to determine whether engines meet the emission standards in §§ 1036.104 and 1036.108.

(b) Use the fuels specified in 40 CFR part 1065 to perform valid tests, as follows:

(1) For service accumulation, use the test fuel or any commercially available fuel that is representative of the fuel that in-use engines will use.

(2) For diesel-fueled engines, use the ultra-low-sulfur diesel fuel specified in 40 CFR part 1065.703 and 40 CFR 1065.710(b)(3) for emission testing.

(3) For gasoline-fueled engines, use the appropriate E10 fuel specified in 40 CFR part 1065.

(c) For engines that use aftertreatment technology with infrequent regeneration events, apply infrequent regeneration adjustment factors for each duty cycle as described in § 1036.580.

(d) If your engine is intended for installation in a vehicle equipped with stop-start technology meeting the specifications of 40 CFR 1037.660 to qualify as tamper-resistant under 40 CFR 1037.520(j)(4), you may shut the engine down during idle portions of the duty cycle to represent in-use operation. We recommend installing a production engine starter motor and letting the engine's ECM manipulate the starter motor to control the engine stop and start events. Use good engineering judgment to address the effects of dynamometer inertia on restarting the engine by, for example, using a larger starter motor or declutching the engine from the dynamometer during restart.

(e) You may use special or alternate procedures to the extent we allow them under 40 CFR 1065.10.

(f) This subpart is addressed to you as a manufacturer, but it applies equally to anyone who does testing for you, and to us when we perform testing to determine if your engines meet emission standards.

§ 1036.505 Engine data and information to support vehicle certification.

You must give vehicle manufacturers information as follows so they can certify their vehicles to greenhouse gas emission standards under 40 CFR part 1037:

(a) Identify engine make, model, fuel type, combustion type, engine family name, calibration identification, and engine displacement. Also identify whether the engines meet CO_2 standards for tractors, vocational vehicles, or both.

(b) This paragraph (b) describes four different methods to generate engine fuel maps. For engines without hybrid components and for mild hybrid engines where you do not include hybrid components in the test, generate fuel maps using either paragraph (b)(1) or (2) of this section. For other hybrid engines, generate fuel maps using paragraph (b)(3) of this section. For hybrid and nonhybrid powertrains and for vehicles where the transmission is not automatic, automated manual, manual, or dual-clutch, generate fuel maps using paragraph (b)(4) of this section.

(1) Determine steady-state engine fuel maps as described in § 1036.535(b). Determine fuel consumption at idle as described in § 1036.535 (c). Determine cycle-average engine fuel maps as described in § 1036.540, excluding cycle-average fuel maps for highway cruise cycles.

(2) Determine steady-state fuel maps as described in either § 1036.535(b) or (d). Determine fuel consumption at idle as described in § 1036.535(c). Determine cycle-average engine fuel maps as described in § 1036.540, including cycle-average engine fuel maps for highway cruise cycles. We may do confirmatory testing by creating cycle-average fuel maps from steady-state fuel maps created in paragraph (b)(1) of this section for highway cruise cycles. In § 1036.540 we define the vehicle configurations for testing; we may add more vehicle configurations to better represent your engine's operation for the range of vehicles in which your engines will be installed (see 40 CFR 1065.10(c)(1)).

(3) Determine fuel consumption at idle as described in § 1036.535(c) and (d) and determine cycle-average engine fuel maps as described in 40 CFR 1037.550, including cycle-average engine fuel maps for highway cruise cycles. Set up the test to apply accessory load for all operation by primary intended service class as described in the following table:

TABLE 1 TO PARAGRAPH (b)(3) OF § 1036.505—ACCESSORY LOAD

Primary intended service class	Power representing accessory load (kW)
Light HDV	1.5
Medium HDV	2.5
Heavy HDV	3.5

(4) Generate powertrain fuel maps as described in 40 CFR 1037.550 instead of fuel mapping under § 1036.535 or § 1036.540. Note that the option in 40 CFR 1037.550(b)(2) is allowed only for hybrid engine testing. Disable stop-start systems and automatic engine shutdown systems when conducting powertrain fuel map testing using 40 CFR 1037.550.

(c) Provide the following information if you generate engine fuel maps using either paragraph (b)(1), (2), or (3) of this section:

(1) Full-load torque curve for installed engines and the full-load torque curve of the engine (parent engine) with the highest fueling rate that shares the same engine hardware, including the turbocharger, as described in 40 CFR 1065.510. You may use 40 CFR 1065.510(b)(5)(i) for Spark-ignition HDE. Measure the torque curve for hybrid engines that have an RESS as described in 40 CFR 1065.510(g)(2) with the hybrid system active. Test hybrid engines with no RESS as described in 40 CFR 1065.510(b)(5)(ii).

(2) Motoring torque curve as described in 40 CFR 1065.510(c)(2) and (5) for nonhybrid and hybrid engines, respectively. For engines with a low-speed governor, remove data points where the low-speed governor is active. If you don't know when the low-speed governor is active, we recommend removing all points below 40 r/min above the warm low-idle speed.

(3) Declared engine idle speed. For vehicles with manual transmissions, this is the engine speed with the transmission in neutral. For all other vehicles, this is the engine's idle speed when the transmission is in drive.

(4) The engine idle speed during the transient cycle-average fuel map.

(5) The engine idle torque during the transient cycle-average fuel map.

(d) If you generate powertrain fuel maps using paragraph (b)(4) of this section, determine the system continuous rated power according to § 1036.520.

§ 1036.510 Supplemental Emission Test.

(a) Measure emissions using the steady-state SET duty cycle as described in this section. Note that the SET duty cycle is operated as a ramped-modal cycle rather than discrete steady-state test points.

(b) Perform SET testing with one of the following procedures:

(1) For testing nonhybrid engines, the SET duty cycle is based on normalized speed and torque values relative to certain maximum values. Denormalize speed as described in 40 CFR 1065.512. Denormalize torque as described in 40 CFR 1065.610(d). Note that idle points are to be run at conditions simulating neutral or park on the transmission.

(2) Test hybrid engines and hybrid powertrains as described in 40 CFR 1037.550, except as specified in this paragraph (b)(2). Do not compensate the duty cycle for the distance driven as described in 40 CFR 1037.550(g)(4). For hybrid engines, select the transmission from Table 1 of § 1036.540, substituting ''engine'' for ''vehicle'' and ''highway cruise cycle'' for ''SET''. Disregard duty cycles in 40 CFR 1037.550(j). For cycles that begin with idle, leave the transmission in neutral or park for the full initial idle segment. Place the transmission into drive no earlier than 5 seconds before the first nonzero vehicle speed setpoint. For SET testing only, place the transmission into park or neutral when the cycle reaches the final idle segment. Use the following vehicle parameters instead of those in 40 CFR 1037.550 to define the vehicle model in 40 CFR 1037.550(a)(3):

(i) Determine the vehicle test mass, *M,* as follows:

$$M = 15.1 \cdot P_{\text{contrated}}^{1.31}$$

Eq. 1036.510-1

Where:

$P_{\text{contrated}}$ = the continuous rated power of the hybrid system determined in sect; 1036.520.

Example:

$P_{\text{contrated}}$ = 350.1 kW
$M = 15.1 \cdot 350.1^{1.31}$
M = 32499 kg

(ii) Determine the vehicle frontal area, A_{front}, as follows:

(A) For $M \leq 18050$ kg:

$$A_{front} = -1.69 \cdot 10^{-8} \cdot M^2 + 6.33 \cdot 10^{-4} \cdot M + 1.67$$
Eq. 1036.510-2

Example:

M = 16499 kg

$A_{front} = {}^{-}1.69 \cdot 10^{-8} \cdot 16499^2 + 6.33 \cdot 10^{-4} \cdot 16499 + 1.67$
A_{front} = 7.51 m²

(B) For M > 18050 kg, A_{front} = 7.59 m²

(iii) Determine the vehicle drag area, C_dA, as follows:

$$C_dA = \frac{(0.00299 \cdot A_{front} - 0.000832) \cdot 2 \cdot g \cdot 3.6^2}{\rho}$$
Eq. 1036.510-3

Where:

g = gravitational constant = 9.80665 m/s².

ρ = air density at reference conditions. Use ρ = 1.1845 kg/m³.

Example:

$$C_dA = \frac{(0.00299 \cdot 7.59 - 0.000832) \cdot 2 \cdot 9.80665 \cdot 3.6^2}{1.1845}$$
C_dA = 3.08 m²

Example:

C_dA = 3.08 m²

(iv) Determine the coefficient of rolling resistance, C_{rr}, as follows:

$$C_{rr} = 5.13 + \frac{17600}{M}$$
Eq. 1036.510-4

Example:

$$C_{rr} = 5.13 + \frac{17600}{32499}$$
C_{rr} = 5.7 N/kN = 0.0057 N/N

(v) Determine the vehicle curb mass, M_{curb}, as follows:

$$M_{curb} = -0.000007376537 \cdot M^2 + 0.6038432 \cdot M$$
Eq. 1036.510-5

Example:

$M_{curb} = -0.000007376537 \cdot 32499^2 + 0.6038432 \cdot 32499$
M_{curb} = 11833 kg

(vi) Determine the linear equivalent mass of rotational moment of inertias, $M_{rotating}$, as follows:

$$M_{rotating} = 0.07 \cdot M_{curb}$$
Eq. 1036.510-6

Example:

$M_{rotating} = 0.07 \cdot 11833$
$M_{rotating}$ = 828.3 kg

(vii) Select a drive axle ratio, k_a, that represents the worst-case combination of final gear ratio, drive axle ratio, and tire size for CO_2 expected for vehicles in which the hybrid powertrain or hybrid engine will be installed. This is typically the highest axle ratio.

(viii) Select a tire radius, *r,* that represents the worst-case pair of tire size and drive axle ratio for CO_2 expected for vehicles in which the hybrid powertrain or hybrid engine will be installed. This is typically the smallest tire radius.

(ix) If you are certifying a hybrid engine, use a default transmission efficiency of 0.95 and create the vehicle model along with its default transmission shift strategy as described in 40 CFR 1037.550(a)(3)(ii). Use the transmission parameters defined in Table 1 of § 1036.540 to determine transmission type and gear ratio. For Light HDV and Medium HDV, use the Light HDV and Medium HDV parameters for FTP, LLC, and SET duty cycles. For Tractors and Heavy HDVs, use the Tractor and Heavy HDV transient cycle parameters for the FTP and LLC duty cycles and the Tractor and Heavy HDV highway cruise cycle parameters for the SET duty cycle.

(c) Measure emissions using the SET duty cycle shown in Table 1 of this section to determine whether engines meet the steady-state compression-ignition standards specified in subpart B of this part. Table 1 of this section specifies test settings, as follows:

(1) The duty cycle for testing nonhybrid engines involves a schedule of normalized engine speed and torque values. Note that nonhybrid powertrains are generally tested as engines, so this section does not describe separate procedures for that configuration.

(2) The duty cycle for testing hybrid engines and hybrid powertrains involves a schedule of vehicle speeds and road grade as follows:

(i) Determine road grade at each point based on the continuous rated power of the hybrid powertrain system, $P_{contrated}$, in kW determined in § 1036.520, the vehicle speed (A, B, or C) in mi/hr for a given SET mode, $v_{ref[speed]}$, and the specified road-grade coefficients using the following equation:

$$Roadgrade = a \cdot P_{\text{contrated}}^3 + b \cdot P_{\text{contrated}}^2 \cdot v_{\text{ref[speed]}} + c \cdot P_{\text{contrated}}^2 + d \cdot v_{\text{ref[speed]}}^2 + e \cdot P_{\text{contrated}} \cdot v_{\text{ref[speed]}} + f \cdot P_{\text{contrated}} + g \cdot v_{\text{ref[speed]}} + h$$

Eq. 1036.510-7

Example for SET mode 3a in Table 1 of this section:

$P_{\text{contrated}}$ = 345.2 kW

v_{refB} = 59.3 mi/hr

Road grade = $8.296 \cdot 10^{-9} \cdot 345.2^3 + (-4.752 \cdot 10^{-7}) \cdot 345.2^2 \cdot 59.3 + 1.291 \cdot 10^{-5} \cdot 345.2^2 + 2.88 \cdot 10^{-4} \cdot 59.3^2 + 4.524 \cdot 10^{-4} \cdot 345.2 \cdot 59.3 + (-1.802 \cdot 10^{-2}) \cdot 345.2 + (-1.83 \cdot 10^{-1}) \cdot 59.3 + 8.81$

Road grade = 0.53%

(ii) Use the vehicle C speed determined in § 1036.520. Determine vehicle A and B speeds as follows:

(A) Determine vehicle A speed using the following equation:

$$v_{\text{refA}} = v_{\text{refC}} \cdot \frac{55.0}{75.0}$$

Eq. 1036.510-8

Example:

v_{refC} = 68.42 mi/hr

$$v_{\text{refA}} = 68.4 \cdot \frac{55.0}{75.0}$$

v_{refA} = 50.2 mi/hr

(B) Determine vehicle B speed using the following equation:

$$v_{\text{refB}} = v_{\text{refC}} \cdot \frac{65.0}{75.0}$$

Eq. 1036.510-9

Example:

$$v_{\text{refB}} = 68.4 \cdot \frac{65.0}{75.0}$$

v_{refB} = 59.3 mi/hr

(3) Table 1 follows:

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Table 1 to Paragraph (c)(3) of § 1036.510—Supplemental Emission Test

SET mode	Engine testing			Hybrid powertrain testing								
	Time in mode (seconds)	Engine speed[a,b]	Torque[b,c] (percent)	Vehicle speed (mi/hr)	Road-grade coefficients							
					a	*b*	*c*	*d*	*e*	*f*	*g*	*h*
1a Steady-state	124	Warm Idle	0	0	0	0	0	0	0	0	0	0
1b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	-1.90E-08	-5.90E-07	3.78E-05	4.71E-03	6.55E-04	-2.68E-02	-1.03E+00	1.54E+01
2a Steady-state	196	A	100	v_{refA}	-1.23E-08	-5.50E-07	3.95E-05	1.21E-03	5.29E-04	-3.12E-02	-3.23E-01	1.62E+01
2b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	-2.31E-09	-4.87E-07	2.54E-05	8.16E-04	4.73E-04	-2.38E-02	-2.98E-01	1.28E+01
3a Steady-state	220	B	50	v_{refB}	8.30E-09	-4.75E-07	1.29E-05	2.88E-04	4.52E-04	-1.80E-02	-1.83E-01	8.81E+00
3b Transition	20	B	Linear Transition	v_{refB}	4.64E-09	-5.14E-07	1.99E-05	3.56E-04	4.87E-04	-2.24E-02	-2.05E-01	1.07E+01
4a Steady-state	220	B	75	v_{refB}	1.82E-10	-5.23E-07	2.58E-05	5.58E-04	5.01E-04	-2.56E-02	-2.40E-01	1.29E+01
4b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	5.84E-10	-4.99E-07	2.24E-05	4.70E-04	4.66E-04	-2.20E-02	-1.76E-01	1.07E+01
5a Steady-state	268	A	50	v_{refA}	3.97E-09	-4.36E-07	1.37E-05	4.85E-04	4.16E-04	-1.61E-02	-1.91E-01	8.21E+00
5b Transition	20	A	Linear Transition	v_{refA}	-2.79E-10	-4.23E-07	1.81E-05	6.59E-04	4.16E-04	-1.85E-02	-2.20E-01	1.00E+01
6a Steady-state	268	A	75	v_{refA}	-4.22E-09	-4.89E-07	2.64E-05	8.80E-04	4.69E-04	-2.35E-02	-2.60E-01	1.23E+01
6b Transition	20	A	Linear Transition	v_{refA}	3.98E-09	-4.39E-07	1.41E-05	2.08E-04	4.20E-04	-1.66E-02	-1.66E-01	7.71E+00
7a Steady-state	268	A	25	v_{refA}	1.21E-08	-3.77E-07	6.21E-07	1.20E-04	3.58E-04	-8.42E-03	-1.25E-01	4.19E+00
7b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	1.66E-09	-4.95E-07	2.10E-05	4.85E-04	4.78E-04	-2.19E-02	-2.55E-01	1.08E+01
8a Steady-state	196	B	100	v_{refB}	-8.23E-09	-5.71E-07	3.90E-05	8.15E-04	5.48E-04	-3.33E-02	-2.96E-01	1.69E+01
8b Transition	20	B	Linear Transition	v_{refB}	4.29E-09	-5.15E-07	2.07E-05	5.21E-04	4.88E-04	-2.29E-02	-2.27E-01	1.16E+01
9a Steady-state	196	B	25	v_{refB}	1.66E-08	-4.26E-07	-2.71E-07	2.10E-05	4.05E-04	-1.04E-02	-1.26E-01	4.75E+00
9b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	7.49E-09	-5.45E-07	1.95E-05	2.24E-04	5.11E-04	-2.33E-02	-2.27E-01	1.06E+01
10a Steady-state	28	C	100	v_{refC}	-1.07E-09	-5.90E-07	3.48E-05	5.07E-04	5.65E-04	-3.35E-02	-2.65E-01	1.65E+01
10b Transition	20	C	Linear Transition	v_{refC}	9.96E-09	-5.48E-07	1.83E-05	2.40E-04	5.20E-04	-2.41E-02	-2.01E-01	1.13E+01
11a Steady-state	4	C	25	v_{refC}	1.92E-08	-5.02E-07	3.72E-06	3.63E-05	4.71E-04	-1.54E-02	-1.49E-01	6.83E+00
11b Transition	20	C	Linear Transition	v_{refC}	1.47E-08	-5.18E-07	1.03E-05	1.19E-04	4.91E-04	-1.94E-02	-1.71E-01	8.87E+00
12a Steady-state	4	C	75	v_{refC}	6.17E-09	-5.58E-07	2.35E-05	3.52E-04	5.32E-04	-2.71E-02	-2.25E-01	1.31E+01
12b Transition	20	C	Linear Transition	v_{refC}	1.04E-08	-5.45E-07	1.76E-05	2.26E-04	5.17E-04	-2.37E-02	-1.98E-01	1.11E+01
13a Steady-state	4	C	50	v_{refC}	6.21E-09	-5.29E-07	2.13E-05	3.48E-04	5.13E-04	-2.55E-02	-2.21E-01	1.27E+01
13b Transition[d]	20	Linear Transition	Linear Transition	Linear Transition	4.46E-09	-6.45E-07	1.30E-05	1.42E-03	5.78E-04	-1.56E-02	1.95E-01	8.00E+00
14 Steady-state	144	Warm Idle	0	0	0	0	0	0	0	0	0	0

[a]Engine speed terms are defined in 40 CFR part 1065.

[b]Advance from one mode to the next within a 20 second transition phase. During the transition phase, command a linear progression from the settings of the current mode to the

[c]The percent torque is relative to maximum torque at the commanded engine speed.

[d]Use the average vehicle speed during each transition for v_{ref} in Eq. 1036.510-7 for calculating road grade for all points during the transition.

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(d) Determine criteria pollutant emissions for plug-in hybrid engines and powertrains as follows:

(1) Precondition the engine or powertrain in charge-sustaining mode. Perform testing as described in this section for hybrid engines and hybrid powertrains in charge-sustaining mode.

(2) Carry out a charge-depleting test as described in paragraph (d)(1) of this section, except as follows:

(i) Fully charge the RESS after preconditioning.

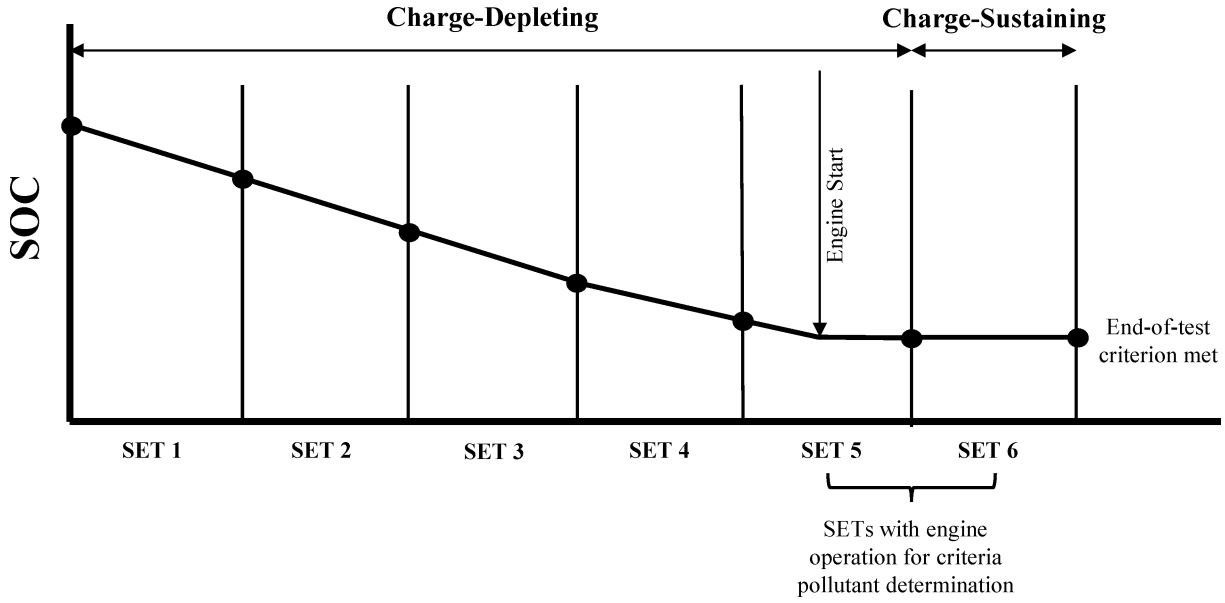
(ii) Operate the hybrid engine or powertrain continuously over repeated SET duty cycles until you reach the end-of-test criterion defined in 40 CFR 1066.501(a)(3).

(iii) Calculate emission results for each SET duty cycle. Figure 1 of this section provides an example of a charge-depleting test sequence where there are two test intervals that contain engine operation.

(3) Report the highest emission result for each criteria pollutant from all tests in paragraphs (d)(1) and (2) of this section, even if those individual results come from different test intervals.

(4) Figure 1 follows:

Figure 1 to Paragraph (d)(4) of § 1036.510—SET Charge-Depleting Criteria Pollutant Test Sequence



(e) Determine greenhouse gas pollutant emissions for plug-in hybrid engines and powertrains using the emissions results for all the SET test intervals for both charge-depleting and charge-sustaining operation from paragraph (d)(2) of this section. Calculate the utility factor-weighted composite mass of emissions from the charge-depleting and charge-sustaining test results, $e_{\mathrm{UF[emission]comp}}$, using the following equation:

$$e_{\mathrm{UF[emission]comp}} = \sum_{i=1}^{N}\left[e_{\mathrm{[emission][int]CDi}} \cdot \left(UF_{\mathrm{DCD}i} - UF_{\mathrm{DCD}i-1}\right)\right] + \sum_{j=1}^{M}\left[e_{\mathrm{[emission][int]CSj}}\right] \cdot \frac{\left(1 - UF_{\mathrm{RCD}}\right)}{M}$$

Eq. 1036.510-10

Where:

i = an indexing variable that represents one test interval.

N = total number of charge-depleting test intervals.

$e_{\mathrm{[emission][int]CDi}}$ = total mass of emissions in the charge-depleting portion of the test for each test interval, i, starting from i = 1, including the test interval(s) from the transition phase.

UF_{DCDi} = utility factor fraction at distance D_{CDi} from Eq. 1036.510–11, as determined by interpolating the approved utility factor curve for each test interval, i, starting from i = 1. Let UF_{DCD0} = 0.

j = an indexing variable that represents one test interval.

M = total number of charge-sustaining test intervals.

$e_{\mathrm{[emission][int]CSj}}$ = total mass of emissions in the charge-sustaining portion of the test for each test interval, j, starting from j = 1.

UF_{RCD} = utility factor fraction at the full charge-depleting distance, R_{CD}, as determined by interpolating the approved utility factor curve. R_{CD} is the cumulative distance driven over N charge-depleting test intervals.

$$D_{\mathrm{CD}i} = \sum_{k=1}^{Q}\left(v_k \cdot \Delta t\right)$$

Eq. 1036.510-11

Where:

k = an indexing variable that represents one recorded velocity value.

Q = total number of measurements over the test interval.

v = vehicle velocity at each time step, k, starting from k = 1. For tests completed under this section, v is the vehicle velocity from the vehicle model in 40 CFR 1037.550. Note that this should

include charge-depleting test intervals that start when the engine is not yet operating.

$\Delta t = 1/f_{record}$

f_{record} = the record rate.

Example using the charge-depletion test in Figure 1 of § 1036.510 for the SET for CO_2 emission determination:

$Q = 24000$

$v_1 = 0$ mi/hr
$v_2 = 0.8$ mi/hr
$v_3 = 1.1$ mi/hr
$f_{record} = 10$ Hz
$\Delta t = 1/10$ Hz $= 0.1$ s

$$D_{CD1} = \sum_{k=1}^{24000} (0 \cdot 0.1 + 0.8 \cdot 0.1 + 1.1 \cdot 0.1 + v_{24000} \cdot \Delta t)$$

$D_{CD1} = 30.1$ mi
$D_{CD2} = 30.0$ mi
$D_{CD3} = 30.1$ mi
$D_{CD4} = 30.2$ mi
$D_{CD5} = 30.1$ mi
$N = 5$
$UF_{DCD1} = 0.11$
$UF_{DCD2} = 0.23$
$UF_{DCD3} = 0.34$
$UF_{DCD4} = 0.45$
$UF_{DCD5} = 0.53$
$e_{CO2SETCD1} = 0$ g/hp·hr
$e_{CO2SETCD2} = 0$ g/hp·hr
$e_{CO2SETCD3} = 0$ g/hp·hr
$e_{CO2SETCD4} = 0$ g/hp·hr
$e_{CO2SETCD5} = 174.4$ g/hp·hr
$M = 1$
$e_{CO2SETCS} = 428.1$ g/hp·hr
$UF_{RCD} = 0.53$

$$e_{UFCO2comp} = [0 \cdot (0.11 - 0) + 0 \cdot (0.23 - 0.11) + 0 \cdot (0.34 - 0.23) + 0 \cdot (0.45 - 0.34) + 174.4 \cdot (0.53 - 0.45)] + 428.1 \cdot \frac{(1 - 0.53)}{1}$$

$e_{UFCO2comp} = 215.2$ g/hp·hr

(f) Calculate and evaluate cycle statistics as specified in 40 CFR 1065.514 for nonhybrid engines and 40 CFR 1037.550 for hybrid engines and hybrid powertrains.

(g) Calculate cycle work for powertrain testing using system power, P_{sys}. Determine P_{sys}, using § 1036.520(f).

§ 1036.512 Federal Test Procedure.

(a) Measure emissions using the transient Federal Test Procedure (FTP) as described in this section to determine whether engines meet the emission standards in subpart B of this part. Operate the engine or hybrid powertrain over one of the following transient duty cycles:

(1) For engines subject to spark-ignition standards, use the transient test interval described in paragraph (b) of appendix B of this part.

(2) For engines subject to compression-ignition standards, use the transient test interval described in paragraph (c) of appendix B of this part.

(b) The following procedures apply differently for testing engines and hybrid powertrains:

(1) The transient test intervals for nonhybrid engine testing are based on normalized speed and torque values. Denormalize speed as described in 40 CFR 1065.512. Denormalize torque as described in 40 CFR 1065.610(d).

(2) Test hybrid engines and hybrid powertrains as described in § 1036.510(b)(2), with the following exceptions:

(i) Replace $P_{contrated}$ with P_{rated}, which is the peak rated power determined in § 1036.520.

(ii) Keep the transmission in drive for all idle segments after the initial idle segment.

(iii) For hybrid engines, select the transmission from Table 1 of § 1036.540, substituting ''engine'' for ''vehicle''.

(iv) For hybrid engines, you may request to change the engine-commanded torque at idle to better represent curb idle transmission torque (CITT).

(v) For plug-in hybrid engines and powertrains, test over the FTP in both charge-sustaining and charge-depleting operation for both criteria and greenhouse gas pollutant determination.

(c) The FTP duty cycle consists of an initial run through the test interval from a cold start as described in 40 CFR part 1065, subpart F, followed by a (20 ±1) minute hot soak with no engine operation, and then a final hot start run through the same transient test interval. Engine starting is part of both the cold-start and hot-start test intervals. Calculate the total emission mass of each constituent, *m,* and the total work, *W,* over each test interval as described in 40 CFR 1065.650. Calculate total work over each test interval for powertrain testing using system power, $P_{sys.}$ Determine P_{sys} using § 1036.520(f). For powertrains with automatic transmissions, account for and include the work produced by the engine from the CITT load. Calculate the official transient emission result from the cold-start and hot-start test intervals using the following equation:

$$Official\ transient\ emission\ result = \frac{cold\ start\ emissions\ (g) + 6 \cdot hot\ start\ emissions\ (g)}{cold\ start\ work\ (hp \cdot hr) + 6 \cdot hot\ start\ work\ (hp \cdot hr)}$$

Eq. 1036.512-1

(d) Determine criteria pollutant emissions for plug-in hybrid engines and powertrains as follows:

(1) Precondition the engine or powertrain in charge-sustaining mode. Perform testing as described in this section for hybrid engines and hybrid powertrains in charge-sustaining mode.

(2) Carry out a charge-depleting test as described in paragraph (d)(1) of this section, except as follows:

(i) Fully charge the battery after preconditioning.

(ii) Operate the hybrid engine or powertrain over one FTP duty cycle followed by alternating repeats of a 20-minute soak and a hot start test interval

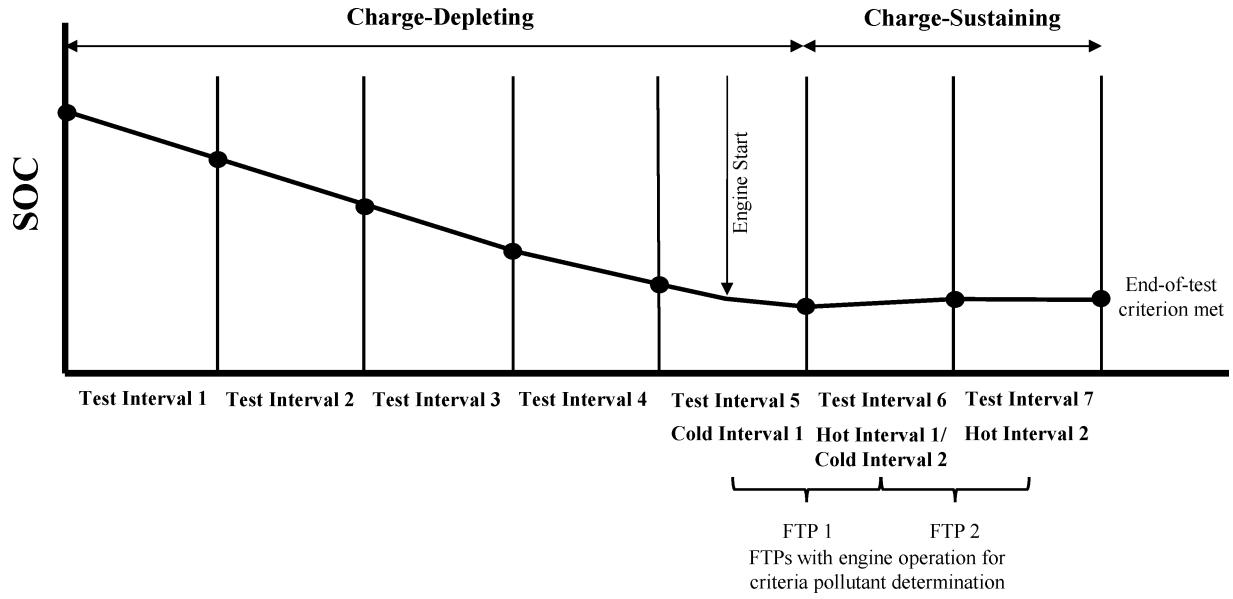
until you reach the end-of-test criteria defined in 40 CFR 1066.501.

(iii) Calculate emission results for each successive pair of test intervals. Calculate the emission result by treating the first of the two test intervals as a cold-start test. Figure 1 of § 1036.512 provides an example of a charge-depleting test sequence where there are three test intervals with engine operation for two overlapping FTP duty cycles.

(3) Report the highest emission result for each criteria pollutant from all tests in paragraphs (d)(1) and (2) of this section, even if those individual results come from different test intervals.

(4) Figure 1 follows:

Figure 1 to paragraph (d)(4) of § 1036.512—FTP Charge-Depleting Criteria Pollutant Test Sequence.



(e) Determine greenhouse gas pollutant emissions for plug-in hybrid engines and powertrains using the emissions results for all the transient duty cycle test intervals described in either paragraph (b) or (c) of appendix B of this part for both charge-depleting and charge-sustaining operation from paragraph (d)(2) of this section. Calculate the utility factor weighted composite mass of emissions from the charge-depleting and charge-sustaining test results, $e_{UF[emission]comp}$, as described in § 1036.510(e), replacing occurances of ''SET'' with ''transient test interval''. Note this results in composite FTP GHG emission results for plug-in hybrid engines and powertrains without the use of the cold-start and hot-start test interval weighting factors in Eq. 1036.512–1.

(f) Calculate and evaluate cycle statistics as specified in 40 CFR 1065.514 for nonhybrid engines and 40 CFR 1037.550 for hybrid engines and hybrid powertrains.

§ 1036.514 Low Load Cycle.

(a) Measure emissions using the transient Low Load Cycle (LLC) as described in this section to determine whether engines meet the LLC emission standards in § 1036.104.

(b) The LLC duty cycle is described in paragraph (d) of appendix B of this part. The following procedures apply differently for testing engines and hybrid powertrains:

(1) For nonhybrid engine testing, the duty cycle is based on normalized speed and torque values.

(i) Denormalize speed as described in 40 CFR 1065.512. Denormalize torque as described in 40 CFR 1065.610(d).

(ii) For idle segments more than 200 seconds, set reference torques to the torque needed to meet the accessory loads in Table 1 of this section instead of CITT. This is to represent shifting the transmission to park or neutral at the start of the idle segment. Change the reference torque to CITT no earlier than 5 seconds before the end of the idle segment. This is to represent shifting the transmission to drive.

(2) Test hybrid engines and hybrid powertrains as described in § 1036.510(b)(2), with the following exceptions:

(i) Replace $P_{contrated}$ with $P_{rated,}$ which is the peak rated power determined in § 1036.520.

(ii) Keep the transmission in drive for all idle segments 200 seconds or less. For idle segments more than 200 seconds, place the transmission in park or neutral at the start of the idle segment and place the transmission into drive again no earlier than 5 seconds before the first nonzero vehicle speed setpoint.

(iii) For hybrid engines, select the transmission from Table 1 of § 1036.540, substituting ''engine'' for ''vehicle''.

(iv) For hybrid engines, you may request to change the engine-commanded torque at idle to better represent curb idle transmission torque (CITT).

(v) For plug-in hybrid engines and powertrains, determine criteria pollutant and greenhouse gas emissions as described in § 1036.510(d) and (e), replacing ''SET'' with ''LLC''.

(c) Set dynamometer torque demand such that vehicle power represents an accessory load for all idle operation as described in Table 1 of paragraph (c)(4) of this section for each primary intended service class. Additional provisions related to accessory load apply for the following special cases:

(1) For engines with stop-start technology, account for accessory load during engine-off conditions by determining the total engine-off power demand over the test interval and distributing that load over the engine-on portions of the test interval based on calculated average power. You may determine the engine-off time by running practice cycles or through engineering analysis.

(2) Apply accessory loads for hybrid powertrain testing that includes the

transmission either as a mechanical or electrical load.

(3) You may apply the following deviations from specified torque settings for smoother idle (other than idle that includes motoring), or you may develop different procedures for adjusting accessory load at idle consistent with good engineering judgment:

(i) Set the reference torque to correspond to the applicable accessory load for all points with normalized speed at or below zero percent and reference torque from zero up to the torque corresponding to the accessory load.

(ii) Change the reference torques to correspond to the applicable accessory load for consecutive points with reference torques from zero up to the torque corresponding to the accessory load that immediately precedes or follows idle points.

(4) Table 1 follows:

TABLE 1 TO PARAGRAPH (c)(4) OF § 1036.514—ACCESSORY LOAD AT IDLE

Primary intended service class	Power representing accessory load (kW)
Light HDE	1.5
Medium HDE	2.5
Heavy HDE	3.5

(d) The test sequence consists of preconditioning the engine by running one or two FTPs with each FTP followed by (20 ±1) minutes with no engine operation and a hot start run through the LLC. You may start any preconditioning FTP with a hot engine. Perform testing as described in 40 CFR 1065.530 for a test interval that includes engine starting. Calculate the total emission mass of each constituent, *m,* and the total work, *W,* as described in 40 CFR 1065.650. Calculate total work over the test interval for powertrain testing using system power, $P_{sys.}$ Determine P_{sys} using § 1036.520(f). For powertrains with automatic transmissions, account for and include the work produced by the engine from the CITT load. For batch sampling, you may sample background periodically into the bag over the course of multiple test intervals.

(e) Calculate and evaluate cycle statistics as specified in 40 CFR 1065.514 for nonhybrid engines and 40 CFR 1037.550 for hybrid engines and hybrid powertrains. For gaseous-fueled engine testing with a single-point fuel injection system, you may apply all the statistical criteria in § 1036.540(d)(3) to validate the LLC.

§ 1036.520 Determining power and vehicle speed values for powertrain testing.

This section describes how to determine the system peak power and continuous rated power of hybrid and nonhybrid powertrain systems and the vehicle speed for carrying out duty-cycle testing under this part and 40 CFR 1037.550.

(a) You must map or re-map an engine before a test if any of the following apply:

(1) If you have not performed an initial engine map.

(2) If the atmospheric pressure near the engine's air inlet is not within ±5 kPa of the atmospheric pressure recorded at the time of the last engine map.

(3) If the engine or emission-control system has undergone changes that might affect maximum torque performance. This includes changing the configuration of auxiliary work inputs and outputs.

(4) If you capture an incomplete map on your first attempt or you do not complete a map within the specified time tolerance. You may repeat mapping as often as necessary to capture a complete map within the specified time.

(b) Set up the powertrain test according to 40 CFR 1037.550, with the following exceptions:

(1) Use vehicle parameters, other than power, as specified in § 1036.510(b)(2). Use the applicable automatic transmission as specified in § 1036.540(c)(2).

(2) Select a manufacturer-declared value for $P_{contrated}$ to represent system peak power.

(c) Verify the following before the start of each test interval:

(1) The state-of-charge of the rechargeable energy storage system (RESS) must be at or above 90% of the operating range between the minimum and maximum RESS energy levels specified by the manufacturer.

(2) The conditions of all hybrid system components must be within their normal operating range as declared by the manufacturer, including ensuring that no features are actively limiting power or vehicle speed.

(d) Carry out the test as described in this paragraph (d). Warm up the powertrain by operating it. We recommend operating the powertrain at any vehicle speed and road grade that achieves approximately 75% of its expected maximum power. Continue the warm-up until the engine coolant, block, or head absolute temperature is within ±2% of its mean value for at least 2 min or until the engine thermostat controls engine temperature. Within 90 seconds after concluding the warm-up, operate the powertrain over a continuous trace meeting the following specifications:

(1) Bring the vehicle speed to 0 mi/hr and let the powertrain idle at 0 mi/hr for 50 seconds.

(2) Set maximum driver demand for a full load acceleration at 6.0% road grade with an initial vehicle speed of 0 mi/hr, continuing for 268 seconds.

(3) Linearly ramp the grade from 6.0% down to 0.0% over 300 seconds. Stop the test 30 seconds after the grade setpoint has reached 0.0%.

(e) Record the powertrain system angular speed and torque values measured at the dynamometer at 100 Hz and use these in conjunction with the vehicle model to calculate vehicle system power, $P_{sys,vehicle.}$ Note that $P_{sys,}$ is the corresponding value for system power at a location that represents the transmission input shaft on a conventional powertrain.

(f) Calculate the system power, $P_{sys,}$ for each data point as follows:

(1) For testing with the speed and torque measurements at the transmission input shaft, P_{sys} is equal to the calculated vehicle system power, $P_{sys,vehicle,}$ determined in paragraphs (d) and (e) of this section.

(2) For testing with the speed and torque measurements at the axle input shaft or the wheel hubs, determine P_{sys} for each data point using the following equation:

$$P_{sys} = \frac{P_{sys,vehicle}}{\varepsilon_{trans} \cdot \varepsilon_{axle}}$$

Eq. 1036.520-1

Where:

$P_{sys,vehicle}$ = the calculated vehicle system power for each 100-Hz data point.

ε_{trans} = the default transmission efficiency = 0.95.

ε_{axle} = the default axle efficiency. Set this value to 1 for speed and torque measurement at the axle input shaft or to 0.955 at the wheel hubs.

Example:

$P_{sys,vehicle}$ = 317.6 kW

$$P_{sys} = \frac{317.6}{0.95 \cdot 0.955}$$

P_{sys} = 350.1 kW

(g) For each 200-ms (5-Hz) time step, *t,* determine the coefficient of variation (COV) of as follows:

(1) Calculate the standard deviation, $\sigma(t)$ of the 20 100-Hz data points in each 5-Hz measurement interval using the following equation:

$$\sigma(t) = \sqrt{\frac{1}{N} \cdot \sum_{i=1}^{N} \left(P_{\mathrm{sys}i} - \bar{P}_{\mathrm{sys}}(t)\right)^2}$$

Eq. 1036.520-2

Where:

N = the number of data points in each 5-Hz measurement interval = 20.

P_{sysi} = the 100-Hz values of P_{sys} within each 5-Hz measurement interval.

$P_{\mathrm{sys}}(t)$ = the mean power from each 5-Hz measurement interval.

(2) Calculate the 5-Hz values for $COV(t)$ for each time step, t, as follows:

$$COV(t) = \frac{\sigma(t)}{\bar{P}_{\mathrm{sys}}(t)}$$

Eq. 1036.520-3

(h) Determine rated power, P_{rated}, as the maximum measured power from the data collected in paragraph (f)(2) of this section that meets the specifications in paragraph (g) of this section.

(i) Determine continuous rated power, $P_{\mathrm{contrated}}$, as follows:

(1) For nonhybrid powertrains, $P_{\mathrm{contrated}}$ equals P_{rated}.

(2) For hybrid powertrains, $P_{\mathrm{contrated}}$ is the maximum measured power from the data collected in paragraph (d)(3) of this section that meets the specifications in paragraph (g) of this section.

(j) Determine vehicle C speed, v_{refC}, as follows:

(1) If the maximum $P_{\mathrm{sys}}(t)$ in the highest gear during the maneuver in paragraph (d)(3) of this section is greater than $0.98 \cdot P_{\mathrm{contrated,\ vrefC}}$ is the average of the minimum and maximum vehicle speeds where $P_{\mathrm{sys}}(t)$ is equal to $0.98 \cdot P_{\mathrm{contrated}}$ during the maneuver in paragraph (d)(3) of this section where the transmission is in the highest gear, using linear interpolation, as appropriate.

(2) Otherwise, v_{refC} is the maximum vehicle speed during the maneuver in paragraph (d)(3) where the transmission is in the highest gear.

(k) If $P_{\mathrm{contrated}}$ as determined in paragraph (i) of this section is within ±3% of the manufacturer-declared value for $P_{\mathrm{contrated}}$, use the manufacturer-declared value. Otherwise, repeat the procedure in paragraphs (b) through (j) of this section and use $P_{\mathrm{contrated}}$ from paragraph (i) instead of the manufacturer-declared value.

§ 1036.525 Clean Idle test.

Measure emissions using the procedures described in this section to determine whether engines and hybrid powertrains meet the clean idle emission standards in § 1036.104(b). For plug-in hybrid engines and powertrains, perform the test with the hybrid function disabled.

(a) The clean idle test consists of two separate test intervals as follows:

(1) Mode 1 consists of engine operation with a speed setpoint at your recommended warm idle speed. Set the dynamometer torque demand corresponding to vehicle power requirements at your recommended warm idle speed that represent in-use operation.

(2) Mode 2 consists of engine operation with a speed setpoint at 1100 r/min. Set the dynamometer torque demand to account for the sum of the following power loads:

(i) Determine power requirements for idling at 1100 r/min.

(ii) Apply a power demand of 2 kW to account for appliances and accessories the vehicle operator may use during rest periods.

(3) Determine torque demand for testing under this paragraph (a) based on an accessory load that includes the engine cooling fan, alternator, coolant pump, air compressor, engine oil and fuel pumps, and any other engine accessory that operates at the specific test condition. Also include the accessory load from the air conditioning compressor operating at full capacity for Mode 2. Do not include any other load for air conditioning or other cab or vehicle accessories except as specified.

(b) Perform the Clean Idle test as follows:

(1) Warm up the engine by operating it over the FTP or SET duty cycle, or by operating it at any speed above peak-torque speed and at (65 to 85) % of maximum mapped power. The warm-up is complete when the engine thermostat controls engine temperature or when the engine coolant's temperature is within 2% of its mean value for at least 2 minutes.

(2) Start operating the engine in Mode 1 as soon as practical after the engine warm-up is complete.

(3) Start sampling emissions 10 minutes after reaching the speed and torque setpoints and continue emission sampling and engine operation at those setpoints. Stop emission sampling after 1200 seconds to complete the test interval.

(4) Linearly ramp the speed and torque setpoints over 5 seconds to start operating the engine in Mode 2. Sample emissions during Mode 2 as described in paragraph (b)(3) of this section.

(c) Verify that the test speed stays within ±50 r/min of the speed setpoint throughout the test. The torque tolerance is ±2 percent of the maximum mapped torque at the test speed. Verify that measured torque meets the torque tolerance relative to the torque setpoint throughout the test.

(d) Calculate the mean mass emission rate of NO_X, $\overline{m}$, over each test interval by calculating the total emission mass $\overline{m}_{NOx}$ and dividing by the total time.

§ 1036.530 Test procedures for off-cycle testing.

(a) *General.* This section describes the measurement and calculation procedures to perform field testing and determine whether tested engines and engine families meet emission standards under subpart E of this part. Calculate mass emission rates as specified in 40 CFR part 1065, subpart G. Use good engineering judgment to adapt these procedures for simulating vehicle operation in the laboratory.

(b) *Vehicle preparation and measurement procedures.* (1) Set up the vehicle for testing with a portable emissions measurement system (PEMS) as specified in 40 CFR part 1065, subpart J.

(2) Begin emission sampling and data collection as described in 40 CFR 1065.935(c)(3) before starting the engine at the beginning of the shift-day. Start the engine only after confirming that engine coolant temperature is at or below 40 °C.

(3) Measure emissions over one or more shift-days as specified in subpart E of this part.

(4) For engines subject to compression-ignition standards, record 1 Hz measurements of ambient temperature near the vehicle.

(c) *Test Intervals.* Determine the test intervals as follows:

(1) *Spark-ignition.* Create a single test interval that covers the entire shift-day for engines subject to spark-ignition standards. The test interval starts with the first pair of consecutive data points with no exclusions as described in paragraph (c)(3) of this section after the start of the shift-day and ends with the last pair of consecutive data points with no exclusions before the end of the shift day.

(2) *Compression-ignition.* Create a series of 300 second test intervals for engines subject to compression-ignition standards (moving-average windows) as follows:

(i) Begin and end each test interval with a pair of consecutive data points with no exclusions as described in paragraph (c)(3) of this section. Select the last data point of each test interval such that the test interval includes 300 seconds of data with no exclusions, as described in paragraph (d) of this section. The test interval may be a fraction of a second more or less than 300 seconds to account for the precision

of the time stamp in recording 1 Hz data. A test interval may include up to 599 seconds of data with continuous exclusions; invalidate any test interval that includes at least 600 seconds of continuous sampling with excluded data.

(ii) The first 300 second test interval starts with the first pair of consecutive data points with no exclusions. Determine the start of each subsequent 300 second test interval by finding the first pair of consecutive data points with no exclusions after the initial data point of the previous test interval.

(iii) The last 300 second test interval ends with the last pair of consecutive data points with no exclusions before the end of the shift day.

(3) *Excluded data.* Exclude data from test intervals for any period meeting one or more of the following conditions:

(i) An analyzer or flow meter is performing zero and span drift checks or zero and span calibrations, including any time needed for the analyzer to stabilize afterward, consistent with good engineering judgment.

(ii) The engine is off, except as specified in § 1036.415(g).

(iii) The engine is performing an infrequent regeneration. Do not exclude data related to any other AECDs, except as specified in paragraph (c)(3)(vi) of this section.

(iv) The recorded ambient air temperature is below 5 °C or above the temperature calculated using the following equation.

$$T_{max} = -0.0014 \cdot h + 37.78$$

Eq. 1036.530-1

Where:

h = recorded elevation of the vehicle in feet above sea level (h is negative for elevations below sea level).

Example:

h = 2679 ft

$T_{max} = -0.0014 \cdot 2679 + 37.78$

T_{max} = 34.0 °C

(v) The vehicle is operating at an elevation more than 5,500 feet above sea level.

(vi) An engine has one or more active AECDs for emergency vehicles under § 1036.115(h)(4).

(vii) A single data point does not meet any of the conditions specified in paragraphs (c)(3)(i) through (vi) of this section, but it is preceded and followed by data points that both meet one or more of the specified exclusion conditions.

(d) *Assembling test intervals.* A test interval may include multiple subintervals separated by periods with one or more exclusions under paragraph (c)(3) of this section.

(1) Treat these test subintervals as continuous for calculating duration of the test interval for engines subject to compression-ignition standards.

(2) Calculate emission mass during each test subinterval and sum those subinterval emission masses to determine the emission mass over the test interval. Calculate emisson mass as described in 40 CFR 1065.650(c)(2)(i), with the following exceptions and clarifications:

(i) Correct NO_X emissions for humidity as specified in 40 CFR 1065.670. Calculate corrections relative to ambient air humidity as measured by PEMS.

(ii) Disregard the provision in 40 CFR 1065.650(g) for setting negative emission mass to zero for test intervals and subintervals.

(iii) Calculation of emission mass in 40 CFR 1065.650 assumes a constant time interval, Δt. If it is not appropriate to assume Δt is constant for testing under this section, use good engineering judgment to record time at each data point and adjust the mass calculation from Eq. 1065.650–4 by treating Δt as a variable.

(e) *Normalized CO_2 emission mass over a 300 second test interval.* For engines subject to compression-ignition standards, determine the normalized CO_2 emission mass over each 300 second test interval, $m_{CO2,norm,testinterval}$, to the nearest 0.01% using the following equation:

$$m_{CO2,norm,testinterval} = \frac{m_{CO2,testinterval}}{e_{CO2FTPFCL} \cdot P_{max} \cdot t_{testinterval}}$$

Eq. 1036.530-2

Where:

$m_{CO2,testinterval}$ = total CO_2 emission mass over the test interval.

$e_{CO2FTPFCL}$ = the engine's FCL for CO_2 over the FTP duty cycle. If the engine family includes no FTP testing, use the engine's FCL for CO_2 over the SET duty cycle.

P_{max} = the highest value of rated power for all the configurations included in the engine family.

$t_{testinterval}$ = duration of the test interval. Note that the nominal value is 300 seconds.

Example:

$m_{CO2,testinterval}$ = 3948 g

$e_{CO2FTPFCL}$ = 428.2 g/hp·hrP_{max} = 406.5 hp

$t_{testinterval}$ = 300.01 s = 0.08 hr

$$m_{CO2,norm,testinterval} = \frac{3948}{428.2 \cdot 406.5 \cdot 0.08}$$

$m_{CO2,norm,testinterval}$ = 0.2722 = 27.22%

(f) *Binning 300 second test intervals.* For engines subject to compression-ignition standards, identify the appropriate bin for each of the 300 second test intervals based on its normalized CO_2 emission mass, $m_{CO2,norm,testinterval,}$ as follows:

TABLE 1 TO PARAGRAPH (f) OF § 1036.530—CRITERIA FOR OFF-CYCLE BINS

Bin	Normalized CO_2 emission mass over the 300 second test interval
Bin 1	$m_{CO2,norm,testinterval} \leq 6.00\%$.
Bin 2	$m_{CO2,norm,testinterval} > 6.00\%$.

(g) *Off-cycle emissions quantities.* Determine the off-cycle emissions quantities as follows:

(1) *Spark-ignition.* For engines subject to spark-ignition standards, the off cycle emission quantity, $e_{[emission],offcycle,}$ is the value for CO_2-specific emission mass for a given pollutant over the test interval representing the shift-day converted to a brake-specific value, as calculated for

each measured pollutant using the following equation:

$$e_{[\text{emissions}],\text{offcycle}} = \frac{m_{[\text{emission}]}}{m_{\text{CO2}}} \cdot e_{\text{CO2FTPFCL}}$$

Eq. 1036.530-3

Where:

$m_{[\text{emission}]}$ = total emission mass for a given pollutant over the test interval as determined in paragraph (d)(2) of this section.

m_{CO2} = total CO_2 emission mass over the test interval as determined in paragraph (d)(2) of this section.

$e_{\text{CO2FTPFCL}}$ = the engine's FCL for CO_2 over the FTP duty cycle.

Example:

m_{NOx} = 1.337 g

m_{CO2} = 18778 g

$e_{\text{CO2FTPFCL}}$ = 505.1 g/hp·hr

$$e_{\text{NOx,offcycle}} = \frac{1.337}{18778} \cdot 505.1$$

$e_{\text{NOx,offcycle}}$ = 0.035 g/hp·hr

(2) *Compression-ignition.* For engines subject to compression-ignition standards, determine the off-cycle emission quantity for each bin. When calculating mean bin emissions from ten engines to apply the pass criteria for engine families in § 1036.425(c), set any negative off-cycle emissions quantity to zero before calculating mean bin emissions.

(i) *Off-cycle emissions quantity for bin 1.* The off-cycle emission quantity for bin 1, $\overline{\dot{m}}_{\text{NOx,offcycle,bin1}}$, is the mean NO_X mass emission rate from all test intervals associated with bin 1 as calculated using the following equation:

$$\overline{\dot{m}}_{\text{NOx,offcycle,bin1}} = \frac{\sum_{i=1}^{N} m_{\text{NOx,testinterval},i}}{\sum_{i=1}^{N} t_{\text{testinterval},i}}$$

Eq. 1036.530-4

Where:

i = an indexing variable that represents one 300 second test interval.

N = total number of 300 second test intervals in bin 1.

$m_{\text{NOxtestinterval,i}}$ = total NO_X emission mass over the test interval i in bin 1 as determined in paragraph (d)(2) of this section.

$t_{\text{testinterval,i}}$ = total time of test interval i in bin 1 as determined in paragraph (d)(1) of this section. Note that the nominal value is 300 seconds.

Example:

N = 10114

$m_{\text{NOx,testinterval,1}}$ = 0.021 g

$m_{\text{NOx,testinterval,2}}$ = 0.025 g

$m_{\text{NOx,testinterval,3}}$ = 0.031 g

$t_{\text{testinterval,1}}$ = 299.99 s

$t_{\text{testinterval,2}}$ = 298.98 s

$t_{\text{testinterval,3}}$ = 300.04 s

$$\overline{\dot{m}}_{\text{NOx,offcycle,bin1}} = \frac{\left(0.021 + 0.025 + 0.031\ldots + m_{\text{NOx,testinterval,10114}}\right)}{\left(299.99 + 299.98 + 300.04\ldots + t_{\text{testinterval,10114}}\right)}$$

$\overline{\dot{m}}_{\text{NOoffcycle,bin1,}}$ = 0.000285 g/s = 1.026 g/hr

(ii) *Off-cycle emissions quantity for bin 2.* The off-cycle emission quantity for bin 2, $e_{[\text{emission}],\text{offcycle,bin2,}}$ is the value for CO_2-specific emission mass for a given pollutant of all the 300 second test intervals in bin 2 combined and converted to a brake-specific value, as calculated for each measured pollutant using the following equation:

$$e_{[\text{emissions}],\text{offcycle,bin2}} = \frac{\sum_{i=1}^{N} m_{[\text{emission}],\text{testinterval},i}}{\sum_{i=1}^{N} m_{\text{CO2,testinterval},i}} \cdot e_{\text{CO2FTPFCL}}$$

Eq. 1036.530-5

Where:

i = an indexing variable that represents one 300 second test interval.

N = total number of 300 second test intervals in bin 2.

$m_{[\text{emission}],\text{testinterval,i}}$ = total emission mass for a given pollutant over the test interval i in bin 2 as determined in paragraph (d)(2) of this section.

$m_{\text{CO}_X,\text{testinterval,i}}$ = total CO_2 emission mass over the test interval i in bin 2 as determined in paragraph (d)(2) of this section.

$e_{\text{CO2FTPFCL}}$ = the engine's FCL for CO_2 over the FTP duty cycle.

Example:

N = 15439

m_{NO_X1} = 0.546 g

m_{NO_X2} = 0.549 g

m_{NO_X3} = 0.556 g

m_{CO_X1} = 10950.2 g

m_{CO_X2} = 10961.3 g

m_{CO_X3} = 10965.3 g

$e_{\text{CO}_X\ \text{FTPFCL}}$ = 428.1 g/hp·hr

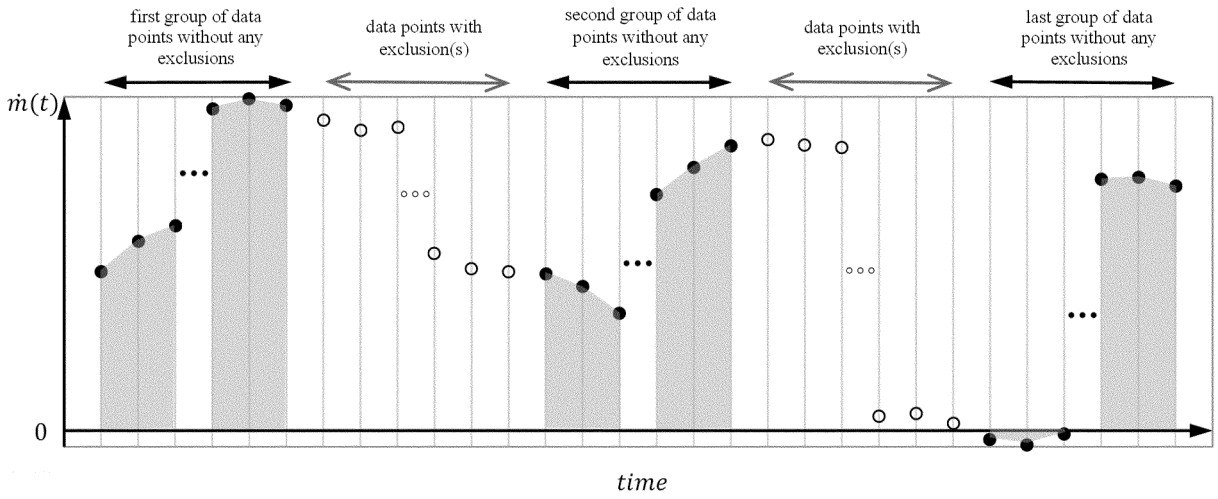
$$e_{NOx,offcycle,bin2} = \frac{\left(0.546 + 0.549 + 0.556\ldots + m_{NOx,testinterval,15439}\right)}{\left(10950.2 + 10961.3 + 10965.3\ldots + m_{CO2,testinterval,15439}\right)} \cdot 428.1$$

$e_{NOx,offcycle,bin2}$ = 0.026 g/hp·hr

(h) *Shift-day ambient temperature.* For engines subject to compression-ignition standards, determine the mean shift-day ambient temperature, $\bar{T}_{amb}$, considering only temperature readings corresponding to data with no exclusions under paragraph (c)(3) of this section.

(i) *Graphical illustration.* Figure 1 of this section illustrates a test interval with interruptions of one or more data points excluded under paragraph (c)(3) of this section. The x-axis is time and the y-axis is the mass emission rate at each data point, $\dot{m}(t)$ The data points coincident with any exclusion are illustrated with open circles. The shaded area corresponding to each group of closed circles represents the total emission mass over that test subinterval. Note that negative values of $\dot{m}(t)$ are retained and not set to zero in the numerical integration calculation. The first group of data points without any exclusions is referred to as the first test subinterval and so on.

Figure 1 to Paragraph (i) of § 1036.530—Illustration of Integration of Mass of Emissions Over a Test Interval With Exclude Data Points



§ 1036.535 Determining steady-state engine fuel maps and fuel consumption at idle.

The procedures in this section describe how to determine an engine's steady-state fuel map and fuel consumption at idle for model year 2021 and later vehicles; these procedures apply as described in § 1036.505. Vehicle manufacturers may need these values to demonstrate compliance with emission standards under 40 CFR part 1037.

(a) *General test provisions.* Perform fuel mapping using the procedure described in paragraph (b) of this section to establish measured fuel-consumption rates at a range of engine speed and load settings. Measure fuel consumption at idle using the procedure described in paragraph (c) of this section. Paragraph (d) of this section describes how to apply the steady-state mapping from paragraph (b) of this section for the special case of cycle-average mapping for highway cruise cycles as described in § 1036.540. Use these measured fuel-consumption values to declare fuel-consumption rates for certification as described in paragraph (g) of this section.

(1) Map the engine's torque curve and declare engine idle speed as described in § 1036.505(c)(1) and (3). Perform emission measurements as described in 40 CFR 1065.501 and 1065.530 for discrete-mode steady-state testing. This section uses engine parameters and variables that are consistent with 40 CFR part 1065.

(2) Measure NO_X emissions as described in paragraph (f) of this section. Include these measured NO_X values any time you report to us your fuel consumption values from testing under this section.

(3) You may use shared data across engine configurations to the extent that the fuel-consumption rates remain valid.

(4) The provisions related to carbon balance error verification in § 1036.543 apply for all testing in this section. These procedures are optional, but we will perform carbon balance error verification for all testing under this section.

(5) Correct fuel mass flow rate to a mass-specific net energy content of a reference fuel as described in paragraph (e) of this section.

(b) *Steady-state fuel mapping.* Determine steady-state fuel-consumption rates for each engine configuration over a series of paired engine speed and torque setpoints as described in this paragraph (b). For example, if you test a high-output (parent) configuration and create a different (child) configuration that uses the same fueling strategy but limits the engine operation to be a subset of that from the high-output configuration, you may use the fuel-consumption rates for the reduced number of mapped points for the low-output configuration, as long as the narrower map includes at least 70 points. Perform fuel mapping as follows:

(1) Generate the fuel-mapping sequence of engine speed and torque setpoints as follows:

(i) Select the following required speed setpoints: warm idle speed, f_{nidle} the highest speed above maximum power at which 70% of maximum power occurs, $n_{hi,}$ and eight (or more) equally spaced points between f_{nidle} and $n_{hi.}$ (See 40 CFR 1065.610(c)). For engines with adjustable warm idle speed, replace f_{nidle} with minimum warm idle speed $f_{nidlemin.}$

(ii) Determine the following default torque setpoints at each of the selected

speed setpoints: zero ($T = 0$), maximum mapped torque, $T_{max\ mapped}$, and eight (or more) equally spaced points between $T = 0$ and $T_{max\ mapped}$. Select the maximum torque setpoint at each speed to conform to the torque map as follows:

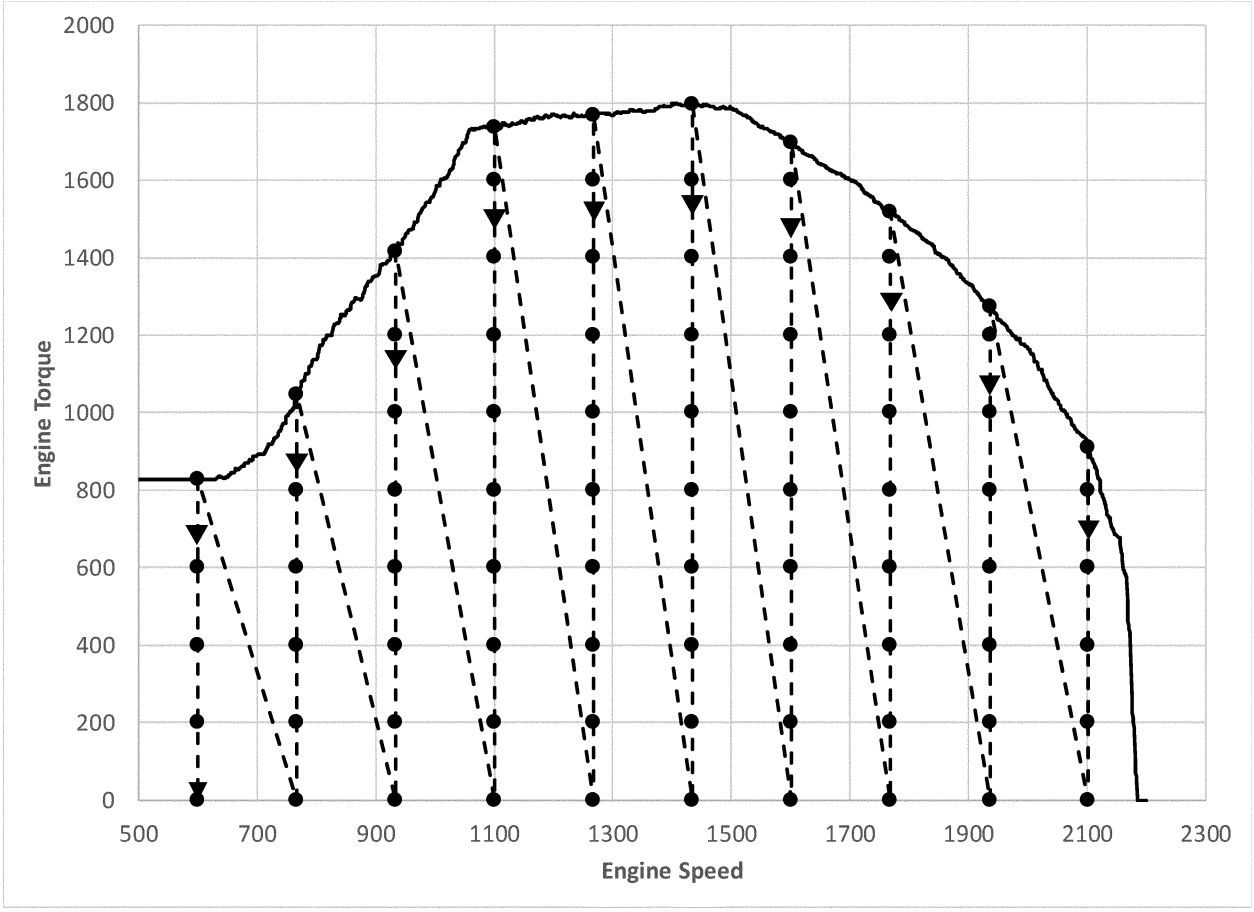
(A) Calculate 5 percent of $T_{max\ mapped}$. Subtract this result from the mapped torque at each speed setpoint, T_{max}.

(B) Select T_{max} at each speed setpoint as a single torque value to represent all the default torque setpoints above the value determined in paragraph (b)(1)(ii)(A) of this section. All the default torque setpoints less than T_{max} at a given speed setpoint are required torque setpoints.

(iii) You may select any additional speed and torque setpoints consistent with good engineering judgment. For example you may need to select additional points if the engine's fuel consumption is nonlinear across the torque map. Avoid creating a problem with interpolation between narrowly spaced speed and torque setpoints near T_{max}. For each additional speed setpoint, we recommend including a torque setpoint of T_{max}; however, you may select torque setpoints that properly represent in-use operation. Increments for torque setpoints between these minimum and maximum values at an additional speed setpoint must be no more than one-ninth of $T_{max,mapped}$. Note that if the test points were added for the child rating, they should still be reported in the parent fuel map. We will test with at least as many points as you. If you add test points to meet testing requirements for child ratings, include those same test points as reported values for the parent fuel map. For our testing, we will use the same normalized speed and torque test points you use, and we may select additional test points.

(iv) Start fuel-map testing at the highest speed setpoint and highest torque setpoint, followed by decreasing torque setpoints at the highest speed setpoint. Continue testing at the next lowest speed setpoint and the highest torque setpoint at that speed setpoint, followed by decreasing torque setpoints at that speed setpoint. Follow this pattern through all the speed and torque points, ending with the lowest speed (f_{nidle} or $f_{nidlemin}$) and torque setpoint ($T = 0$). The following figure illustrates an array of test points and the corresponding run order.

Figure 1 to Paragraph (b)(1)(iv) of § 1036.535—Illustration of Steady-State Fuel-Mapping Test Points and Run Order



(v) The highest torque setpoint for each speed setpoint is an optional reentry point to restart fuel mapping after an incomplete test run.

(vi) The lowest torque setpoint at each speed setpoint is an optional exit point to interrupt testing. Paragraph (b)(7) of this section describes how to interrupt testing at other times.

(2) If the engine's warm idle speed is adjustable, set it to its minimum value, $f_{nidlemin}$.

(3) The measurement at each unique combination of speed and torque setpoints constitutes a test interval. Unless we specify otherwise, you may program the dynamometer to control either speed or torque for a given test interval, with operator demand controlling the other parameter. Control speed and torque so that all recorded speed points are within ±1% of n_{hi} from the target speed and all recorded engine

torque points are within ±5% of $T_{max\ mapped}$ from the target torque during each test interval, except as follows:

(i) For steady-state engine operating points that cannot be achieved, and the operator demand stabilizes at minimum; program the dynamometer to control torque and let the engine govern speed (see 40 CFR 1065.512(b)(1)). Control torque so that all recorded engine torque points are within ±25 N·m from the target torque. The specified speed tolerance does not apply for the test interval.

(ii) For steady-state engine operating points that cannot be achieved and the operator demand stabilizes at maximum and the speed setpoint is below 90% of n_{hi} even with maximum operator demand, program the dynamometer to control speed and let the engine govern torque (see 40 CFR 1065.512(b)(2)). The specified torque tolerance does not apply for the test interval.

(iii) For steady-state engine operating points that cannot be achieved and the operator demand stabilizes at maximum and the speed setpoint is at or above 90% of n_{hi} even with maximum operator demand, program the dynamometer to control torque and let the engine govern speed (see 40 CFR 1065.512(b)(1)). The specified speed tolerance does not apply for the test interval.

(iv) For the steady-state engine operating points at the minimum speed setpoint and maximum torque setpoint, you may program the dynamometer to control speed and let the engine govern torque. The specified torque tolerance does not apply for this test interval if operator demand stabilizes at its maximum or minimum limit.

(4) Record measurements using direct and/or indirect measurement of fuel flow as follows:

(i) *Direct fuel-flow measurement.* Record speed and torque and measure fuel consumption with a fuel flow meter for (30 ± 1) seconds. Determine the corresponding mean values for the test interval. Use of redundant direct fuel-flow measurements requires our advance approval.

(ii) *Indirect fuel-flow measurement.* Record speed and torque and measure emissions and other inputs needed to run the chemical balance in 40 CFR 1065.655(c) for (30 ± 1) seconds. Determine the corresponding mean values for the test interval. Use of redundant indirect fuel-flow measurements requires our advance approval. Measure background concentration as described in 40 CFR 1065.140, except that you may use one of the following methods to apply a single background reading to multiple test intervals:

(A) For batch sampling, you may sample periodically into the bag over the course of multiple test intervals and read them as allowed in paragraph (b)(7)(i) of this section. You must determine a single background reading for all affected test intervals if you use the method described in this paragraph (b)(4)(ii)(A).

(B) You may measure background concentration by sampling from the dilution air during the interruptions allowed in paragraph (b)(7)(i) of this section or at other times before or after test intervals. Measure background concentration within 30 minutes before the first test interval and within 30 minutes before each reentry point. Measure the corresponding background concentration within 30 minutes after each exit point and within 30 minutes after the final test interval. You may measure background concentration more frequently. Correct measured emissions for test intervals between a pair of background readings based on the average of those two values. Once the system stabilizes, collect a background sample over an averaging period of at least 30 seconds.

(5) Warm up the engine as described in 40 CFR 1065.510(b)(2). Within 60 seconds after concluding the warm-up, linearly ramp the speed and torque setpoints over 5 seconds to the starting test point from paragraph (b)(1) of this section.

(6) Stabilize the engine by operating at the specified speed and torque setpoints for (70 ± 1) seconds and then start the test interval. Record measurements during the test interval. Measure and report NO_X emissions over each test interval as described in paragraph (f) of this section.

(7) After completing a test interval, linearly ramp the speed and torque setpoints over 5 seconds to the next test point.

(i) You may interrupt the fuel-mapping sequence before a reentry point as noted in paragraphs (b)(1)(v) and (vi) of this section. If you zero and span analyzers, read and evacuate background bag samples, or sample dilution air for a background reading during the interruption, the maximum time to stabilize in paragraph (b)(6) of this section does not apply. If you shut off the engine, restart with engine warm-up as described in paragraph (b)(5) of this section.

(ii) You may interrupt the fuel-mapping sequence at a given speed setpoint before completing measurements at that speed. If this happens, you may measure background concentration and take other action as needed to validate test intervals you completed before the most recent reentry point. Void all test intervals after the last reentry point. Restart testing at the appropriate reentry point in the same way that you would start a new test. Operate the engine long enough to stabilize aftertreatment thermal conditions, even if it takes more than 70 seconds. In the case of an infrequent regeneration event, interrupt the fuel-mapping sequence and allow the regeneration event to finish with the engine operating at a speed and load that allows effective regeneration.

(iii) If you void any one test interval, all the testing at that speed setpoint is also void. Restart testing by repeating the fuel-mapping sequence as described in this paragraph (b); include all voided speed setpoints and omit testing at speed setpoints that already have a full set of valid results.

(8) If you determine fuel-consumption rates using emission measurements from the raw or diluted exhaust, calculate the mean fuel mass flow rate, $\bar{\dot{m}}_{fuel}$, for each point in the fuel map using the following equation:

$$\bar{\dot{m}}_{fuel} = \frac{M_C}{w_{Cmeas}} \cdot \left(\bar{\dot{n}}_{exh} \cdot \frac{\bar{x}_{Ccombdry}}{1 + \bar{x}_{H2Oexhdry}} - \frac{\bar{\dot{m}}_{CO2DEF}}{M_{CO2}} \right)$$

Eq. 1036.535-1

Where:

$\bar{\dot{m}}_{fuel}$ = mean fuel mass flow rate for a given fuel map setpoint, expressed to at least the nearest 0.001 g/s.

M_C = molar mass of carbon.

w_{Cmeas} = carbon mass fraction of fuel (or mixture of test fuels) as determined in 40 CFR 1065.655(d), except that you may not use the default properties in Table 2 of 40 CFR 1065.655 to determine α, β, and w_C. You may not account for the contribution to α, β, γ, and δ of diesel exhaust fluid or other non-fuel fluids injected into the exhaust.

$\overline{n}_{exh}$ = the mean raw exhaust molar flow rate from which you measured emissions according to 40 CFR 1065.655.
$\bar{x}_{Ccombdry}$ = the mean concentration of carbon from fuel and any injected fluids in the exhaust per mole of dry exhaust as determined in 40 CFR 1065.655(c).
$\bar{x}_{H2Oexhdry}$ = the mean concentration of H_2O in exhaust per mole of dry exhaust as determined in 40 CFR 1065.655(c).
$\overline{m}_{CO2DEF}$ = the mean CO_2 mass emission rate resulting from diesel exhaust fluid decomposition as determined in paragraph (b)(9) of this section. If your engine does not use diesel exhaust fluid, or if you choose not to perform this correction, set $\overline{m}_{CO2DEF}$ equal to 0.
M_{CO2} = molar mass of carbon dioxide.

Example:

M_C = 12.0107 g/mol
w_{Cmeas} = 0.869
$\overline{n}_{exh}$ = 25.534 mol/s
$\bar{x}_{Ccombdry}$ = 0.002805 mol/mol
$\bar{x}_{H2Oexhdry}$ = 0.0353 mol/mol
$\overline{m}_{CO2DEF}$ = 0.0726 g/s
M_{CO2} = 44.0095 g/mol

$$\dot{\bar{m}}_{fuel} = \frac{12.0107}{0.869} \cdot \left(25.534 \cdot \frac{0.002805}{1 + 0.0353} - \frac{0.0726}{44.0095}\right)$$

$\overline{m}_{fuel}$ = 0.933 g/s

(9) If you determine fuel-consumption rates using emission measurements with engines that utilize diesel exhaust fluid for NO_X control and you correct for the mean CO_2 mass emission rate resulting from diesel exhaust fluid decomposition as described in paragraph (b)(8) of this section, perform this correction at each fuel map setpoint using the following equation:

$$\dot{\bar{m}}_{CO2DEF} = \dot{\bar{m}}_{DEF} \cdot \frac{M_{CO2} \cdot w_{CH4N2O}}{M_{CH4N2O}}$$

Eq. 1036.535-2

Where:

$\overline{m}_{DEF}$ = the mean mass flow rate of injected urea solution diesel exhaust fluid for a given sampling period, determined directly from the ECM, or measured separately, consistent with good engineering judgment.
M_{CO2} = molar mass of carbon dioxide.
w_{CH4N2O} = mass fraction of urea in diesel exhaust fluid aqueous solution. Note that the subscript ''CH4N2O'' refers to urea as a pure compound and the subscript ''DEF'' refers to the aqueous urea diesel exhaust fluid as a solution of urea in water. You may use a default value of 32.5% or use good engineering judgment to determine this value based on measurement.
M_{CH4N2O} = molar mass of urea.

Example:

$\overline{m}_{DEF}$ = 0.304 g/s
M_{CO2} = 44.0095 g/mol
w_{CH4N2O} = 32.5% = 0.325
M_{CH4N2O} = 60.05526 g/mol

$$\dot{\bar{m}}_{CO2DEF} = 0.304 \cdot \frac{44.0095 \cdot 0.325}{60.05526}$$

$\overline{m}_{CO2DEF}$ = 0.0726 g/s

(10) Correct the measured or calculated mean fuel mass flow rate, at each of the engine-idle operating points to account for mass-specific net energy content as described in paragraph (e) of this section.

(c) *Fuel consumption at idle.* Determine fuel-consumption rates at idle for each engine configuration that is certified for installation in vocational vehicles. Determine fuel-consumption rates at idle by testing engines over a series of paired engine speed and torque setpoints as described in this paragraph (c). Perform measurements as follows:

(1) The idle test sequence consists of measuring fuel consumption at four test points representing each combination of the following speed and torque setpoints in any order.

(i) Speed setpoints for engines with adjustable warm idle speed are minimum warm idle speed, $f_{nidlemin}$, and maximum warm idle speed, $f_{nidlemax}$. Speed setpoints for engines with no adjustable warm idle speed (with zero torque on the primary output shaft) are f_{nidle} and 1.15 times f_{nidle}.

(ii) Torque setpoints are 0 and 100 N·m.

(2) Control speed and torque as follows:

(i) *Adjustable warm idle speed.* Set the engine's warm idle speed to the next speed setpoint any time before the engine reaches the next test point. Control both speed and torque when the engine is warming up and when it is transitioning to the next test point. Start to control both speed and torque. At any time prior to reaching the next engine-idle operating point, set the engine's adjustable warm idle speed setpoint to the speed setpoint of the next engine-idle operating point in the sequence. This may be done before or during the warm-up or during the transition. Near the end of the transition period control speed and torque as described in paragraph (b)(3)(i) of this section shortly before reaching each test point. Once the engine is operating at the desired speed and torque setpoints, set the operator demand to minimum; control torque so that all recorded engine torque points are within ±25 N·m from the target torque.

(ii) *Nonadjustable warm idle speed.* For the lowest speed setpoint, control speed and torque as described in paragraph (c)(2)(i) of this section, except for adjusting the warm idle speed. For the second-lowest speed setpoint, control speed and torque so that all recorded speed points are within ±1% of n_{hi} from the target speed and engine torque within ±5% of $T_{max\ mapped}$ from the target torque.

(3) Record measurements using direct and/or indirect measurement of fuel flow as follows:

(i) *Direct fuel flow measurement.* Record speed and torque and measure fuel consumption with a fuel flow meter for (600 ±1) seconds. Determine the corresponding mean values for the test interval. Use of redundant direct fuel-flow measurements require prior EPA approval.

(ii) *Indirect fuel flow measurement.* Record speed and torque and measure emissions and other inputs needed to run the chemical balance in 40 CFR 1065.655(c) for (600 ±1) seconds. Determine the corresponding mean values for the test interval. Use of redundant indirect fuel-flow measurements require prior EPA approval. Measure background concentration as described in paragraph (b)(4)(ii) of this section. We recommend setting the CVS flow rate as low as possible to minimize background, but without introducing errors related to insufficient mixing or other operational considerations. Note that for this testing 40 CFR 1065.140(e) does not apply, including the minimum dilution ratio of 2:1 in the primary dilution stage.

(4) Warm up the engine as described in 40 CFR 1065.510(b)(2). Within 60 seconds after concluding the warm-up, linearly ramp the speed and torque over 20 seconds to the first speed and torque setpoint.

(5) The measurement at each unique combination of speed and torque setpoints constitutes a test interval. Operate the engine at the selected speed and torque set points for (180 ±1) seconds, and then start the test interval. Record measurements during the test interval. Measure and report NO_X emissions over each test interval as described in paragraph (f) of this section.

(6) After completing each test interval, repeat the steps in paragraphs (c)(4) and (5) of this section for all the remaining engine-idle test points.

(7) Each test point represents a stand-alone measurement. You may therefore take any appropriate steps between test intervals to process collected data and to prepare engines and equipment for further testing. Note that the allowances for combining background in paragraph (b)(4)(ii)(B) of this section do not apply. If an infrequent regeneration event occurs, allow the regeneration event to finish; void the test interval if the regeneration starts during a measurement.

(8) Correct the measured or calculated mean fuel mass flow rate, at each of the engine-idle operating points to account for mass-specific net energy content as described in paragraph (e) of this section.

(d) *Steady-state fuel maps used for cycle-average fuel mapping of the highway cruise cycles.* Determine steady-state fuel-consumption rates for each engine configuration over a series of paired engine speed and torque setpoints near idle as described in this paragraph (d). Perform fuel mapping as described in paragraph (b) of this section with the following exceptions:

(1) Select speed setpoints to cover a range of values to represent in-use operation at idle. Speed setpoints for engines with adjustable warm idle speed must include at least minimum warm idle speed, $f_{nidlemin}$, and a speed at or above maximum warm idle speed, $f_{nidlemax}$. Speed setpoints for engines with no adjustable idle speed must include at least warm idle speed (with zero torque on the primary output shaft), f_{nidle}, and a speed at or above $1.15 \cdot f_{nidle}$.

(2) Select the following torque setpoints at each speed setpoint to cover a range of values to represent in-use operation at idle:

(i) The minimum torque setpoint is zero.

(ii) Choose a maximum torque setpoint that is at least as large as the value determined by the following equation:

$$T_{idlemaxest} = \left(\frac{T_{fnstall} \cdot f_{nidle}^2}{f_{fnstall}^2} + \frac{P_{acc}}{f_{nidle}}\right) \cdot 1.1$$

Eq. 1036.535-3

Where:

$T_{fnstall}$ = the maximum engine torque at f_{nstall}.

f_{nidle} = for engines with an adjustable warm idle speed, use the maximum warm idle speed, $f_{nidlemax}$. For engines without an adjustable warm idle speed, use warm idle speed, f_{nidle}.

f_{nstall} = the stall speed of the torque converter; use f_{ntest} or 2250 r/min, whichever is lower.

P_{acc} = accessory power for the vehicle class; use 1500 W for Vocational Light HDV, 2500 W for Vocational Medium HDV, and 3500 W for Tractors and Vocational Heavy HDV. If your engine is going to be installed in multiple vehicle classes, perform the test with the accessory power for the largest vehicle class the engine will be installed in.

Example:

$T_{fnstall}$ = 1870 N·m
f_{ntest} = 1740.8 r/min = 182.30 rad/s
f_{nstall} = 1740.8 r/min = 182.30 rad/s
f_{nidle} = 700 r/min = 73.30 rad/s
P_{acc} = 1500 W

$$T_{idlemaxest} = \left(\frac{1870 \cdot 73.30^2}{182.30^2} + \frac{1500}{73.30}\right) \cdot 1.1$$

$T_{idlemaxest}$ = 355.07 N·m

(iii) Select one or more equally spaced intermediate torque setpoints, as needed, such that the increment between torque setpoints is no greater than one-ninth of $T_{max,mapped}$.

(e) *Correction for net energy content.* Correct the measured or calculated mean fuel mass flow rate, , for each test interval to a mass-specific net energy content of a reference fuel using the following equation:

$$\dot{\bar{m}}_{fuelcor} = \dot{\bar{m}}_{fuel} \cdot \frac{E_{mfuelmeas}}{E_{mfuelCref} \cdot w_{Cref}}$$

Eq. 1036.535-4

Where:

$E_{mfuelmeas}$ = the mass-specific net energy content of the test fuel as determined in § 1036.550(b)(1).

$E_{mfuelCref}$ = the reference value of carbon-mass-specific net energy content for the appropriate fuel. Use the values shown in Table 1 in § 1036.550 for the designated fuel types, or values we approve for other fuel types.

w_{Cref} = the reference value of carbon mass fraction for the test fuel as shown in Table 1 of § 1036.550 for the designated fuels. For any fuel not identified in the table, use the reference carbon mass fraction of diesel fuel for engines subject to compression-ignition standards, and use the reference carbon mass fraction of gasoline for engines subject to spark-ignition standards.

Example:

$\overline{m}_{fuel}$ = 0.933 g/s
$E_{mfuelmeas}$ = 42.7984 MJ/kgC
$E_{mfuelCref}$ = 49.3112 MJ/kgC

$w_{Cref} = 0.874$

$$\dot{\bar{m}}_{fuel} = 0.933 \cdot \frac{42.7984}{49.3112 \cdot 0.874}$$

$\overline{\dot{m}}_{fuel} = 0.927$ g/s

(f) *Measuring NO_X emissions.* Measure NO_X emissions for each sampling period in g/s. You may perform these measurements using a NO_X emission-measurement system that meets the requirements of 40 CFR part 1065, subpart J. If a system malfunction prevents you from measuring NO_X emissions during a test under this section but the test otherwise gives valid results, you may consider this a valid test and omit the NO_X emission measurements; however, we may require you to repeat the test if we determine that you inappropriately voided the test with respect to NO_X emission measurement.

(g) *Measured vs. declared fuel consumption.* Determine declared fuel consumption as follows:

(1) Select fuel consumption rates in g/s to characterize the engine's fuel maps. You must select a declared value for each test point that is at or above the corresponding value determined in paragraphs (b) through (d) of this section, including those from redundant measurements.

(2) Declared fuel consumption serves as emission standards under § 1036.108. These are the values that vehicle manufacturers will use for certification under 40 CFR part 1037. Note that production engines are subject to GEM cycle-weighted limits as described in § 1036.301.

(3) If you perform the carbon balance error verification, select declared values that are at or above the following emission measurements:

(i) If you pass the ε_{rC} verification, you may use the average of the values from direct and indirect fuel measurements.

(ii) If you fail ε_{rC} verification, but pass either the ε_{aC} or ε_{aCrate} verification, use the value from indirect fuel measurement.

(iii) If you fail all three verifications, you must either void the test interval or use the highest value from direct and indirect fuel measurements. Note that we will consider our test results to be invalid if we fail all three verifications.

§ 1036.540 Determining cycle-average engine fuel maps.

(a) *Overview.* This section describes how to determine an engine's cycle-average fuel maps for model year 2021 and later vehicles. Vehicle manufacturers may need cycle-average fuel maps for transient duty cycles, highway cruise cycles, or both to demonstrate compliance with emission standards under 40 CFR part 1037. Generate cycle-average engine fuel maps as follows:

(1) Determine the engine's torque maps as described in § 1036.505(c).

(2) Determine the engine's steady-state fuel map and fuel consumption at idle as described in § 1036.535. If you are applying cycle-average fuel mapping for highway cruise cycles, you may instead use GEM's default fuel map instead of generating the steady-state fuel map in § 1036.535(b).

(3) Simulate several different vehicle configurations using GEM (see 40 CFR 1037.520) to create new engine duty cycles as described in paragraph (c) of this section. The transient vehicle duty cycles for this simulation are in 40 CFR part 1037, appendix A; the highway cruise cycles with grade are in 40 CFR part 1037, appendix D. Note that GEM simulation relies on vehicle service classes as described in 40 CFR 1037.140.

(4) Test the engines using the new duty cycles to determine fuel consumption, cycle work, and average vehicle speed as described in paragraph (d) of this section and establish GEM inputs for those parameters for further vehicle simulations as described in paragraph (e) of this section.

(b) *General test provisions.* The following provisions apply for testing under this section:

(1) To perform fuel mapping under this section for hybrid engines, make sure the engine and its hybrid features are appropriately configured to represent the hybrid features in your testing.

(2) Measure NO_X emissions for each specified sampling period in grams. You may perform these measurements using a NO_X emission-measurement system that meets the requirements of 40 CFR part 1065, subpart J. Include these measured NO_X values any time you report to us your fuel-consumption values from testing under this section. If a system malfunction prevents you from measuring NO_X emissions during a test under this section but the test otherwise gives valid results, you may consider this a valid test and omit the NO_X emission measurements; however, we may require you to repeat the test if we determine that you inappropriately voided the test with respect to NO_X emission measurement.

(3) The provisions related to carbon balance error verification in § 1036.543 apply for all testing in this section. These procedures are optional, but we will perform carbon balance error verification for all testing under this section.

(4) Correct fuel mass to a mass-specific net energy content of a reference fuel as described in paragraph (d)(13) of this section.

(5) This section uses engine parameters and variables that are consistent with 40 CFR part 1065.

(c) *Create engine duty cycles.* Use GEM to simulate your engine operation with several different vehicle configurations to create transient and highway cruise engine duty cycles corresponding to each vehicle configuration as follows:

(1) Set up GEM to simulate your engine's operation based on your engine's torque maps, steady-state fuel maps, warm-idle speed as defined in 40 CFR 1037.520(h)(1), and fuel consumption at idle as described in paragraphs (a)(1) and (2) of this section.

(2) Set up GEM with transmission parameters for different vehicle service classes and vehicle duty cycles. Specify the transmission's torque limit for each gear as the engine's maximum torque as determined in 40 CFR 1065.510. Specify the transmission type as Automatic Transmission for all engines and for all engine and vehicle duty cycles, except that the transmission type is Automated Manual Transmission for Heavy HDE operating over the highway cruise cycles or the SET duty cycle. For automatic transmissions set neutral idle to ''Y'' in the vehicle file. Select gear ratios for each gear as shown in the following table:

TABLE 1 TO PARAGRAPH (c)(2) OF § 1036.540—GEM INPUT FOR GEAR RATIO

Gear number	Spark-ignition HDE, light HDE, and medium HDE—all engine and vehicle duty cycles	Heavy HDE—transient and FTP duty cycles	Heavy HDE—cruise and SET duty cycles
1	3.10	3.51	12.8
2	1.81	1.91	9.25

TABLE 1 TO PARAGRAPH (c)(2) OF § 1036.540—GEM INPUT FOR GEAR RATIO—Continued

Gear number	Spark-ignition HDE, light HDE, and medium HDE—all engine and vehicle duty cycles	Heavy HDE—transient and FTP duty cycles	Heavy HDE—cruise and SET duty cycles
3	1.41	1.43	6.76
4	1.00	1.00	4.90
5	0.71	0.74	3.58
6	0.61	0.64	2.61
7	.....	.....	1.89
8	.....	.....	1.38
9	.....	.....	1.00
10	.....	.....	0.73
Lockup Gear	3	3	.....

(3) Run GEM for each simulated vehicle configuration and use the GEM outputs of instantaneous engine speed and engine flywheel torque for each vehicle configuration to generate a 10 Hz transient duty cycle corresponding to each vehicle configuration operating over each vehicle duty cycle. Run GEM for the specified number of vehicle configurations. You may run additional vehicle configurations to represent a wider range of in-use vehicles. Run GEM as follows:

(i) *Determining axle ratio and tire size.* Set the axle ratio, k_a, and tire size,

$$\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}$$

for each vehicle configuration based on the corresponding designated engine speed (f_{nrefA}, f_{nrefB}, f_{nrefC}, f_{nrefD}, or f_{ntest} as defined in 40 CFR 1065.610(c)(2)) at 65 mi/hr for the transient duty cycle and for the 65 mi/hr highway cruise cycle. Similarly, set these parameters based on the corresponding designated engine speed at 55 mi/hr for the 55 mi/hr highway cruise cycle. Use one of the following equations to determine

$$\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}$$

and k_a at each of the defined engine speeds:

(A) Select a value for $\left[\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}\right]_{[\text{speed}]}$ and solve for $k_{a[\text{speed}]}$ using the following equation:

$$k_{a[\text{speed}]} = \frac{f_{n[\text{speed}]}}{\left[\frac{f_{ntire}}{v_{vehicle}}\right]_{[\text{speed}]} \cdot k_{\text{topgear}} \cdot v_{\text{ref}}}$$

Eq. 1036.540-1

Where:

$f_{n[\text{speed}]}$ = engine's angular speed as determined in paragraph (c)(3)(ii) or (iii) of this section.

k_{topgear} = transmission gear ratio in the highest available gear from Table 1 of this section.

v_{ref} = reference speed. Use 65 mi/hr for the transient cycle and the 65 mi/hr highway cruise cycle and use 55 mi/hr for the 55 mi/hr highway cruise cycle.

(B) Select a value for $k_{a[\text{speed}]}$ and solve for $\left[\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}\right]_{[\text{speed}]}$ using the following equation:

$$\left[\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}\right]_{[\text{speed}]} = \frac{f_{n[\text{speed}]}}{k_{a[\text{speed}]} \cdot k_{\text{topgear}} \cdot v_{\text{ref}}}$$

Eq. 1036.540-2

Example for a vocational Light HDV or vocational Medium HDV with a 6-speed automatic transmission at B speed (Test 3 or 4 in Table 3 of this section):

f_{nrefB} = 1870 r/min = 31.17 r/s

k_{aB} = 4.0

k_{topgear} = 0.61

v_{ref} = 65 mi/hr = 29.06 m/s

$$\left[\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}\right]_{\text{B}} = \frac{31.17}{4.0 \cdot 0.61 \cdot 29.06}$$

$$\left[\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}\right]_{\text{B}} = 0.4396 \text{ r/m}$$

(ii) *Vehicle configurations for Spark-ignition HDE, Light HDE, and Medium HDE.* Test at least eight different vehicle configurations for engines that will be installed in vocational Light HDV or vocational Medium HDV using vehicles in the following table:

Table 2 to Paragraph (c)(3)(ii) of § 1036.540—Vehicle Configurations for Testing Spark-ignition HDE, Light HDE, and Medium HDE

Parameter	1	2	3	4	5	6	7	8
C_{rr} (N/kN)	6.2	7.7	6.2	7.7	6.2	7.7	6.2	7.7
CI engine speed for $\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}$ and k_{a}	f_{nrefA}	f_{nrefA}	f_{nrefB}	f_{nrefB}	f_{nrefC}	f_{nrefC}	f_{ntest}	f_{ntest}
SI engine speed for $\frac{f_{\text{ntire}}}{v_{\text{vehicle}}}$ and k_{a}	f_{nrefD}	f_{nrefD}	f_{nrefA}	f_{nrefA}	f_{nrefB}	f_{nrefB}	f_{nrefC}	f_{nrefC}
Drive Axle Configuration	4x2	4x2	4x2	4x2	4x2	4x2	4x2	4x2
GEM Regulatory Subcategory	LHD	MHD	LHD	MHD	LHD	MHD	LHD	MHD

(iii) *Vehicle configurations for Heavy HDE.* Test at least nine different vehicle configurations for engines that will be installed in vocational Heavy HDV and for tractors that are not heavy-haul tractors. Test six different vehicle configurations for engines that will be installed in heavy-haul tractors. Use the settings specific to each vehicle configuration as shown in Table 3 or Table 4 in this section, as appropriate. Engines subject to testing under both Table 3 and Table 4 in this section need not repeat overlapping vehicle configurations, so complete fuel mapping requires testing 12 (not 15) vehicle configurations for those engines. However, the preceding sentence does not apply if you choose to create two separate maps from the vehicle configurations defined in Table 3 and Table 4 in this section. Tables 3 and 4 follow:

Table 3 to Paragraph (c)(3)(iii) of § 1036.540—Vehicle Configurations for Testing Heavy HDE Installed in General Purpose Tractors and Vocational Heavy HDV

Parameter	1	2	3	4	5	6	7	8	9
C_{rr} (N/kN)	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9
C_dA	5.4	4.7	4.0	5.4	4.7	4.0	5.4	4.7	4.0
Engine speed for $\frac{f_{ntire}}{v_{vehicle}}$ and k_a	f_{nrefD}	f_{nrefD}	f_{nrefD}	f_{nrefB}	f_{nrefB}	f_{nrefB}	f_{nrtest}	f_{nrtest}	f_{nrtest}
Drive Axle Configuration	6x4	6x4	4x2	6x4	6x4	4x2	6x4	6x4	4x2
GEM Regulatory Subcategory	C8_SC_HR	C8_DC_MR	C7_DC_MR	C8_SC_HR	C8_DC_MR	C7_DC_MR	C8_SC_HR	C8_DC_MR	C7_DC_MR
Vehicle Weight Reduction (lbs)	0	13,275	6,147	0	13,275	6,147	0	13,275	6,147

Table 4 to Paragraph (c)(3)(iii) of § 1036.540—Vehicle Configurations for Testing Heavy HDE Installed in Heavy-Haul Tractors

Parameter	1	2	3	4	5	6
C_{rr} (N/kN)	6.9	6.9	6.9	6.9	6.9	6.9
C_dA	5.0	5.4	5.0	5.4	5.0	5.4
Engine speed for $\frac{f_{ntire}}{v_{vehicle}}$ and k_a	f_{nrefD}	f_{nrefD}	f_{nrefB}	f_{nrefB}	f_{ntest}	f_{ntest}
Drive Axle Configuration	6x4	6x4	6x4	6x4	6x4	6x4
GEM Regulatory Subcategory	C8_HH	C8_SC_HR	C8_HH	C8_SC_HR	C8_HH	C8_SC_HR

(iv) *Vehicle configurations for mixed-use engines.* If the engine will be installed in a combination of vehicles defined in paragraphs (c)(3)(ii) and (iii) of this section, use good engineering judgment to select at least nine vehicle configurations from Table 2 and Table 3 in this section that best represent the range of vehicles your engine will be sold in. This may require you to define additional representative vehicle configurations. For example, if your engines will be installed in vocational Medium HDV and vocational Heavy HDV, you might select Tests 2, 4, 6 and 8 of Table 2 in this section to represent vocational Medium HDV and Tests 3, 6, and 9 of Table 3 in this section to represent vocational Heavy HDV and add two more vehicle configurations that you define.

(v) *Defining GEM inputs.* Use the defined values in Tables 1 through 4 in this section to set up GEM with the correct regulatory subcategory and vehicle weight reduction.

(d) *Test the engine with GEM cycles.* Test the engine over each of the transient engine duty cycles generated in paragraph (c) of this section as follows:

(1) Operate the engine over a sequence of required and optional engine duty cycles as follows:

(i) Sort the list of engine duty cycles into three separate groups by vehicle duty cycle: transient vehicle cycle, 55 mi/hr highway cruise cycle, and 65 mi/hr highway cruise cycle.

(ii) Within each group of engine duty cycles derived from the same vehicle duty cycle, first run the engine duty cycle with the highest reference cycle work, followed by the cycle with the lowest cycle work; followed by the cycle with second-highest cycle work, followed by the cycle with the second-lowest cycle work; continuing through all the cycles for that vehicle duty cycle. The series of engine duty cycles to represent a single vehicle duty cycle is a single fuel-mapping sequence. Each engine duty cycle represents a different interval. Repeat the fuel-mapping sequence for the engine duty cycles derived from the other vehicle duty cycles until testing is complete.

(iii) Operate the engine over two full engine duty cycles to precondition before each interval in the fuel-mapping sequence. Precondition the engine before the first and second engine duty cycle in each fuel-mapping sequence by repeating operation with the engine duty cycle with the highest reference cycle work over the relevant vehicle duty cycle. The preconditioning for the remaining cycles in the fuel-mapping sequence consists of operation over the preceding two engine duty cycles in the fuel-mapping sequence (with or without measurement). For transient vehicle duty cycles, start each engine duty cycle within 10 seconds after finishing the preceding engine duty cycle (with or without measurement). For highway cruise cycles, start each engine duty cycle and interval after linearly ramping to the speed and torque setpoints over 5 seconds and stabilizing for 15 seconds.

(2) If the engine has an adjustable warm idle speed setpoint, set it to the value defined in 40 CFR 1037.520(h)(1).

(3) Control speed and torque to meet the cycle validation criteria in 40 CFR 1065.514 for each interval, except that the standard error of the estimate in Table 2 of 40 CFR 1065.514 is the only speed criterion that applies if the range of reference speeds is less than 10 percent of the mean reference speed. For spark-ignition gaseous-fueled engines with fuel delivery at a single point in the intake manifold, you may apply the statistical criteria in Table 5 in this section for transient testing. Note that 40

CFR part 1065 does not allow reducing cycle precision to a lower frequency than the 10 Hz reference cycle generated by GEM.

TABLE 5 TO PARAGRAPH (c)(3) OF § 1036.540—STATISTICAL CRITERIA FOR VALIDATING DUTY CYCLES FOR GASEOUS-FUELED SPARK-IGNITION ENGINES [a]

Parameter	Speed	Torque	Power
Slope, a_1.			
Absolute value of intercept, $\|a_0\|$		≤3% of maximum mapped torque	
Standard error of the estimate, *SEE*		≤15% of maximum mapped torque	≤15% of maximum mapped power
Coefficient of determination, r^2		≥0.700	≥0.750

[a] Statistical criteria apply as specified in 40 CFR 1065.514 unless otherwise specified.

(4) Record measurements using direct and/or indirect measurement of fuel flow as follows:

(i) *Direct fuel-flow measurement.* Record speed and torque and measure fuel consumption with a fuel flow meter for the interval defined by the engine duty cycle. Determine the corresponding mean values for the interval. Use of redundant direct fuel-flow measurements requires our advance approval.

(ii) *Indirect fuel-flow measurement.* Record speed and torque and measure emissions and other inputs needed to run the chemical balance in 40 CFR 1065.655(c) for the interval defined by the engine duty cycle. Determine the corresponding mean values for the interval. Use of redundant indirect fuel-flow measurements requires our advance approval. Measure background concentration as described in 40 CFR 1065.140, except that you may use one of the following methods to apply a single background reading to multiple intervals:

(A) If you use batch sampling to measure background emissions, you may sample periodically into the bag over the course of multiple intervals. If you use this provision, you must apply the same background readings to correct emissions from each of the applicable intervals.

(B) You may determine background emissions by sampling from the dilution air over multiple engine duty cycles. If you use this provision, you must allow sufficient time for stabilization of the background measurement; followed by an averaging period of at least 30 seconds. Use the average of the two background readings to correct the measurement from each engine duty cycle. The first background reading must be taken no greater than 30 minutes before the start of the first applicable engine duty cycle and the second background reading must be taken no later than 30 minutes after the end of the last applicable engine duty cycle. Background readings may not span more than a full fuel-mapping sequence for a vehicle duty cycle.

(5) Warm up the engine as described in 40 CFR 1065.510(b)(2). Within 60 seconds after concluding the warm-up, start the linear ramp of speed and torque over 20 seconds to the first speed and torque setpoint of the preconditioning cycle.

(6) Precondition the engine before the start of testing as described in paragraph (d)(1)(iii) of this section.

(7) Operate the engine over the first engine duty cycle. Record measurements during the interval. Measure and report NO_X emissions over each interval as described in paragraph (b)(2) of this section.

(8) Continue testing engine duty cycles that are derived from the other vehicle duty cycles until testing is complete.

(9) You may interrupt the fuel-mapping sequence after completing any interval. You may calibrate analyzers, read and evacuate background bag samples, or sample dilution air for measuring background concentration before restarting. Shut down the engine during any interruption. If you restart the sequence within 30 minutes or less, restart the sequence at paragraph (d)(6) of this section and then restart testing at the next interval in the fuel-mapping sequence. If you restart the sequence after more than 30 minutes, restart the sequence at paragraph (d)(5) of this section and then restart testing at the next interval in the fuel-mapping sequence.

(10) The following provisions apply for infrequent regeneration events, other interruptions during intervals, and otherwise voided intervals:

(i) Stop testing if an infrequent regeneration event occurs during an interval or an interval is interrupted for any other reason. Void the interrupted interval and any additional intervals for which you are not able to meet requirements for measuring background concentration. If the infrequent regeneration event occurs between intervals, void completed intervals only if you are not able to meet requirements for measuring background concentration for those intervals.

(ii) If an infrequent regeneration event occurs, allow the regeneration event to finish with the engine operating at a speed and load that allows effective regeneration.

(iii) If you interrupt testing during an interval, if you restart the sequence within 30 minutes or less, restart the sequence at paragraph (d)(6) of this section and then restart testing at the next interval in the fuel-mapping sequence. If you restart the sequence after more than 30 minutes, restart the sequence at paragraph (d)(5) of this section and then restart testing at the next interval in the fuel-mapping sequence.

(iv) If you void one or more intervals, you must perform additional testing to get results for all intervals. You may rerun a complete fuel-mapping sequence or any contiguous part of the fuel-mapping sequence. If you get a second valid measurement for any interval, use only the result from the last valid interval. If you restart the sequence within 30 minutes or less, restart the sequence at paragraph (d)(6) of this section and then restart testing at the first selected interval in the fuel-mapping sequence. If you restart the sequence after more than 30 minutes, restart the sequence at paragraph (d)(5) of this section and then restart testing at the first selected interval in the fuel-mapping sequence. Continue testing until you have valid results for all intervals. The following examples illustrate possible scenarios for a partial run through a fuel-mapping sequence:

(A) If you voided only the interval associated with the fourth engine duty cycle in the sequence, you may restart the sequence using the second and third engine duty cycles as the preconditioning cycles and stop after completing the interval associated with the fourth engine duty cycle.

(B) If you voided the intervals associated with the fourth and sixth engine duty cycles, you may restart the

sequence using the second and third engine duty cycles for preconditioning and stop after completing the interval associated with the sixth engine duty cycle.

(11) You may send signals to the engine controller during the test, such as current transmission gear and vehicle speed, if that allows engine operation to better represent in-use operation.

(12) Calculate the fuel mass, m_{fuel}, for each duty cycle using one of the following equations:

(i) Determine fuel-consumption using emission measurements from the raw or diluted exhaust. Calculate the mass of fuel for each duty cycle, $m_{fuel[cycle]}$, as follows:

(A) For calculations that use continuous measurement of emissions and continuous CO_2 from urea, calculate $m_{fuel[cycle]}$ using the following equation:

$$m_{\text{fuel[cycle]}} = \frac{M_C}{w_{\text{Cmeas}}} \cdot \left(\sum_{i=1}^{N} \left(\dot{n}_{\text{exh}i} \cdot \frac{x_{\text{Ccombdry}i}}{1 + x_{\text{H2Oexhdry}i}} \cdot \Delta t \right) - \frac{1}{M_{\text{CO2}}} \sum_{i=1}^{N} \left(\dot{m}_{\text{CO2DEF}i} \cdot \Delta t \right) \right)$$

Eq. 1036.540-3

Where:

M_C = molar mass of carbon.

w_{Cmeas} = carbon mass fraction of fuel (or mixture of fuels) as determined in 40 CFR 1065.655(d), except that you may not use the default properties in Table 2 of 40 CFR 1065.655 to determine α, β, and w_C. You may not account for the contribution to α, β, γ, and δ of diesel exhaust fluid or other non-fuel fluids injected into the exhaust.

i = an indexing variable that represents one recorded emission value.

N = total number of measurements over the duty cycle.

$\dot{n}_{exh}$ = exhaust molar flow rate from which you measured emissions.

$x_{Ccombdry}$ = amount of carbon from fuel and any injected fluids in the exhaust per mole of dry exhaust as determined in 40 CFR 1065.655(c).

$x_{H2Oexhdry}$ = amount of H_2O in exhaust per mole of exhaust as determined in 40 CFR 1065.655(c).

$\Delta t = 1/f_{record}$

M_{CO2} = molar mass of carbon dioxide.

$\dot{m}_{CO2DEFi}$ = mass emission rate of CO_2 resulting from diesel exhaust fluid decomposition over the duty cycle as determined from § 1036.535(b)(9). If your engine does not utilize diesel exhaust fluid for emission control, or if you choose not to perform this correction, set $\dot{m}_{CO2DEFi}$ equal to 0.

Example:

M_C = 12.0107 g/mol
w_{Cmeas} = 0.867
N = 6680
$\dot{n}_{exh1}$= 2.876 mol/s
$\dot{n}_{exh1}$ = 2.224 mol/s
$x_{Ccombdry1} = 2.61 \cdot 10^{-3}$ mol/mol
$x_{Ccombdry2} = 1.91 \cdot 10^{-3}$ mol/mol
$x_{H2Oexh1} = 3.53 \cdot 10^{-2}$ mol/mol
$x_{H2Oexh2} = 3.13 \cdot 10^{-2}$ mol/mol
f_{record} = 10 Hz
Δt = 1/10 = 0.1 s
M_{CO2} = 44.0095 g/mol
$\dot{m}_{CO2DEF1}$ = 0.0726 g/s
$\dot{m}_{CO2DEF2}$ = 0.0751 g/s

$$m_{\text{fueltransientTest1}} = \frac{12.0107}{0.867} \cdot \left(\begin{array}{l} \left(\begin{array}{l} 2.876 \cdot \frac{2.61 \cdot 10^{-3}}{1 + 3.53 \cdot 10^{-2}} \cdot 0.1 + \\ 2.224 \cdot \frac{1.91 \cdot 10^{-3}}{1 + 3.13 \cdot 10^{-2}} \cdot 0.1 + \\ \ldots + \dot{n}_{\text{exh6680}} \cdot \frac{x_{\text{Ccombdr6680}}}{1 + x_{\text{H2Oexhdry6680}}} \cdot \Delta t_{6680} \end{array} \right) \\ -\frac{1}{44.0095} \cdot (0.0726 \cdot 1.0 + 0.0751 \cdot 1.0 + \ldots + \dot{m}_{\text{CO2DEF6680}} \cdot \Delta t_{6680}) \end{array} \right)$$

$m_{fueltransientTest1}$ = 1619.6 g

(B) If you measure batch emissions and continuous CO_2 from urea, calculate $m_{fuel[cycle]}$ using the following equation:

$$m_{\text{fuel[cycle]}} = \frac{M_C}{w_{\text{Cmeas}}} \cdot \left(\frac{\bar{x}_{\text{Ccombdry}}}{1 + \bar{x}_{\text{H2Oexhdry}}} \cdot \sum_{i=1}^{N} \left(\dot{n}_{\text{exh}i} \cdot \Delta t \right) - \frac{1}{M_{\text{CO2}}} \sum_{i=1}^{N} \left(\dot{m}_{\text{CO2DEF}i} \cdot \Delta t \right) \right)$$

Eq. 1036.540-4

(C) If you measure continuous emissions and batch CO_2 from urea, calculate $m_{fuel[cycle]}$ using the following equation:

$$m_{\text{fuel[cycle]}} = \frac{M_C}{w_{\text{Cmeas}}} \cdot \left(\sum_{i=1}^{N} \left(\dot{n}_{\text{exh}i} \cdot \frac{x_{\text{Ccombdry}i}}{1 + x_{\text{H2Oexhdry}i}} \cdot \Delta t \right) - \frac{m_{\text{CO2DEF}}}{M_{\text{CO2}}} \right)$$

Eq. 1036.540-5

(D) If you measure batch emissions and batch CO_2 from urea, calculate $m_{fuel[cycle]}$ using the following equation:

$$m_{fuel[cycle]} = \frac{M_C}{w_{Cmeas}} \cdot \left(\frac{\bar{x}_{Ccombdry}}{1 + \bar{x}_{H2Oexhdry}} \cdot \sum_{i=1}^{N} (\dot{n}_{exhi} \cdot \Delta t) - \frac{m_{CO2DEF}}{M_{CO2}} \right)$$

Eq. 1036.540-6

(ii) Manufacturers may choose to measure fuel mass flow rate. Calculate the mass of fuel for each duty cycle, $m_{fuel[cycle]}$, as follows:

$$m_{fuel} = \sum_{i=1}^{N} \dot{m}_{fueli} \cdot \Delta t$$

Eq. 1036.540-7

Where:

i = an indexing variable that represents one recorded value.

N = total number of measurements over the duty cycle. For batch fuel mass measurements, set $N = 1$.

$\dot{m}_{fuel,i}$ = the fuel mass flow rate, for each point, i, starting from $i = 1$.

$\Delta t = 1/f_{record}$

f_{record} = the data recording frequency.

Example:

$N = 6680$

$\dot{m}_{fuel1} = 1.856$ g/s

$\dot{m}_{fuel2} = 1.962$ g/s

$f_{record} = 10$ Hz

$\Delta t = 1/10 = 0.1$ s

$m_{fueltransient} = (1.856 + 1.962 + \ldots + \dot{m}_{fuel6680}) \cdot 0.1$

$m_{fueltransient} = 111.95$ g

(13) Correct the measured or calculated fuel mass, m_{fuel}, for each result to a mass-specific net energy content of a reference fuel as described in § 1036.535(e), replacing $\bar{m}_{fuel}$ with m_{fuel} in Eq. 1036.535–4.

(e) *Determine GEM inputs.* Use the results of engine testing in paragraph (d) of this section to determine the GEM inputs for the transient duty cycle and optionally for each of the highway cruise cycles corresponding to each simulated vehicle configuration as follows:

(1) Using the calculated fuel mass consumption values, $m_{fuel[cycle]}$, described in paragraph (d) of this section, declare values using the methods described in § 1036.535(g)(2) and (3).

(2) We will determine $m_{fuel[cycle]}$ values using the method described in § 1036.535(g)(3).

(3) For the transient cycle, calculate engine output speed per unit vehicle speed,

$$\left[\frac{\bar{f}_{nengine}}{\bar{v}_{vehicle}} \right]_{[cycle]}$$

by taking the average engine speed measured during the engine test while the vehicle is moving and dividing it by the average vehicle speed provided by GEM. Note that the engine cycle created by GEM has a flag to indicate when the vehicle is moving.

(4) Determine engine idle speed and torque, by taking the average engine speed and torque measured during the engine test while the vehicle is not moving. Note that the engine cycle created by GEM has a flag to indicate when the vehicle is moving.

(5) For the cruise cycles, calculate the average engine output speed, $\bar{f}_{nengine}$, and the average engine output torque (positive torque only), $\bar{T}_{engine}$, while the vehicle is moving. Note that the engine cycle created by GEM has a flag to indicate when the vehicle is moving.

(6) Determine positive work according to 40 CFR part 1065, $W_{[cycle]}$, by using the engine speed and engine torque measured during the engine test while the vehicle is moving. Note that the engine cycle created by GEM has a flag to indicate when the vehicle is moving.

(7) The following tables illustrate the GEM data inputs corresponding to the different vehicle configurations for a given duty cycle:

(i) For the transient cycle:

Table 6 to Paragraph (e)(7)(i) of § 1036.540—Generic example of an output matrix for transient cycle vehicle configurations

Parameter	Configuration					
	1	2	3	4	…	*n*
$m_{fuel[cycle]}$						
$\left[\frac{\bar{f}_{nengine}}{\bar{v}_{vehicle}} \right]_{[cycle]}$						
$W_{[cycle]}$						
$\bar{f}_{nidle}$						
$\bar{T}_{idle}$						

(ii) For the cruise cycles:

TABLE 7 TO PARAGRAPH (e)(7)(ii) OF § 1036.540—GENERIC EXAMPLE OF AN OUTPUT MATRIX FOR CRUISE CYCLE VEHICLE CONFIGURATIONS

Parameter	Configuration					
	1	2	3	4	. . .	*n*
$m_{fuel[cycle]}$.						
$\bar{f}_{nengine[cycle]}$.						
$\bar{T}_{engine[cycle]}$.						
$W_{[cycle]}$.						

§ 1036.543 Carbon balance error verification.

The optional carbon balance error verification in 40 CFR 1065.543 compares independent assessments of the flow of carbon through the system (engine plus aftertreatment). This procedure applies for each individual interval in §§ 1036.535(b), (c), and (d) and 1036.540 and 40 CFR 1037.550.

§ 1036.550 Calculating greenhouse gas emission rates.

This section describes how to calculate official emission results for CO_2, CH_4, and N_2O.

(a) Calculate brake-specific emission rates for each applicable duty cycle as specified in 40 CFR 1065.650. Apply infrequent regeneration adjustment factors as described in § 1036.580.

(b) Adjust CO_2 emission rates calculated under paragraph (a) of this section for measured test fuel properties as specified in this paragraph (b). This adjustment is intended to make official emission results independent of differences in test fuels within a fuel type. Use good engineering judgment to develop and apply testing protocols to minimize the impact of variations in test fuels.

(1) Determine your test fuel's mass-specific net energy content, $E_{mfuelmeas}$, also known as lower heating value, in MJ/kg, expressed to at least three decimal places. Determine $E_{mfuelmeas}$ as follows:

(i) For liquid fuels, determine $E_{mfuelmeas}$ according to ASTM D4809 (incorporated by reference in § 1036.810). Have the sample analyzed by at least three different labs and determine the final value of your test fuel's $E_{mfuelmeas}$ as the median all the lab test results you obtained. If you have results from three different labs, we recommend you screen them to determine if additional observations are needed. To perform this screening, determine the absolute value of the difference between each lab result and the average of the other two lab results. If the largest of these three resulting absolute value differences is greater than 0.297 MJ/kg, we recommend you obtain additional results prior to determining the final value of $E_{mfuelmeas}$.

(ii) For gaseous fuels, determine $E_{mfuelmeas}$ according to ASTM D3588 (incorporated by reference in § 1036.810).

(2) Determine your test fuel's carbon mass fraction, w_C, as described in 40 CFR 1065.655(d), expressed to at least three decimal places; however, you must measure fuel properties rather than using the default values specified in Table 1 of 40 CFR 1065.655.

(i) For liquid fuels, have the sample analyzed by at least three different labs and determine the final value of your test fuel's w_C as the median of all of the lab results you obtained. If you have results from three different labs, we recommend you screen them to determine if additional observations are needed. To perform this screening, determine the absolute value of the difference between each lab result and the average of the other two lab results. If the largest of these three resulting absolute value differences is greater than 1.56 percent carbon, we recommend you obtain additional results prior to determining the final value of w_C.

(ii) For gaseous fuels, have the sample analyzed by a single lab and use that result as your test fuel's w_C.

(3) If, over a period of time, you receive multiple fuel deliveries from a single stock batch of test fuel, you may use constant values for mass-specific energy content and carbon mass fraction, consistent with good engineering judgment. To use these constant values, you must demonstrate that every subsequent delivery comes from the same stock batch and that the fuel has not been contaminated.

(4) Correct measured CO_2 emission rates as follows:

$$e_{CO2cor} = e_{CO2} \cdot \frac{E_{mfuelmeas}}{E_{mfuelCref} \cdot w_{Cmeas}}$$

Eq. 1036.550-1

Where:

e_{CO2} = the calculated CO_2 emission result.

$E_{mfuelmeas}$ = the mass-specific net energy content of the test fuel as determined in paragraph (b)(1) of this section. Note that dividing this value by w_{Cmeas} (as is done in this equation) equates to a carbon-specific net energy content having the same units as $E_{mfuelCref}$.

$E_{mfuelCref}$ = the reference value of carbon-mass-specific net energy content for the appropriate fuel type, as determined in Table 1 in this section.

w_{Cmeas} = carbon mass fraction of the test fuel (or mixture of test fuels) as determined in paragraph (b)(2) of this section.

Example:

e_{CO2} = 630.0 g/hp·hr

$E_{mfuelmeas}$ = 42.528 MJ/kg

$E_{mfuelCref}$ = 49.3112 MJ/kgC

w_{Cmeas} = 0.870

$$e_{CO2cor} = 630.0 \cdot \frac{42.528}{49.3112 \cdot 0.870}$$

e_{CO2cor} = 624.5 g/hp·hr

TABLE 1 TO PARAGRAPH (b)(4) OF § 1036.550—REFERENCE FUEL PROPERTIES

Fuel type [a]	Reference fuel carbon-mass-specific net energy content, $E_{mfuelCref}$ (MJ/kgC) [b]	Reference fuel carbon mass fraction, w_{Cref} [b]
Diesel fuel	49.3112	0.874
Gasoline	50.4742	0.846
Natural gas	66.2910	0.750
LPG	56.5218	0.820
Dimethyl ether	55.3886	0.521
High-level ethanol-gasoline blends	50.3211	0.576

[a] For fuels that are not listed, you must ask us to approve reference fuel properties.
[b] For multi-fuel streams, such as natural gas with diesel fuel pilot injection, use good engineering judgment to determine blended values for $E_{mfuelCref}$ and w_{Cref} using the values in this table.

(c) Your official emission result for each pollutant equals your calculated brake-specific emission rate multiplied by all applicable adjustment factors, other than the deterioration factor.

§ 1036.555 Test procedures to verify deterioration factors.

Sections 1036.240 through 1036.246 describe certification procedures to determine, verify, and apply deterioration factors. This section describes the measurement procedures for verifying deterioration factors using PEMS with in-use vehicles.

(a) Use PEMS to collect 1 Hz data throughout a shift-day of driving. Collect all the data elements needed to determine brake-specific emissions. Calculate emission results using moving average windows as described in § 1036.530.

(b) Collect data as needed to perform the calculations specified in paragraph (a) of this section and to submit the test report specified in § 1036.246(d).

§ 1036.580 Infrequently regenerating aftertreatment devices.

For engines using aftertreatment technology with infrequent regeneration events that may occur during testing, take one of the following approaches to account for the emission impact of regeneration on criteria pollutant and greenhouse gas emissions:

(a) You may use the calculation methodology described in 40 CFR 1065.680 to adjust measured emission results. Do this by developing an upward adjustment factor and a downward adjustment factor for each pollutant based on measured emission data and observed regeneration frequency as follows:

(1) Adjustment factors should generally apply to an entire engine family, but you may develop separate adjustment factors for different configurations within an engine family. Use the adjustment factors from this section for all testing for the engine family.

(2) You may use carryover data to establish adjustment factors for an engine family as described in § 1036.235(d), consistent with good engineering judgment.

(3) Identify the value of $F_{[cycle]}$ in each application for the certification for which it applies.

(4) Calculate separate adjustment factors for each required duty cycle.

(b) You may ask us to approve an alternate methodology to account for regeneration events. We will generally limit approval to cases where your engines use aftertreatment technology with extremely infrequent regeneration and you are unable to apply the provisions of this section.

(c) You may choose to make no adjustments to measured emission results if you determine that regeneration does not significantly affect emission levels for an engine family (or configuration) or if it is not practical to identify when regeneration occurs. You may omit adjustment factors under this paragraph (c) for N_2O, CH_4, or other individual pollutants under this paragraph (c) as appropriate. If you choose not to make adjustments under paragraph (a) or (b) of this section, your engines must meet emission standards for all testing, without regard to regeneration.

Subpart G—Special Compliance Provisions

§ 1036.601 Overview of compliance provisions.

(a) Engine and vehicle manufacturers, as well as owners, operators, and rebuilders of engines subject to the requirements of this part, and all other persons, must observe the provisions of this part, the provisions of 40 CFR part 1068, and the provisions of the Clean Air Act. The provisions of 40 CFR part 1068 apply for heavy-duty highway engines as specified in that part, subject to the following provisions:

(1) The exemption provisions of 40 CFR 1068.201 through 1068.230, 1068.240, and 1068.260 through 265 apply for heavy-duty motor vehicle engines. The other exemption provisions, which are specific to nonroad engines, do not apply for heavy-duty vehicles or heavy-duty engines.

(2) Engine signals to indicate a need for maintenance under § 1036.125(a)(1)(ii) are considered an element of design of the emission control system. Disabling, resetting, or otherwise rendering such signals inoperative without also performing the indicated maintenance procedure is therefore prohibited under 40 CFR 1068.101(b)(1).

(3) The warranty-related prohibitions in section 203(a)(4) of the Act (42 U.S.C. 7522(a)(4)) apply to manufacturers of new heavy-duty highway engines in addition to the prohibitions described in 40 CFR 1068.101(b)(6). We may assess a civil penalty up to $44,539 for each engine or vehicle in violation.

(b) The following provisions from 40 CFR parts 85 and 86 continue to apply after December 20, 2026 for engines subject to the requirements of this part:

(1) The tampering prohibition in 40 CFR 1068.101(b)(1) applies for alternative fuel conversions as specified in 40 CFR part 85, subpart F.

(2) Engine manufacturers must meet service information requirements as specified in 40 CFR 86.010–38(j).

(3) Provisions related to nonconformance penalties apply as described in 40 CFR part 86, subpart L. Note that nonconformance penalty provisions are not available for current or future emission standards unless we revise the regulation to specify how to apply those provisions.

(4) The manufacturer-run in-use testing program described in 40 CFR part 86, subpart T, continues to apply

for engines subject to exhaust emission standards under 40 CFR part 86.

(c) The emergency vehicle field modification provisions of 40 CFR 85.1716 apply with respect to the standards of this part.

(d) Subpart C of this part describes how to test and certify dual-fuel and flexible-fuel engines. Some multi-fuel engines may not fit either of those defined terms. For such engines, we will determine whether it is most appropriate to treat them as single-fuel engines, dual-fuel engines, or flexible-fuel engines based on the range of possible and expected fuel mixtures. For example, an engine might burn natural gas but initiate combustion with a pilot injection of diesel fuel. If the engine is designed to operate with a single fueling algorithm (*i.e.,* fueling rates are fixed at a given engine speed and load condition), we would generally treat it as a single-fuel engine. In this context, the combination of diesel fuel and natural gas would be its own fuel type. If the engine is designed to also operate on diesel fuel alone, we would generally treat it as a dual-fuel engine. If the engine is designed to operate on varying mixtures of the two fuels, we would generally treat it as a flexible-fuel engine. To the extent that requirements vary for the different fuels or fuel mixtures, we may apply the more stringent requirements.

§ 1036.605 Alternate emission standards for engines used in specialty vehicles.

Starting in model year 2027, compression-ignition engines at or above 56 kW and spark-ignition engines of any size that will be installed in specialty vehicles as allowed by 40 CFR 1037.605 are exempt from the standards of subpart B of this part if they are certified under this part to alternate emission standards as follows:

(a) Spark-ignition engines must be of a configuration that is identical to one that is certified under 40 CFR part 1048 to Blue Sky standards under 40 CFR 1048.140.

(b) Compression-ignition engines must be of a configuration that is identical to one that is certified under 40 CFR part 1039, and meet the following additional standards using the same duty cycles that apply under 40 CFR part 1039:

(1) The engines must be certified with a family emission limit for PM of 0.020 g/kW-hr.

(2) Diesel-fueled engines using selective catalytic reduction must meet an emission standard of 0.1 g/kW-hr for N_2O.

(c) Except as specified in this section, engines certified under this section must meet all the requirements that apply under 40 CFR part 1039 or 1048 instead of the comparable provisions in this part. Before shipping engines under this section, you must have written assurance from vehicle manufacturers that they need a certain number of exempted engines under this section. In your annual production report under 40 CFR 1039.250 or 1048.250, count these engines separately and identify the vehicle manufacturers that will be installing them. Treat these engines as part of the corresponding engine family under 40 CFR part 1039 or part 1048 for compliance purposes such as testing production engines, in-use testing, defect reporting, and recall.

(d) The engines must be labeled as described in § 1036.135, with the following statement instead of the one specified in § 1036.135(c)(8): ''This engine conforms to alternate standards for specialty vehicles under 40 CFR 1036.605.'' Engines certified under this section may not have the label specified for nonroad engines in 40 CFR part 1039 or 1048 or any other label identifying them as nonroad engines.

(e) In a separate application for a certificate of conformity, identify the corresponding nonroad engine family, describe the label required under section, state that you meet applicable diagnostic requirements under 40 CFR part 1039 or part 1048, and identify your projected nationwide production volume.

(f) No additional certification fee applies for engines certified under this section.

(g) Engines certified under this section may not generate or use emission credits under this part or under 40 CFR part 1039. The vehicles in which these engines are installed may generate or use emission credits as described in 40 CFR part 1037.

§ 1036.610 Off-cycle technology credits and adjustments for reducing greenhouse gas emissions.

(a) You may ask us to apply the provisions of this section for CO_2 emission reductions resulting from powertrain technologies that were not in common use with heavy-duty vehicles before model year 2010 that are not reflected in the specified procedure. While you are not required to prove that such technologies were not in common use with heavy-duty vehicles before model year 2010, we will not approve your request if we determine that they do not qualify. We will apply these provisions only for technologies that will result in a measurable, demonstrable, and verifiable real-world CO_2 reduction. Note that prior to model year 2016, these technologies were referred to as ''innovative technologies''.

(b) The provisions of this section may be applied as either an improvement factor (used to adjust emission results) or as a separate credit, consistent with good engineering judgment. Note that the term ''credit'' in this section describes an additive adjustment to emission rates and is not equivalent to an emission credit in the ABT program of subpart H of this part. We recommend that you base your credit/adjustment on A to B testing of pairs of engines/vehicles differing only with respect to the technology in question.

(1) Calculate improvement factors as the ratio of in-use emissions with the technology divided by the in-use emissions without the technology. Adjust the emission results by multiplying by the improvement factor. Use the improvement-factor approach where good engineering judgment indicates that the actual benefit will be proportional to emissions measured over the procedures specified in this part. For example, the benefits from technologies that reduce engine operation would generally be proportional to the engine's emission rate.

(2) Calculate separate credits based on the difference between the in-use emission rate (g/ton-mile) with the technology and the in-use emission rate without the technology. Subtract this value from your measured emission result and use this adjusted value to determine your FEL. We may also allow you to calculate the credits based on g/hp·hr emission rates. Use the separate-credit approach where good engineering judgment indicates that the actual benefit will not be proportional to emissions measured over the procedures specified in this part.

(3) We may require you to discount or otherwise adjust your improvement factor or credit to account for uncertainty or other relevant factors.

(c) Send your request to the Designated Compliance Officer. We recommend that you do not begin collecting data (for submission to EPA) before contacting us. For technologies for which the vehicle manufacturer could also claim credits (such as transmissions in certain circumstances), we may require you to include a letter from the vehicle manufacturer stating that it will not seek credits for the same technology. Your request must contain the following items:

(1) A detailed description of the off-cycle technology and how it functions to reduce CO_2 emissions under conditions not represented on the duty cycles required for certification.

(2) A list of the engine configurations that will be equipped with the technology.

(3) A detailed description and justification of the selected engines.

(4) All testing and simulation data required under this section, plus any other data you have considered in your analysis. You may ask for our preliminary approval of your plan under § 1036.210.

(5) A complete description of the methodology used to estimate the off-cycle benefit of the technology and all supporting data, including engine testing and in-use activity data. Also include a statement regarding your recommendation for applying the provisions of this section for the given technology as an improvement factor or a credit.

(6) An estimate of the off-cycle benefit by engine model, and the fleetwide benefit based on projected sales of engine models equipped with the technology.

(7) A demonstration of the in-use durability of the off-cycle technology, based on any available engineering analysis or durability testing data (either by testing components or whole engines).

(d) We may seek public comment on your request, consistent with the provisions of 40 CFR 86.1869–12(d). However, we will generally not seek public comment on credits/adjustments based on A to B engine dynamometer testing, chassis testing, or in-use testing.

(e) We may approve an improvement factor or credit for any configuration that is properly represented by your testing.

(1) For model years before 2021, you may continue to use an approved improvement factor or credit for any appropriate engine families in future model years through 2020.

(2) For model years 2021 and later, you may not rely on an approval for model years before 2021. You must separately request our approval before applying an improvement factor or credit under this section for 2021 and later engines, even if we approved an improvement factor or credit for similar engine models before model year 2021. Note that approvals for model year 2021 and later may carry over for multiple years.

§ 1036.615 Engines with Rankine cycle waste heat recovery and hybrid powertrains.

This section specifies how to generate advanced-technology emission credits for hybrid powertrains that include energy storage systems and regenerative braking (including regenerative engine braking) and for engines that include Rankine-cycle (or other bottoming cycle) exhaust energy recovery systems. This section applies only for model year 2020 and earlier engines.

(a) *Pre-transmission hybrid powertrains.* Test pre-transmission hybrid powertrains with the hybrid engine procedures of 40 CFR part 1065 or with the post-transmission procedures in 40 CFR 1037.550. Pre-transmission hybrid powertrains are those engine systems that include features to recover and store energy during engine motoring operation but not from the vehicle's wheels. Engines certified with pre-transmission hybrid powertrains must be certified to meet the diagnostic requirements as specified in § 1036.110 with respect to powertrain components and systems; if different manufacturers produce the engine and the hybrid powertrain, the hybrid powertrain manufacturer may separately certify its powertrain relative to diagnostic requirements.

(b) *Rankine engines.* Test engines that include Rankine-cycle exhaust energy recovery systems according to the procedures specified in subpart F of this part unless we approve alternate procedures.

(c) *Calculating credits.* Calculate credits as specified in subpart H of this part. Credits generated from engines and powertrains certified under this section may be used in other averaging sets as described in § 1036.740(c).

(d) *Off-cycle technologies.* You may certify using both the provisions of this section and the off-cycle technology provisions of § 1036.610, provided you do not double-count emission benefits.

§ 1036.620 Alternate CO_2 standards based on model year 2011 compression-ignition engines.

For model years 2014 through 2016, you may certify your compression-ignition engines to the CO_2 standards of this section instead of the CO_2 standards in § 1036.108. However, you may not certify engines to these alternate standards if they are part of an averaging set in which you carry a balance of banked credits. You may submit applications for certifications before using up banked credits in the averaging set, but such certificates will not become effective until you have used up (or retired) your banked credits in the averaging set. For purposes of this section, you are deemed to carry credits in an averaging set if you carry credits from advanced technology that are allowed to be used in that averaging set.

(a) The standards of this section are determined from the measured emission rate of the engine of the applicable baseline 2011 engine family or families as described in paragraphs (b) and (c) of this section. Calculate the CO_2 emission rate of the baseline engine using the same equations used for showing compliance with the otherwise applicable standard. The alternate CO_2 standard for light and medium heavy-duty vocational-certified engines (certified for CO_2 using the transient cycle) is equal to the baseline emission rate multiplied by 0.975. The alternate CO_2 standard for tractor-certified engines (certified for CO_2 using the SET duty cycle) and all other Heavy HDE is equal to the baseline emission rate multiplied by 0.970. The in-use FEL for these engines is equal to the alternate standard multiplied by 1.03.

(b) This paragraph (b) applies if you do not certify all your engine families in the averaging set to the alternate standards of this section. Identify separate baseline engine families for each engine family that you are certifying to the alternate standards of this section. For an engine family to be considered the baseline engine family, it must meet the following criteria:

(1) It must have been certified to all applicable emission standards in model year 2011. If the baseline engine was certified to a NO_X FEL above the standard and incorporated the same emission control technologies as the new engine family, you may adjust the baseline CO_2 emission rate to be equivalent to an engine meeting the 0.20 g/hp·hr NO_X standard (or your higher FEL as specified in this paragraph (b)(1)), using certification results from model years 2009 through 2011, consistent with good engineering judgment.

(i) Use the following equation to relate model year 2009–2011 NO_X and CO_2 emission rates (g/hp·hr): $CO_2 = a \times \log(NO_X) + b$.

(ii) For model year 2014–2016 engines certified to NO_X FELs above 0.20 g/hp·hr, correct the baseline CO_2 emissions to the actual NO_X FELs of the 2014–2016 engines.

(iii) Calculate separate adjustments for emissions over the SET duty cycle and the transient cycle.

(2) The baseline configuration tested for certification must have the same engine displacement as the engines in the engine family being certified to the alternate standards, and its rated power must be within five percent of the highest rated power in the engine family being certified to the alternate standards.

(3) The model year 2011 U.S.-directed production volume of the configuration tested must be at least one percent of the

total 2011 U.S.-directed production volume for the engine family.

(4) The tested configuration must have cycle-weighted BSFC equivalent to or better than all other configurations in the engine family.

(c) This paragraph (c) applies if you certify all your engine families in the primary intended service class to the alternate standards of this section. For purposes of this section, you may combine Light HDE and Medium HDE into a single averaging set. Determine your baseline CO_2 emission rate as the production-weighted emission rate of the certified engine families you produced in the 2011 model year. If you produce engines for both tractors and vocational vehicles, treat them as separate averaging sets. Adjust the CO_2 emission rates to be equivalent to an engine meeting the average NO_X FEL of new engines (assuming engines certified to the 0.20 g/hp·hr NO_X standard have a NO_X FEL equal to 0.20 g/hp·hr), as described in paragraph (b)(1) of this section.

(d) Include the following statement on the emission control information label: ''THIS ENGINE WAS CERTIFIED TO AN ALTERNATE CO_2 STANDARD UNDER 40 CFR 1036.620.''

(e) You may not bank CO_2 emission credits for any engine family in the same averaging set and model year in which you certify engines to the standards of this section. You may not bank any advanced-technology credits in any averaging set for the model year you certify under this section (since such credits would be available for use in this averaging set). Note that the provisions of § 1036.745 apply for deficits generated with respect to the standards of this section.

(f) You need our approval before you may certify engines under this section, especially with respect to the numerical value of the alternate standards. We will not approve your request if we determine that you manipulated your engine families or engine configurations to certify to less stringent standards, or that you otherwise have not acted in good faith. You must keep and provide to us any information we need to determine that your engine families meet the requirements of this section. Keep these records for at least five years after you stop producing engines certified under this section.

§ 1036.625 In-use compliance with CO_2 family emission limits (FELs).

Section 1036.225 describes how to change the FEL for an engine family during the model year. This section, which describes how you may ask us to increase an engine family's CO_2 FEL after the end of the model year, is intended to address circumstances in which it is in the public interest to apply a higher in-use CO_2 FEL based on forfeiting an appropriate number of emission credits. For example, this may be appropriate where we determine that recalling vehicles would not significantly reduce in-use emissions. We will generally not allow this option where we determine the credits being forfeited would likely have expired.

(a) You may ask us to increase an engine family's FEL after the end of the model year if you believe some of your in-use engines exceed the CO_2 FEL that applied during the model year (or the CO_2 emission standard if the family did not generate or use emission credits). We may consider any available information in making our decision to approve or deny your request.

(b) If we approve your request under this section, you must apply emission credits to cover the increased FEL for all affected engines. Apply the emission credits as part of your credit demonstration for the current production year. Include the appropriate calculations in your final report under § 1036.730.

(c) Submit your request to the Designated Compliance Officer. Include the following in your request:

(1) Identify the names of each engine family that is the subject of your request. Include separate family names for different model years

(2) Describe why your request does not apply for similar engine models or additional model years, as applicable.

(3) Identify the FEL(s) that applied during the model year and recommend a replacement FEL for in-use engines; include a supporting rationale to describe how you determined the recommended replacement FEL.

(4) Describe whether the needed emission credits will come from averaging, banking, or trading.

(d) If we approve your request, we will identify the replacement FEL. The value we select will reflect our best judgment to accurately reflect the actual in-use performance of your engines, consistent with the testing provisions specified in this part. We may apply the higher FELs to other engine families from the same or different model years to the extent they used equivalent emission controls. We may include any appropriate conditions with our approval.

(e) If we order a recall for an engine family under 40 CFR 1068.505, we will no longer approve a replacement FEL under this section for any of your engines from that engine family, or from any other engine family that relies on equivalent emission controls.

§ 1036.630 Certification of engine greenhouse gas emissions for powertrain testing.

For engines included in powertrain families under 40 CFR part 1037, you may choose to include the corresponding engine emissions in your engine families under this part instead of (or in addition to) the otherwise applicable engine fuel maps.

(a) If you choose to certify powertrain fuel maps in an engine family, the declared powertrain emission levels become standards that apply for selective enforcement audits and in-use testing. We may require that you provide to us the engine cycle (not normalized) corresponding to a given powertrain for each of the specified duty cycles.

(b) If you choose to certify only fuel map emissions for an engine family and to not certify emissions over powertrain cycles under 40 CFR 1037.550, we will not presume you are responsible for emissions over the powertrain cycles. However, where we determine that you are responsible in whole or in part for the emission exceedance in such cases, we may require that you participate in any recall of the affected vehicles. Note that this provision to limit your responsibility does not apply if you also hold the certificate of conformity for the vehicle.

(c) If you split an engine family into subfamilies based on different fuel-mapping procedures as described in § 1036.230(f)(2), the fuel-mapping procedures you identify for certifying each subfamily also apply for selective enforcement audits and in-use testing.

§ 1036.655 Special provisions for diesel-fueled engines sold in American Samoa or the Commonwealth of the Northern Mariana Islands.

(a) The prohibitions in § 1068.101(a)(1) do not apply to diesel-fueled engines that are intended for use and will be used in American Samoa or the Commonwealth of the Northern Mariana Islands, subject to the following conditions:

(1) The engine meets the emission standards that applied to model year 2006 engines as specified in appendix A of this part.

(2) You meet all the requirements of 40 CFR 1068.265.

(b) If you introduce an engine into U.S. commerce under this section, you must meet the labeling requirements in § 1036.135, but add the following statement instead of the compliance statement in § 1036.135(c)(8):

THIS ENGINE (or VEHICLE, as applicable) CONFORMS TO US EPA EMISSION STANDARDS APPLICABLE TO MODEL YEAR 2006. THIS ENGINE (or VEHICLE, as applicable) DOES NOT CONFORM TO US EPA EMISSION REQUIREMENTS IN EFFECT AT TIME OF PRODUCTION AND MAY NOT BE IMPORTED INTO THE UNITED STATES OR ANY TERRITORY OF THE UNITED STATES EXCEPT AMERICAN SAMOA OR THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS.

(c) Introducing into U.S. commerce an engine exempted under this section in any state or territory of the United States other than American Samoa or the Commonwealth of the Northern Mariana Islands, throughout its lifetime, violates the prohibitions in 40 CFR 1068.101(a)(1), unless it is exempt under a different provision.

(d) The exemption provisions in this section also applied for model year 2007 and later engines introduced into commerce in Guam before January 1, 2024.

Subpart H—Averaging, Banking, and Trading for Certification

§ 1036.701 General provisions.

(a) You may average, bank, and trade (ABT) emission credits for purposes of certification as described in this subpart and in subpart B of this part to show compliance with the standards of §§ 1036.104 and 1036.108. Participation in this program is voluntary. Note that certification to NO_X standards in § 1036.104 is based on a family emission limit (FEL) and certification to CO_2 standards in § 1036.108 is based on a Family Certification Level (FCL). This part refers to ''FEL/FCL'' to simultaneously refer to FELs for NO_X and FCLs for CO_2. Note also that subpart B of this part requires you to assign an FCL to all engine families, whether or not they participate in the ABT provisions of this subpart.

(b) The definitions of subpart I of this part apply to this subpart in addition to the following definitions:

(1) *Actual emission credits* means emission credits you have generated that we have verified by reviewing your final report.

(2) *Averaging set* means a set of engines in which emission credits may be exchanged. See § 1036.740.

(3) *Broker* means any entity that facilitates a trade of emission credits between a buyer and seller.

(4) *Buyer* means the entity that receives emission credits as a result of a trade.

(5) *Reserved emission credits* means emission credits you have generated that we have not yet verified by reviewing your final report.

(6) *Seller* means the entity that provides emission credits during a trade.

(7) *Standard* means the emission standard that applies under subpart B of this part for engines not participating in the ABT program of this subpart.

(8) *Trade* means to exchange emission credits, either as a buyer or seller.

(c) Emission credits may be exchanged only within an averaging set, except as specified in § 1036.740.

(d) You may not use emission credits generated under this subpart to offset any emissions that exceed an FEL/FCL or standard. This paragraph (d) applies for all testing, including certification testing, in-use testing, selective enforcement audits, and other production-line testing. However, if emissions from an engine exceed an FEL/FCL or standard (for example, during a selective enforcement audit), you may use emission credits to recertify the engine family with a higher FEL/FCL that applies only to future production.

(e) You may use either of the following approaches to retire or forego emission credits:

(1) You may retire emission credits generated from any number of your engines. This may be considered donating emission credits to the environment. Identify any such credits in the reports described in § 1036.730. Engines must comply with the applicable FELs even if you donate or sell the corresponding emission credits. Donated credits may no longer be used by anyone to demonstrate compliance with any EPA emission standards.

(2) You may certify an engine family using an FEL/FCL below the emission standard as described in this part and choose not to generate emission credits for that family. If you do this, you do not need to calculate emission credits for those engine families, and you do not need to submit or keep the associated records described in this subpart for that family.

(f) Emission credits may be used in the model year they are generated. Surplus emission credits may be banked for future model years. Surplus emission credits may sometimes be used for past model years, as described in § 1036.745.

(g) You may increase or decrease an FEL/FCL during the model year by amending your application for certification under § 1036.225. The new FEL/FCL may apply only to engines you have not already introduced into commerce.

(h) See § 1036.740 for special credit provisions that apply for greenhouse gas credits generated under 40 CFR 86.1819–14(k)(7) or § 1036.615 or 40 CFR 1037.615.

(i) Unless the regulations in this part explicitly allow it, you may not calculate Phase 1 credits more than once for any emission reduction. For example, if you generate Phase 1 CO_2 emission credits for a hybrid engine under this part for a given vehicle, no one may generate CO_2 emission credits for that same hybrid engine and the associated vehicle under 40 CFR part 1037. However, Phase 1 credits could be generated for identical vehicles using engines that did not generate credits under this part.

(j) Credits you generate with compression-ignition engines in 2020 and earlier model years may be used in model year 2021 and later as follows:

(1) For credit-generating engines certified to the tractor engine standards in § 1036.108, you may use credits calculated relative to the tractor engine standards.

(2) For credit-generating engines certified to the vocational engine standards in § 1036.108, you may optionally carry over adjusted vocational credits from an averaging set, and you may use credits calculated relative to the emission levels in the following table:

TABLE 1 TO PARAGRAPH (j)(2) OF § 1036.701—EMISSION LEVELS FOR CREDIT CALCULATION

Medium HDE	Heavy HDE
558 g/hp·hr	525 g/hp·hr.

(k) Engine families you certify with a nonconformance penalty under 40 CFR part 86, subpart L, may not generate emission credits.

§ 1036.705 Generating and calculating emission credits.

(a) The provisions of this section apply separately for calculating emission credits for each pollutant.

(b) For each participating family, calculate positive or negative emission credits relative to the otherwise applicable emission standard. Calculate positive emission credits for a family that has an FEL/FCL below the standard. Calculate negative emission credits for a family that has an FEL/FCL above the standard. Sum your positive and negative credits for the model year before rounding.

(1) Calculate emission credits to the nearest megagram (Mg) for each family or subfamily using the following equation:

$$Emission\ credits\ (\text{Mg}) = (Std - FL) \cdot CF \cdot Volume \cdot UL \cdot c \quad \text{Eq. 1036.705-1}$$

Where:

Std = the emission standard, in (mg NO_X)/hp·hr or (g CO_2)/hp·hr, that applies under subpart B of this part for engines not participating in the ABT program of this subpart (the ''otherwise applicable standard'').

FL = the engine family's FEL for NO_X, in mg/hp·hr, and FCL for CO_2, in g/hp·hr, rounded to the same number of decimal places as the emission standard.

CF = a transient cycle conversion factor (hp·hr/mile), calculated by dividing the total (integrated) horsepower-hour over the applicable duty cycle by 6.3 miles for engines subject to spark-ignition standards and 6.5 miles for engines subject to compression-ignition standards. This represents the average work performed over the duty cycle. See paragraph (b)(3) of this section for provisions that apply for CO_2.

Volume = the number of engines eligible to participate in the averaging, banking, and trading program within the given engine family or subfamily during the model year, as described in paragraph (c) of this section.

UL = the useful life for the standard that applies for a given primary intended service class, in miles.

c = use 10^{-6} for CO_2 and 10^{-9} for NO_X.

Example for Model Year 2025 Heavy HDE Generating CO_2 Credits for a Model Year 2028 Heavy HDE:

Std = 432 g/hp·hr
FL = 401 g/hp·hr
CF = 9.78 hp·hr/mile
Volume = 15,342
UL = 435,000 miles
c = 10^{-6}
Emission credits = $(432 - 401) \cdot 9.78 \cdot 15{,}342 \cdot 435{,}000 \cdot 10^{-6}$
Emission credits = 28,131,142 Mg

(2) [Reserved]

(3) The following additional provisions apply for calculating CO_2 credits:

(i) For engine families certified to both the vocational and tractor engine standards, calculate credits separately for the vocational engines and the tractor engines. We may allow you to use statistical methods to estimate the total production volumes where a small fraction of the engines cannot be tracked precisely.

(ii) Calculate the transient cycle conversion factor for vocational engines based on the average of vocational engine configurations weighted by their production volumes. Similarly, calculate the transient cycle conversion factor for tractor engines based on the average of tractor engine configurations weighted by their production volumes. Note that calculating the transient cycle conversion factor for tractors requires you to use the conversion factor even for engines certified to standards based on the SET duty cycle.

(iii) The FCL for CO_2 is based on measurement over the FTP duty cycle for vocational engines and over the SET duty cycle for tractor engines.

(4) You may not generate emission credits for tractor engines (*i.e.,* engines not certified to the transient cycle for CO_2) installed in vocational vehicles (including vocational tractors certified under 40 CFR 1037.630 or exempted under 40 CFR 1037.631). We will waive this provision where you demonstrate that less than five percent of the engines in your tractor family were installed in vocational vehicles. For example, if you know that 96 percent of your tractor engines were installed in non-vocational tractors but cannot determine the vehicle type for the remaining four percent, you may generate credits for all the engines in the family.

(5) You may generate CO_2 emission credits from a model year 2021 or later medium heavy-duty engine family subject to spark-ignition standards for exchanging with other engine families only if the engines in the family are gasoline-fueled. You may generate CO_2 credits from non-gasoline engine families only for the purpose of offsetting CH_4 and/or N_2O emissions within the same engine family as described in paragraph (d) of this section.

(c) As described in § 1036.730, compliance with the requirements of this subpart is determined at the end of the model year based on actual U.S.-directed production volumes. Keep appropriate records to document these production volumes. Do not include any of the following engines to calculate emission credits:

(1) Engines that you do not certify to the CO_2 standards of this part because they are permanently exempted under subpart G of this part or under 40 CFR part 1068.

(2) Exported engines.

(3) Engines not subject to the requirements of this part, such as those excluded under § 1036.5. For example, do not include engines used in vehicles certified to the greenhouse gas standards of 40 CFR 86.1819.

(4) Any other engines if we indicate elsewhere in this part that they are not to be included in the calculations of this subpart.

(d) You may use CO_2 emission credits to show compliance with CH_4 and/or N_2O FELs instead of the otherwise applicable emission standards. To do this, calculate the CH_4 and/or N_2O emission credits needed (negative credits) using the equation in paragraph (b) of this section, using the FEL(s) you specify for your engines during certification instead of the FCL. You must use 34 Mg of positive CO_2 credits to offset 1 Mg of negative CH_4 credits for model year 2021 and later engines, and you must use 25 Mg of positive CO_2 credits to offset 1 Mg of negative CH_4 credits for earlier engines. You must use 298 Mg of positive CO_2 credits to offset 1 Mg of negative N_2O credits.

§ 1036.710 Averaging.

(a) Averaging is the exchange of emission credits among your engine families. You may average emission credits only within the same averaging set, except as specified in § 1036.740.

(b) You may certify one or more engine families to an FEL/FCL above the applicable standard, subject to any applicable FEL caps and other the provisions in subpart B of this part, if you show in your application for certification that your projected balance of all emission-credit transactions in that model year is greater than or equal to zero, or that a negative balance is allowed under § 1036.745.

(c) If you certify an engine family to an FEL/FCL that exceeds the otherwise applicable standard, you must obtain enough emission credits to offset the engine family's deficit by the due date for the final report required in § 1036.730. The emission credits used to address the deficit may come from your other engine families that generate emission credits in the same model year (or from later model years as specified in § 1036.745), from emission credits you have banked, or from emission credits you obtain through trading.

§ 1036.715 Banking.

(a) Banking is the retention of surplus emission credits by the manufacturer generating the emission credits for use in future model years for averaging or trading.

(b) You may designate any emission credits you plan to bank in the reports you submit under § 1036.730 as reserved credits. During the model year and before the due date for the final report, you may designate your reserved emission credits for averaging or trading.

(c) Reserved credits become actual emission credits when you submit your final report. However, we may revoke these emission credits if we are unable to verify them after reviewing your reports or auditing your records.

(d) Banked credits retain the designation of the averaging set in which they were generated.

§ 1036.720 Trading.

(a) Trading is the exchange of emission credits between manufacturers. You may use traded emission credits for averaging, banking, or further trading transactions. Traded emission credits remain subject to the averaging-set restrictions based on the averaging set in which they were generated.

(b) You may trade actual emission credits as described in this subpart. You may also trade reserved emission credits, but we may revoke these emission credits based on our review of your records or reports or those of the company with which you traded emission credits. You may trade banked credits within an averaging set to any certifying manufacturer.

(c) If a negative emission credit balance results from a transaction, both the buyer and seller are liable, except in cases we deem to involve fraud. See § 1036.255(e) for cases involving fraud. We may void the certificates of all engine families participating in a trade that results in a manufacturer having a negative balance of emission credits. See § 1036.745.

§ 1036.725 Required information for certification.

(a) You must declare in your application for certification your intent to use the provisions of this subpart for each engine family that will be certified using the ABT program. You must also declare the FEL/FCL you select for the engine family for each pollutant for which you are using the ABT program. Your FELs must comply with the specifications of subpart B of this part, including the FEL caps.

(b) Include the following in your application for certification:

(1) A statement that, to the best of your belief, you will not have a negative balance of emission credits for any averaging set when all emission credits are calculated at the end of the year; or a statement that you will have a negative balance of emission credits for one or more averaging sets, but that it is allowed under § 1036.745.

(2) Detailed calculations of projected emission credits (positive or negative) based on projected U.S.-directed production volumes. We may require you to include similar calculations from your other engine families to project your net credit balances for the model year. If you project negative emission credits for a family, state the source of positive emission credits you expect to use to offset the negative emission credits.

§ 1036.730 ABT reports.

(a) If you certify any of your engine families using the ABT provisions of this subpart, you must send us a final report by September 30 following the end of the model year.

(b) Your report must include the following information for each engine family participating in the ABT program:

(1) Engine-family designation and averaging set.

(2) The emission standards that would otherwise apply to the engine family.

(3) The FEL/FCL for each pollutant. If you change the FEL/FCL after the start of production, identify the date that you started using the new FEL/FCL and/or give the engine identification number for the first engine covered by the new FEL/FCL. In this case, identify each applicable FEL/FCL and calculate the positive or negative emission credits as specified in § 1036.225(f).

(4) The projected and actual U.S.-directed production volumes for the model year. If you changed an FEL/FCL during the model year, identify the actual U.S.-directed production volume associated with each FEL/FCL.

(5) The transient cycle conversion factor for each engine configuration as described in § 1036.705.

(6) Useful life.

(7) Calculated positive or negative emission credits for the whole engine family. Identify any emission credits that you traded, as described in paragraph (d)(1) of this section.

(c) Your report must include the following additional information:

(1) Show that your net balance of emission credits from all your participating engine families in each averaging set in the applicable model year is not negative, except as allowed under § 1036.745. Your credit tracking must account for the limitation on credit life under § 1036.740(d).

(2) State whether you will reserve any emission credits for banking.

(3) State that the report's contents are accurate.

(d) If you trade emission credits, you must send us a report within 90 days after the transaction, as follows:

(1) As the seller, you must include the following information in your report:

(i) The corporate names of the buyer and any brokers.

(ii) A copy of any contracts related to the trade.

(iii) The averaging set corresponding to the engine families that generated emission credits for the trade, including the number of emission credits from each averaging set.

(2) As the buyer, you must include the following information in your report:

(i) The corporate names of the seller and any brokers.

(ii) A copy of any contracts related to the trade.

(iii) How you intend to use the emission credits, including the number of emission credits you intend to apply for each averaging set.

(e) Send your reports electronically to the Designated Compliance Officer using an approved information format. If you want to use a different format, send us a written request with justification for a waiver.

(f) Correct errors in your report as follows:

(1) If you or we determine by September 30 after the end of the model year that errors mistakenly decreased your balance of emission credits, you may correct the errors and recalculate the balance of emission credits. You may not make these corrections for errors that are determined later than September 30 after the end of the model year. If you report a negative balance of emission credits, we may disallow corrections under this paragraph (f)(1).

(2) If you or we determine any time that errors mistakenly increased your balance of emission credits, you must correct the errors and recalculate the balance of emission credits.

§ 1036.735 Recordkeeping.

(a) You must organize and maintain your records as described in this section. We may review your records at any time.

(b) Keep the records required by this section for at least eight years after the due date for the end-of-year report. You may not use emission credits for any engines if you do not keep all the records required under this section. You must therefore keep these records to continue to bank valid credits. Store these records in any format and on any media, as long as you can promptly send us organized, written records in English if we ask for them. You must keep these records readily available. We may review them at any time.

(c) Keep a copy of the reports we require in §§ 1036.725 and 1036.730.

(d) Keep records of the engine identification number (usually the serial number) for each engine you produce that generates or uses emission credits under the ABT program. You may identify these numbers as a range. If you change the FEL/FCL after the start of production, identify the date you started using each FEL/FCL and the range of engine identification numbers associated with each FEL/FCL. You must also identify the purchaser and destination for each engine you produce to the extent this information is available.

(e) We may require you to keep additional records or to send us relevant information not required by this section in accordance with the Clean Air Act.

§ 1036.740 Restrictions for using emission credits.

The following restrictions apply for using emission credits:

(a) *Averaging sets.* Except as specified in paragraph (c) of this section, emission credits may be exchanged only within the following averaging sets based on primary intended service class:

(1) Spark-ignition HDE.

(2) Light HDE.

(3) Medium HDE.

(4) Heavy HDE.

(b) *Applying credits to prior year deficits.* Where your CO_2 credit balance for the previous year is negative, you may apply credits to that deficit only after meeting your credit obligations for the current year.

(c) *CO_2 credits from hybrid engines and other advanced technologies.* Phase 1 CO_2 credits you generate under § 1036.615 may be used for any of the averaging sets identified in paragraph (a) of this section; you may also use those credits to demonstrate compliance with the CO_2 emission standards in 40 CFR 86.1819 and 40 CFR part 1037. Similarly, you may use Phase 1 advanced-technology credits generated under 40 CFR 86.1819–14(k)(7) or 40 CFR 1037.615 to demonstrate compliance with the CO_2 standards in this part. In the case of Spark-ignition HDE and Light HDE you may not use more than 60,000 Mg of credits from other averaging sets in any model year.

(1) The maximum CO_2 credits you may bring into the following service class groups is 60,000 Mg per model year:

(i) Spark-ignition HDE, Light HDE, and Light HDV. This group comprises the averaging sets listed in paragraphs (a)(1) and (2) of this section and the averaging set listed in 40 CFR 1037.740(a)(1).

(ii) Medium HDE and Medium HDV. This group comprises the averaging sets listed in paragraph (a)(3) of this section and 40 CFR 1037.740(a)(2).

(iii) Heavy HDE and Heavy HDV. This group comprises the averaging sets listed in paragraph (a)(4) of this section and 40 CFR 1037.740(a)(3).

(2) Paragraph (c)(1) of this section does not limit the advanced-technology credits that can be used within a service class group if they were generated in that same service class group.

(d) *NO_X and CO_2 credit life.* NO_X and CO_2 credits may be used only for five model years after the year in which they are generated. For example, credits you generate in model year 2027 may be used to demonstrate compliance with emission standards only through model year 2032.

(e) *Other restrictions.* Other sections of this part specify additional restrictions for using emission credits under certain special provisions.

§ 1036.745 End-of-year CO_2 credit deficits.

Except as allowed by this section, we may void the certificate of any engine family certified to an FCL above the applicable standard for which you do not have sufficient credits by the deadline for submitting the final report.

(a) Your certificate for an engine family for which you do not have sufficient CO_2 credits will not be void if you remedy the deficit with surplus credits within three model years. For example, if you have a credit deficit of 500 Mg for an engine family at the end of model year 2015, you must generate (or otherwise obtain) a surplus of at least 500 Mg in that same averaging set by the end of model year 2018.

(b) You may not bank or trade away CO_2 credits in the averaging set in any model year in which you have a deficit.

(c) You may apply only surplus credits to your deficit. You may not apply credits to a deficit from an earlier model year if they were generated in a model year for which any of your engine families for that averaging set had an end-of-year credit deficit.

(d) You must notify us in writing how you plan to eliminate the credit deficit within the specified time frame. If we determine that your plan is unreasonable or unrealistic, we may deny an application for certification for a vehicle family if its FEL would increase your credit deficit. We may determine that your plan is unreasonable or unrealistic based on a consideration of past and projected use of specific technologies, the historical sales mix of your vehicle models, your commitment to limit production of higher-emission vehicles, and expected access to traded credits. We may also consider your plan unreasonable if your credit deficit increases from one model year to the next. We may require that you send us interim reports describing your progress toward resolving your credit deficit over the course of a model year.

(e) If you do not remedy the deficit with surplus credits within three model years, we may void your certificate for that engine family. We may void the certificate based on your end-of-year report. Note that voiding a certificate applies *ab initio.* Where the net deficit is less than the total amount of negative credits originally generated by the family, we will void the certificate only with respect to the number of engines needed to reach the amount of the net deficit. For example, if the original engine family generated 500 Mg of negative credits, and the manufacturer's net deficit after three years was 250 Mg, we would void the certificate with respect to half of the engines in the family.

(f) For purposes of calculating the statute of limitations, the following actions are all considered to occur at the expiration of the deadline for offsetting a deficit as specified in paragraph (a) of this section:

(1) Failing to meet the requirements of paragraph (a) of this section.

(2) Failing to satisfy the conditions upon which a certificate was issued relative to offsetting a deficit.

(3) Selling, offering for sale, introducing or delivering into U.S. commerce, or importing vehicles that are found not to be covered by a certificate as a result of failing to offset a deficit.

§ 1036.750 Consequences for noncompliance.

(a) For each engine family participating in the ABT program, the certificate of conformity is conditioned upon full compliance with the provisions of this subpart during and after the model year. You are responsible to establish to our satisfaction that you fully comply with applicable requirements. We may void the certificate of conformity for an engine family if you fail to comply with any provisions of this subpart.

(b) You may certify your engine family to an FEL/FCL above an applicable standard based on a projection that you will have enough emission credits to offset the deficit for the engine family. See § 1036.745 for provisions specifying what happens if you cannot show in your final report that you have enough actual emission

credits to offset a deficit for any pollutant in an engine family.

(c) We may void the certificate of conformity for an engine family if you fail to keep records, send reports, or give us information we request. Note that failing to keep records, send reports, or give us information we request is also a violation of 42 U.S.C. 7522(a)(2).

(d) You may ask for a hearing if we void your certificate under this section (see § 1036.820).

§ 1036.755 Information provided to the Department of Transportation.

After receipt of each manufacturer's final report as specified in § 1036.730 and completion of any verification testing required to validate the manufacturer's submitted final data, we will issue a report to the Department of Transportation with CO_2 emission information and will verify the accuracy of each manufacturer's equivalent fuel consumption data that required by NHTSA under 49 CFR 535.8. We will send a report to DOT for each engine manufacturer based on each regulatory category and subcategory, including sufficient information for NHTSA to determine fuel consumption and associated credit values. See 49 CFR 535.8 to determine if NHTSA deems submission of this information to EPA to also be a submission to NHTSA.

Subpart I—Definitions and Other Reference Information

§ 1036.801 Definitions.

The following definitions apply to this part. The definitions apply to all subparts unless we note otherwise. All undefined terms have the meaning the Act gives to them. The definitions follow:

Act means the Clean Air Act, as amended, 42 U.S.C. 7401–7671q.

Adjustable parameter has the meaning given in 40 CFR 1068.50.

Advanced technology means technology certified under 40 CFR 86.1819–14(k)(7), § 1036.615, or 40 CFR 1037.615.

Aftertreatment means relating to a catalytic converter, particulate filter, or any other system, component, or technology mounted downstream of the exhaust valve (or exhaust port) whose design function is to decrease emissions in the engine exhaust before it is exhausted to the environment. Exhaust gas recirculation (EGR) and turbochargers are not aftertreatment.

Aircraft means any vehicle capable of sustained air travel more than 100 feet above the ground.

Alcohol-fueled engine mean an engine that is designed to run using an alcohol fuel. For purposes of this definition, alcohol fuels do not include fuels with a nominal alcohol content below 25 percent by volume.

Auxiliary emission control device means any element of design that senses temperature, motive speed, engine speed (r/min), transmission gear, or any other parameter for the purpose of activating, modulating, delaying, or deactivating the operation of any part of the emission control system.

Averaging set has the meaning given in § 1036.740.

Calibration means the set of specifications and tolerances specific to a particular design, version, or application of a component or assembly capable of functionally describing its operation over its working range.

Carryover means relating to certification based on emission data generated from an earlier model year as described in § 1036.235(d).

Certification means relating to the process of obtaining a certificate of conformity for an engine family that complies with the emission standards and requirements in this part.

Certified emission level means the highest deteriorated emission level in an engine family for a given pollutant from the applicable transient and/or steady-state testing, rounded to the same number of decimal places as the applicable standard. Note that you may have two certified emission levels for CO_2 if you certify a family for both vocational and tractor use.

Charge-depleting has the meaning given in 40 CFR 1066.1001.

Charge-sustaining has the meaning given in 40 CFR 1066.1001.

Complete vehicle means a vehicle meeting the definition of complete vehicle in 40 CFR 1037.801 when it is first sold as a vehicle. For example, where a vehicle manufacturer sells an incomplete vehicle to a secondary vehicle manufacturer, the vehicle is not a complete vehicle under this part, even after its final assembly.

Compression-ignition means relating to a type of reciprocating, internal-combustion engine that is not a spark-ignition engine. Note that § 1036.1 also deems gas turbine engines and other engines to be compression-ignition engines.

Crankcase emissions means airborne substances emitted to the atmosphere from any part of the engine crankcase's ventilation or lubrication systems. The crankcase is the housing for the crankshaft and other related internal parts.

Criteria pollutants means emissions of NO_X, HC, PM, and CO.

Critical emission-related component has the meaning given in 40 CFR 1068.30.

Defeat device has the meaning given in § 1036.115(h).

Designated Compliance Officer means one of the following:

(1) For engines subject to compression-ignition standards, *Designated Compliance Officer* means Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification*.

(2) For engines subject to spark-ignition standards, *Designated Compliance Officer* means Director, Gasoline Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification*.

Deteriorated emission level means the emission level that results from applying the appropriate deterioration factor to the official emission result of the emission-data engine. Note that where no deterioration factor applies, references in this part to the *deteriorated emission level* mean the official emission result.

Deterioration factor means the relationship between emissions at the end of useful life (or point of highest emissions if it occurs before the end of useful life) and emissions at the low-hour/low-mileage point, expressed in one of the following ways:

(1) For multiplicative deterioration factors, the ratio of emissions at the end of useful life (or point of highest emissions) to emissions at the low-hour point.

(2) For additive deterioration factors, the difference between emissions at the end of useful life (or point of highest emissions) and emissions at the low-hour point.

Diesel exhaust fluid (DEF) means a liquid reducing agent (other than the engine fuel) used in conjunction with selective catalytic reduction to reduce NO_X emissions. *Diesel exhaust fluid* is generally understood to be an aqueous solution of urea conforming to the specifications of ISO 22241.

Dual-fuel means relating to an engine designed for operation on two different types of fuel but not on a continuous mixture of those fuels (see § 1036.601(d)). For purposes of this part, such an engine remains a dual-fuel engine even if it is designed for operation on three or more different fuels.

Electronic control module (ECM) means an engine's electronic device that

uses data from engine sensors to control engine parameters.

Emergency vehicle has the meaning given in 40 CFR 1037.801.

Emission control system means any device, system, or element of design that controls or reduces the emissions of regulated pollutants from an engine.

Emission-data engine means an engine that is tested for certification. This includes engines tested to establish deterioration factors.

Emission-related component has the meaning given in 40 CFR part 1068, appendix A.

Emission-related maintenance means maintenance that substantially affects emissions or is likely to substantially affect emission deterioration.

Engine configuration means a unique combination of engine hardware and calibration (related to the emission standards) within an engine family, which would include hybrid components for engines certified as hybrid engines and hybrid powertrains. Engines within a single engine configuration differ only with respect to normal production variability or factors unrelated to compliance with emission standards.

Engine family has the meaning given in § 1036.230.

Excluded means relating to engines that are not subject to some or all of the requirements of this part as follows:

(1) An engine that has been determined not to be a heavy-duty engine is excluded from this part.

(2) Certain heavy-duty engines are excluded from the requirements of this part under § 1036.5.

(3) Specific regulatory provisions of this part may exclude a heavy-duty engine generally subject to this part from one or more specific standards or requirements of this part.

Exempted has the meaning given in 40 CFR 1068.30.

Exhaust gas recirculation means a technology that reduces emissions by routing exhaust gases that had been exhausted from the combustion chamber(s) back into the engine to be mixed with incoming air before or during combustion. The use of valve timing to increase the amount of residual exhaust gas in the combustion chamber(s) that is mixed with incoming air before or during combustion is not considered exhaust gas recirculation for the purposes of this part.

Family certification level (FCL) means a CO_2 emission level declared by the manufacturer that is at or above emission results for all emission-data engines. The FCL serves as the emission standard for the engine family with respect to certification testing if it is different than the otherwise applicable standard.

Family emission limit (FEL) means one of the following:

(1) For NO_X emissions, *family emission limit* means a NO_X emission level declared by the manufacturer to serve in place of an otherwise applicable emission standard under the ABT program in subpart H of this part. The FEL serves as the emission standard for the engine family with respect to all required testing.

(2) For greenhouse gas standards, *family emission limit* means an emission level that serves as the standard that applies for testing individual certified engines. The CO_2 FEL is equal to the CO_2 FCL multiplied by 1.03 and rounded to the same number of decimal places as the standard.

Federal Test Procedure (FTP) means the applicable transient duty cycle described in § 1036.512 designed to measure exhaust emissions during urban driving.

Flexible-fuel means relating to an engine designed for operation on any mixture of two or more different types of fuels (see § 1036.601(d)).

Fuel type means a general category of fuels such as diesel fuel, gasoline, or natural gas. There can be multiple grades within a single fuel type, such as premium gasoline, regular gasoline, or gasoline with 10 percent ethanol.

Good engineering judgment has the meaning given in 40 CFR 1068.30. See 40 CFR 1068.5 for the administrative process we use to evaluate good engineering judgment.

Greenhouse gas means one or more compounds regulated under this part based primarily on their impact on the climate. This generally includes CO_2, CH_4, and N_2O.

Greenhouse gas Emissions Model (GEM) means the GEM simulation tool described in 40 CFR 1037.520. Note that an updated version of GEM applies starting in model year 2021.

Gross vehicle weight rating (GVWR) means the value specified by the vehicle manufacturer as the maximum design loaded weight of a single vehicle, consistent with good engineering judgment.

Heavy-duty engine means any engine which the engine manufacturer could reasonably expect to be used for motive power in a heavy-duty vehicle. For purposes of this definition in this part, the term ''engine'' includes internal combustion engines and other devices that convert chemical fuel into motive power. For example, a gas turbine used in a heavy-duty vehicle is a heavy-duty engine.

Heavy-duty vehicle means any motor vehicle above 8,500 pounds GVWR. An incomplete vehicle is also a heavy-duty vehicle if it has a curb weight above 6,000 pounds or a basic vehicle frontal area greater than 45 square feet. *Curb weight* and *basic vehicle frontal area* have the meaning given in 40 CFR 86.1803–01.

Hybrid means an engine or powertrain that includes energy storage features other than a conventional battery system or conventional flywheel. Supplemental electrical batteries and hydraulic accumulators are examples of hybrid energy storage systems. Note that certain provisions in this part treat hybrid engines and hybrid powertrains intended for vehicles that include regenerative braking different than those intended for vehicles that do not include regenerative braking.

Hybrid engine means a hybrid system with features for storing and recovering energy that are integral to the engine or are otherwise upstream of the vehicle's transmission other than a conventional battery system or conventional flywheel. Supplemental electrical batteries and hydraulic accumulators are examples of hybrid energy storage systems. Examples of hybrids that could be considered hybrid engines are P0, P1, and P2 hybrids where hybrid features are connected to the front end of the engine, at the crankshaft, or connected between the clutch and the transmission where the clutch upstream of the hybrid feature is in addition to the transmission clutch(s), respectively. Note other examples of systems that qualify as hybrid engines are systems that recover kinetic energy and use it to power an electric heater in the aftertreatment.

Hybrid powertrain means a powertrain that includes energy storage features other than a conventional battery system or conventional flywheel. Supplemental electrical batteries and hydraulic accumulators are examples of hybrid energy storage systems. Note other examples of systems that qualify as hybrid powertrains are systems that recover kinetic energy and use it to power an electric heater in the aftertreatment.

Hydrocarbon (HC) has the meaning given in 40 CFR 1065.1001.

Identification number means a unique specification (for example, a model number/serial number combination) that allows someone to distinguish a particular engine from other similar engines.

Incomplete vehicle means a vehicle meeting the definition of incomplete vehicle in 40 CFR 1037.801 when it is first sold (or otherwise delivered to another entity) as a vehicle.

Innovative technology means technology certified under § 1036.610 (also described as ''off-cycle technology'').

Liquefied petroleum gas (LPG) means a liquid hydrocarbon fuel that is stored under pressure and is composed primarily of nonmethane compounds that are gases at atmospheric conditions. Note that, although this commercial term includes the word ''petroleum'', LPG is not considered to be a petroleum fuel under the definitions of this section.

Low-hour means relating to an engine that has stabilized emissions and represents the undeteriorated emission level. This would generally involve less than 300 hours of operation for engines with NO_X aftertreatment and 125 hours of operation for other engines.

Manufacture means the physical and engineering process of designing, constructing, and/or assembling a heavy-duty engine or a heavy-duty vehicle.

Manufacturer has the meaning given in 40 CFR 1068.30.

Medium-duty passenger vehicle has the meaning given in 40 CFR 86.1803.

Mild hybrid means a hybrid engine or powertrain with regenerative braking capability where the system recovers less than 20 percent of the total braking energy over the transient cycle defined in appendix A of 40 CFR part 1037.

Model year means the manufacturer's annual new model production period, except as restricted under this definition. It must include January 1 of the calendar year for which the model year is named, may not begin before January 2 of the previous calendar year, and it must end by December 31 of the named calendar year. Manufacturers may not adjust model years to circumvent or delay compliance with emission standards or to avoid the obligation to certify annually.

Motorcoach means a heavy-duty vehicle designed for carrying 30 or more passengers over long distances. Such vehicles are characterized by row seating, rest rooms, and large luggage compartments, and facilities for stowing carry-on luggage.

Motor vehicle has the meaning given in 40 CFR 85.1703.

Natural gas means a fuel whose primary constituent is methane.

New motor vehicle engine has the meaning given in the Act. This generally means a motor vehicle engine meeting any of the following:

(1) A motor vehicle engine for which the ultimate purchaser has never received the equitable or legal title is a *new motor vehicle engine.* This kind of engine might commonly be thought of as ''brand new'' although a *new motor vehicle engine* may include previously used parts. Under this definition, the engine is new from the time it is produced until the ultimate purchaser receives the title or places it into service, whichever comes first.

(2) An imported motor vehicle engine is a *new motor vehicle engine* if it was originally built on or after January 1, 1970.

(3) Any motor vehicle engine installed in a new motor vehicle.

Noncompliant engine means an engine that was originally covered by a certificate of conformity, but is not in the certified configuration or otherwise does not comply with the conditions of the certificate.

Nonconforming engine means an engine not covered by a certificate of conformity that would otherwise be subject to emission standards.

Nonmethane hydrocarbon (NMHC) means the sum of all hydrocarbon species except methane, as measured according to 40 CFR part 1065.

Nonmethane hydrocarbon equivalent (NMHCE) has the meaning given in 40 CFR 1065.1001.

Nonmethane nonethane hydrocarbon equivalent (NMNEHC) has the meaning given in 40 CFR 1065.1001.

Off-cycle technology means technology certified under § 1036.610 (also described as ''innovative technology'').

Official emission result means the measured emission rate for an emission-data engine on a given duty cycle before the application of any deterioration factor, but after the applicability of any required regeneration or other adjustment factors.

Owners manual means a document or collection of documents prepared by the engine or vehicle manufacturer for the owner or operator to describe appropriate engine maintenance, applicable warranties, and any other information related to operating or keeping the engine. The owners manual is typically provided to the ultimate purchaser at the time of sale. The owners manual may be in paper or electronic format.

Oxides of nitrogen has the meaning given in 40 CFR 1065.1001.

Percent has the meaning given in 40 CFR 1065.1001. Note that this means percentages identified in this part are assumed to be infinitely precise without regard to the number of significant figures. For example, one percent of 1,493 is 14.93.

Placed into service means put into initial use for its intended purpose, excluding incidental use by the manufacturer or a dealer.

Preliminary approval means approval granted by an authorized EPA representative prior to submission of an application for certification, consistent with the provisions of § 1036.210.

Primary intended service class has the meaning given in § 1036.140.

Rechargeable Energy Storage System (RESS) has the meaning given in 40 CFR 1065.1001.

Relating to as used in this section means relating to something in a specific, direct manner. This expression is used in this section only to define terms as adjectives and not to broaden the meaning of the terms.

Revoke has the meaning given in 40 CFR 1068.30.

Round has the meaning given in 40 CFR 1065.1001.

Sample means the collection of engines selected from the population of an engine family for emission testing. This may include testing for certification, production-line testing, or in-use testing.

Scheduled maintenance means adjusting, removing, disassembling, cleaning, or replacing components or systems periodically to keep a part or system from failing, malfunctioning, or wearing prematurely.

Small manufacturer means a manufacturer meeting the criteria specified in 13 CFR 121.201. The employee and revenue limits apply to the total number of employees and total revenue together for affiliated companies. Note that manufacturers with low production volumes may or may not be ''small manufacturers''.

Spark-ignition means relating to a gasoline-fueled engine or any other type of engine with a spark plug (or other sparking device) and with operating characteristics significantly similar to the theoretical Otto combustion cycle. Spark-ignition engines usually use a throttle to regulate intake air flow to control power during normal operation.

Steady-state has the meaning given in 40 CFR 1065.1001. This includes fuel mapping and idle testing where engine speed and load are held at a finite set of nominally constant values.

Suspend has the meaning given in 40 CFR 1068.30.

Test engine means an engine in a sample.

Tractor means a vehicle meeting the definition of ''tractor'' in 40 CFR 1037.801, but not classified as a ''vocational tractor'' under 40 CFR 1037.630, or relating to such a vehicle.

Tractor engine means an engine certified for use in tractors. Where an engine family is certified for use in both tractors and vocational vehicles, ''tractor engine'' means an engine that the engine

manufacturer reasonably believes will be (or has been) installed in a tractor. Note that the provisions of this part may require a manufacturer to document how it determines that an engine is a tractor engine.

Ultimate purchaser means, with respect to any new engine or vehicle, the first person who in good faith purchases such new engine or vehicle for purposes other than resale.

United States has the meaning given in 40 CFR 1068.30.

Upcoming model year means for an engine family the model year after the one currently in production.

U.S.-directed production volume means the number of engines, subject to the requirements of this part, produced by a manufacturer for which the manufacturer has a reasonable assurance that sale was or will be made to ultimate purchasers in the United States. This does not include engines certified to state emission standards that are different than the emission standards in this part.

Vehicle has the meaning given in 40 CFR 1037.801.

Vocational engine means an engine certified for use in vocational vehicles. Where an engine family is certified for use in both tractors and vocational vehicles, ''vocational engine'' means an engine that the engine manufacturer reasonably believes will be (or has been) installed in a vocational vehicle. Note that the provisions of this part may require a manufacturer to document how it determines that an engine is a vocational engine.

Vocational vehicle means a vehicle meeting the definition of ''vocational'' vehicle in 40 CFR 1037.801.

Void has the meaning given in 40 CFR 1068.30.

We (us, our) means the Administrator of the Environmental Protection Agency and any authorized representatives.

§ 1036.805 Symbols, abbreviations, and acronyms.

The procedures in this part generally follow either the International System of Units (SI) or the United States customary units, as detailed in NIST Special Publication 811 (incorporated by reference in § 1036.810). See 40 CFR 1065.20 for specific provisions related to these conventions. This section summarizes the way we use symbols, units of measure, and other abbreviations.

(a) *Symbols for chemical species.* This part uses the following symbols for chemical species and exhaust constituents:

TABLE 1 TO PARAGRAPH (a) OF § 1036.805—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS

Symbol	Species
C	carbon.
CH_4	methane.
CH_4N_2O	urea.
CO	carbon monoxide.
CO_2	carbon dioxide.
H_2O	water.
HC	hydrocarbon.
NMHC	nonmethane hydrocarbon.
NMHCE	nonmethane hydrocarbon equivalent.
NMNEHC	nonmethane nonethane hydrocarbon.
NO	nitric oxide.
NO_2	nitrogen dioxide.
NO_X	oxides of nitrogen.
N_2O	nitrous oxide.
PM	particulate matter.

(b) *Symbols for quantities.* This part uses the following symbols and units of measure for various quantities:

TABLE 2 TO PARAGRAPH (b) OF § 1036.805—SYMBOLS FOR QUANTITIES

Symbol	Quantity	Unit	Unit symbol	Unit in terms of SI base units
α	atomic hydrogen-to-carbon ratio	mole per mole	mol/mol	1
A	Area	square meter	m^2	m^2
β	atomic oxygen-to-carbon ratio	mole per mole	mol/mol	1
C_dA	drag area	meter squared	m^2	m^2
C_{rr}	coefficient of rolling resistance	newton per kilonewton	N/kN	10^{-3}
D	distance	miles or meters	mi or m	m
ε	efficiency.			
$\in$	Difference or error quantity.			
E	mass weighted emission result	grams/ton-mile	g/ton-mi	g/kg-km
Eff	efficiency.			
E_m	mass-specific net energy content	megajoules/kilogram	MJ/kg	$m^2 \cdot s^{-2}$
f_n	angular speed (shaft)	revolutions per minute	r/min	$\pi \cdot 30 \cdot s^{-1}$
g	gravitational acceleration	meters per second squared	m/s^2	$m \cdot s^{-2}$
i	indexing variable.			
k_a	drive axle ratio			1
$k_{topgear}$	highest available transmission gear.			
m	Mass	pound mass or kilogram	lbm or kg	kg
M	molar mass	gram per mole	g/mol	$10^{-3} \cdot kg \cdot mol^{-1}$
M	total number in a series.			

TABLE 2 TO PARAGRAPH (b) OF § 1036.805—SYMBOLS FOR QUANTITIES—Continued

Symbol	Quantity	Unit	Unit symbol	Unit in terms of SI base units
M	vehicle mass	kilogram	kg	kg
$M_{rotating}$	inertial mass of rotating components	kilogram	kg	kg
N	total number in a series.			
Q	total number in a series.			
P	Power	kilowatt	kW	$10^3 \cdot m^2 \cdot kg \cdot s^{-3}$
ρ	mass density	kilogram per cubic meter	kg/m^3	$m^{-3} \cdot kg$
r	tire radius	meter	m	m
SEE	standard error of the estimate.			
σ	standard deviation.			
T	torque (moment of force)	newton meter	N·m	$m^2 \cdot kg \cdot s^{-2}$
t	Time	second	s	s
Δt	time interval, period, 1/frequency	second	s	s
UF	utility factor.			
v	Speed	miles per hour or meters per second	mi/hr or m/s	$m \cdot s^{-1}$
W	Work	kilowatt-hour	kW·hr	$3.6 \cdot m^2 \cdot kg \cdot s^{-1}$
w_C	carbon mass fraction	gram/gram	g/g	1
w_{CH4N2O}	urea mass fraction	gram/gram	g/g	1
x	amount of substance mole fraction	mole per mole	mol/mol	1
x_b	brake energy fraction.			
x_{bl}	brake energy limit.			

(c) *Superscripts.* This part uses the following superscripts for modifying quantity symbols:

TABLE 3 TO PARAGRAPH (c) OF § 1036.805—SUPERSCRIPTS

Superscript	Meaning
overbar (such as $\bar{y}$)	arithmetic mean.
overdot (such as $\dot{y}$)	quantity per unit time.

(d) *Subscripts.* This part uses the following subscripts for modifying quantity symbols:

TABLE 4 TO PARAGRAPH (d) OF § 1036.805—SUBSCRIPTS

Subscript	Meaning
65	65 miles per hour.
A	A speed.
a	absolute (*e.g.,* absolute difference or error).
acc	accessory.
app	approved.
axle	axle.
B	B speed.
C	C speed.
C	carbon mass.
Ccombdry	carbon from fuel per mole of dry exhaust.
CD	charge-depleting.
CO_2DEF	CO_2 resulting from diesel exhaust fluid decomposition.
comb	combustion.
comp	composite.
cor	corrected.
CS	charge-sustaining.
cycle	cycle.
D	distance.
D	D speed.
DEF	diesel exhaust fluid.
engine	engine.
exh	raw exhaust.
front	frontal.
fuel	fuel.
H_2Oexhaustdry	H_2O in exhaust per mole of exhaust.
hi	high.
i	an individual of a series.

TABLE 4 TO PARAGRAPH (d) OF § 1036.805—SUBSCRIPTS—Continued

Subscript	Meaning
idle	idle.
int	test interval.
j	an individual of a series.
k	an individual of a series.
m	mass.
max	maximum.
mapped	mapped.
meas	measured quantity.
MY	model year.
neg	negative.
pos	positive.
R	range.
r	relative (*e.g.,* relative difference or error).
rate	rate (divided by time).
rated	rated.
record	record.
ref	reference quantity.
speed	speed.
stall	stall.
test	test.
tire	tire.
transient	transient.
μ	vector.
UF	utility factor.
vehicle	vehicle.

(e) *Other acronyms and abbreviations.* This part uses the following additional abbreviations and acronyms:

TABLE 5 TO PARAGRAPH (e) OF § 1036.805—OTHER ACRONYMS AND ABBREVIATIONS

Acronym	Meaning
ABT	averaging, banking, and trading.
AECD	auxiliary emission control device.
ASTM	American Society for Testing and Materials.
BTU	British thermal units.
CD	charge-depleting.
CFR	Code of Federal Regulations.
CI	compression-ignition.
COV	coefficient of variation.
CS	charge-sustaining.
DEF	diesel exhaust fluid.
DF	deterioration factor.
DOT	Department of Transportation.
E85	gasoline blend including nominally 85 percent denatured ethanol.
ECM	Electronic Control Module.
EGR	exhaust gas recirculation.
EPA	Environmental Protection Agency.
FCL	Family Certification Level.
FEL	family emission limit.
FTP	Federal Test Procedure.
GEM	Greenhouse gas Emissions Model.
g/hp·hr	grams per brake horsepower-hour.
GPS	global positioning system.
GVWR	gross vehicle weight rating.
Heavy HDE	heavy heavy-duty engine (see § 1036.140).
Heavy HDV	heavy heavy-duty vehicle (see 40 CFR 1037.140).
Light HDE	light heavy-duty engine (see § 1036.140).
Light HDV	light heavy-duty vehicle (see 40 CFR 1037.140).
LLC	Low Load Cycle.
LPG	liquefied petroleum gas.
Medium HDE	medium heavy-duty engine (see § 1036.140).
Medium HDV	medium heavy-duty vehicle (see 40 CFR 1037.140).
NARA	National Archives and Records Administration.
NHTSA	National Highway Traffic Safety Administration.
NTE	not-to-exceed.
PEMS	portable emission measurement system.
RESS	rechargeable energy storage system.

TABLE 5 TO PARAGRAPH (e) OF § 1036.805—OTHER ACRONYMS AND ABBREVIATIONS—Continued

Acronym	Meaning
SCR	selective catalytic reduction.
SEE	standard error of the estimate.
SET	Supplemental Emission Test.
Spark-ignition HDE	spark-ignition heavy-duty engine (see § 1036.140).
SI	spark-ignition.
UL	useful life.
U.S	United States.
U.S.C	United States Code.

(f) *Constants.* This part uses the following constants:

TABLE 6 TO PARAGRAPH (f) OF § 1036.805—CONSTANTS

Symbol	Quantity	Value
g	gravitational constant	9.80665 $m \cdot s^{-2}$.
R	molar gas constant	8.314472 J/(mol·K) ($m^2 \cdot kg \cdot s^{-2} \cdot mol^{-1} \cdot K^{-1}$).

(g) *Prefixes.* This part uses the following prefixes to define a quantity:

TABLE 7 TO PARAGRAPH (g) OF § 1036.805—PREFIXES

Symbol	Quantity	Value
μ	micro	10^{-6}
m	milli	10^{-3}
c	centi	10^{-2}
k	kilo	10^{3}
M	mega	10^{6}

§ 1036.810 Incorporation by reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, EPA must publish a document in the **Federal Register** and the material must be available to the public. All approved incorporation by reference (IBR) material is available for inspection at EPA and at the National Archives and Records Administration (NARA). Contact EPA at: U.S. EPA, Air and Radiation Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC 20004; *www.epa.gov/dockets;* (202) 202–1744. For information on inspecting this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov*. The material may be obtained from the following sources:

(a) ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428–2959; (877) 909–2786; *www.astm.org*.

(1) ASTM D975–22, Standard Specification for Diesel Fuel, approved October 1, 2022 (''ASTM D975''); IBR approved for § 1036.415(c).

(2) ASTM D3588–98 (Reapproved 2017)e1, Standard Practice for Calculating Heat Value, Compressibility Factor, and Relative Density of Gaseous Fuels, approved April 1, 2017 (''ASTM D3588''); IBR approved for § 1036.550(b).

(3) ASTM D4809–18, Standard Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter (Precision Method), approved July 1, 2018 (''ASTM D4809''); IBR approved for § 1036.550(b).

(4) ASTM D4814–21c, Standard Specification for Automotive Spark-Ignition Engine Fuel, approved December 15, 2021 (''ASTM D4814''); IBR approved for § 1036.415(c).

(5) ASTM D7467–20a, Standard Specification for Diesel Fuel Oil, Biodiesel Blend (B6 to B20), approved June 1, 2020 (''ASTM D7467''); IBR approved for § 1036.415(c).

(b) National Institute of Standards and Technology (NIST), 100 Bureau Drive, Stop 1070, Gaithersburg, MD 20899–1070; (301) 975–6478; *www.nist.gov*.

(1) NIST Special Publication 811, 2008 Edition, Guide for the Use of the International System of Units (SI), Physics Laboratory, March 2008; IBR approved for § 1036.805.

(2) [Reserved]

(c) SAE International, 400 Commonwealth Dr., Warrendale, PA 15096–0001; (877) 606–7323 (U.S. and Canada) or (724) 776–4970 (outside the U.S. and Canada); *www.sae.org:*

(1) SAE J1979–2 APR2021, E/E Diagnostic Test Modes: OBDonUDS, Issued April 2021, (''SAE J1979–2''); IBR approved for § 1036.150(v).

(2) [Reserved]

(d) State of California, Office of Administrative Law, 300 Capitol Mall, Suite 1250, Sacramento, CA 95814–4339; 916–323–6815; *staff@oal.ca.gov; www.oal.ca.gov/publications/ccr*.

(1) 2019 13 CCR 1968.2, Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1968.2. Malfunction and Diagnostic System Requirements—2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-

Duty Vehicles and Engines, operative October 3, 2019 ''13 CCR 1968.2''; into §§ 1036.110(b); 1036.111(a).

(2) 2019 13 CCR 1968.5, Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1968.5. Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines, operative July 25, 2016 ''13 CCR 1968.5''; into § 1036.110(b).

(3) 2019 13 CCR 1971.1, Title 13. Motor Vehicles, Division 3. Air Resources Board, Chapter 1. Motor Vehicle Pollution Control Devices, Article 2. Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1971.1. On-Board Diagnostic System Requirements—2010 and Subsequent Model-Year Heavy-Duty Engines, operative October 3, 2019 ''13 CCR 1971.1''; into §§ 1036.110(b); 1036.111(a); 1036.150(v).

(4) 13 CA ADC 1971.5: 2019 CA REG TEXT 504962 (NS), 13 CA ADC 1971.5. Enforcement of Malfunction and Diagnostic System Requirements for 2010 and Subsequent Model-Year Heavy-Duty Engines, operative October 3, 2019 ''13 CCR 1971.5''; into § 1036.110(b).

§ 1036.815 Confidential information.

(a) The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

(b) Emission data or information that is publicly available cannot be treated as confidential business information as described in 40 CFR 1068.11. Data that vehicle manufacturers need for demonstrating compliance with greenhouse gas emission standards, including fuel-consumption data as described in § 1036.535 and 40 CFR 1037.550, also qualify as emission data for purposes of confidentiality determinations.

§ 1036.820 Requesting a hearing.

(a) You may request a hearing under certain circumstances, as described elsewhere in this part. To do this, you must file a written request, including a description of your objection and any supporting data, within 30 days after we make a decision.

(b) For a hearing you request under the provisions of this part, we will approve your request if we find that your request raises a substantial factual issue.

(c) If we agree to hold a hearing, we will use the procedures specified in 40 CFR part 1068, subpart G.

§ 1036.825 Reporting and recordkeeping requirements.

(a) This part includes various requirements to submit and record data or other information. Unless we specify otherwise, store required records in any format and on any media and keep them readily available for eight years after you send an associated application for certification, or eight years after you generate the data if they do not support an application for certification. We may review these records at any time. You must promptly give us organized, written records in English if we ask for them. We may require you to submit written records in an electronic format.

(b) The regulations in § 1036.255 and 40 CFR 1068.25 and 1068.101 describe your obligation to report truthful and complete information. This includes information not related to certification. Failing to properly report information and keep the records we specify violates 40 CFR 1068.101(a)(2), which may involve civil or criminal penalties.

(c) Send all reports and requests for approval to the Designated Compliance Officer (see § 1036.801).

(d) Any written information we require you to send to or receive from another company is deemed to be a required record under this section. Such records are also deemed to be submissions to EPA. Keep these records for eight years unless the regulations specify a different period. We may require you to send us these records whether or not you are a certificate holder.

(e) Under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget approves the reporting and recordkeeping specified in the applicable regulations. The following items illustrate the kind of reporting and recordkeeping we require for engines and vehicles regulated under this part:

(1) We specify the following requirements related to engine certification in this part:

(i) In § 1036.135 we require engine manufacturers to keep certain records related to duplicate labels sent to vehicle manufacturers.

(ii) In § 1036.150 we include various reporting and recordkeeping requirements related to interim provisions.

(iii) In subpart C of this part we identify a wide range of information required to certify engines.

(iv) In §§ 1036.430 and 1036.435 we identify reporting and recordkeeping requirements related to field testing in-use engines.

(v) In subpart G of this part we identify several reporting and recordkeeping items for making demonstrations and getting approval related to various special compliance provisions.

(vi) In §§ 1036.725, 1036.730, and 1036.735 we specify certain records related to averaging, banking, and trading.

(2) We specify the following requirements related to testing in 40 CFR part 1065:

(i) In 40 CFR 1065.2 we give an overview of principles for reporting information.

(ii) In 40 CFR 1065.10 and 1065.12 we specify information needs for establishing various changes to published procedures.

(iii) In 40 CFR 1065.25 we establish basic guidelines for storing information.

(iv) In 40 CFR 1065.695 we identify the specific information and data items to record when measuring emissions.

(3) We specify the following requirements related to the general compliance provisions in 40 CFR part 1068:

(i) In 40 CFR 1068.5 we establish a process for evaluating good engineering judgment related to testing and certification.

(ii) In 40 CFR 1068.25 we describe general provisions related to sending and keeping information

(iii) In 40 CFR 1068.27 we require manufacturers to make engines available for our testing or inspection if we make such a request.

(iv) In 40 CFR 1068.105 we require vehicle manufacturers to keep certain records related to duplicate labels from engine manufacturers.

(v) In 40 CFR 1068.120 we specify recordkeeping related to rebuilding engines.

(vi) In 40 CFR part 1068, subpart C, we identify several reporting and recordkeeping items for making demonstrations and getting approval related to various exemptions.

(vii) In 40 CFR part 1068, subpart D, we identify several reporting and recordkeeping items for making demonstrations and getting approval related to importing engines.

(viii) In 40 CFR 1068.450 and 1068.455 we specify certain records related to testing production-line engines in a selective enforcement audit.

(ix) In 40 CFR 1068.501 we specify certain records related to investigating and reporting emission-related defects.

(x) In 40 CFR 1068.525 and 1068.530 we specify certain records related to recalling nonconforming engines.

(xi) In 40 CFR part 1068, subpart G, we specify certain records for requesting a hearing.

Appendix A of Part 1036—Summary of Previous Emission Standards

The following standards, which EPA originally adopted under 40 CFR part 85 or part 86, apply to compression-ignition engines produced before model year 2007 and to spark-ignition engines produced before model year 2008:

(a) *Smoke.* Smoke standards applied for compression-ignition engines based on opacity measurement using the test procedures in 40 CFR part 86, subpart I, as follows:

(1) Engines were subject to the following smoke standards for model years 1970 through 1973:

(i) 40 percent during the engine acceleration mode.

(ii) 20 percent during the engine lugging mode.

(2) The smoke standards in 40 CFR 86.007–11 started to apply in model year 1974.

(b) *Idle CO.* A standard of 0.5 percent of exhaust gas flow at curb idle applied through model year 2016 to the following engines:

(1) Spark-ignition engines with aftertreatment starting in model year 1987. This standard applied only for gasoline-fueled engines through model year 1997. Starting in model year 1998, the same standard applied for engines fueled by methanol, LPG, and natural gas. The idle CO standard no longer applied for engines certified to meet onboard diagnostic requirements starting in model year 2005.

(2) Methanol-fueled compression-ignition engines starting in model year 1990. This standard also applied for natural gas and LPG engines starting in model year 1997. The idle CO standard no longer applied for engines certified to meet onboard diagnostic requirements starting in model year 2007.

(c) *Crankcase emissions.* The requirement to design engines to prevent crankcase emissions applied starting with the following engines:

(1) Spark-ignition engines starting in model year 1968. This standard applied only for gasoline-fueled engines through model year 1989, and applied for spark-ignition engines using other fuels starting in model year 1990.

(2) Naturally aspirated diesel-fueled engines starting in model year 1985.

(3) Methanol-fueled compression-ignition engines starting in model year 1990.

(4) Naturally aspirated gaseous-fueled engines starting in model year 1997, and all other gaseous-fueled engines starting in 1998.

(d) *Early steady-state standards.* The following criteria standards applied to heavy-duty engines based on steady-state measurement procedures:

TABLE 1 OF APPENDIX A—EARLY STEADY-STATE EMISSION STANDARDS FOR HEAVY-DUTY ENGINES

Model year	Fuel	Pollutant		
		HC	NO_X + HC	CO
1970–1973	gasoline	275 ppm		1.5 volume percent.
1974–1978	gasoline and diesel		16 g/hp·hr	40 g/hp·hr.
1979–1984 [a]	gasoline and diesel		5 g/hp·hr for diesel; 5.0 g/hp·hr for gasoline.	25 g/hp·hr.

[a] An optional NO_X + HC standard of 10 g/hp·hr applied in 1979 through 1984 in conjunction with a separate HC standard of 1.5 g/hp·hr.

(e) *Transient emission standards for spark-ignition engines.* The following criteria standards applied for spark-ignition engines based on transient measurement using the test procedures in 40 CFR part 86, subpart N. Starting in model year 1991, manufacturers could generate or use emission credits for NO_X and NO_X + NMHC standards. Table 2 to this appendix follows:

TABLE 2 OF APPENDIX A—TRANSIENT EMISSION STANDARDS FOR SPARK-IGNITION ENGINES [a] [b]

Model year	Pollutant (g/hp·hr)			
	HC	CO	NO_X	NO_X + NMHC
1985–1987	1.1	14.4	10.6	
1988–1990	1.1	14.4	6.0	
1991–1997	1.1	14.4	5.0	
1998–2004 [c]	1.1	14.4	4.0	
2005–2007		14.4		[d] 1.0

[a] Standards applied only for gasoline-fueled engines through model year 1989. Standards started to apply for methanol in model year 1990, and for LPG and natural gas in model year 1998.

[b] Engines intended for installation only in heavy-duty vehicles above 14,000 pounds GVWR were subject to an HC standard of 1.9 g/hp·hr for model years 1987 through 2004, and a CO standard of 37.1 g/hp·hr for model years 1987 through 2007. In addition, for model years 1987 through 2007, up to 5 percent of a manufacturer's sales of engines intended for installation in heavy-duty vehicles at or below 14,000 pounds GVWR could be certified to the alternative HC and CO standards.

[c] For natural gas engines in model years 1998 through 2004, the NO_X standard was 5.0 g/hp·hr; the HC standards were 1.7 g/hp·hr for engines intended for installation only in vehicles above 14,000 pounds GVWR, and 0.9 g/hp·hr for other engines.

[d] Manufacturers could delay the 1.0 g/hp·hr NO_X + NMHC standard until model year 2008 by meeting an alternate NO_X + NMHC standard of 1.5 g/hp·hr applied for model years 2004 through 2007.

(f) *Transient emission standards for compression-ignition engines.* The following criteria standards applied for compression-ignition engines based on transient measurement using the test procedures in 40 CFR part 86, subpart N. Starting in model year 1991, manufacturers could generate or use emission credits for NO_X, NO_X + NMHC, and PM standards. Table 3 to this appendix follows:

TABLE 3 OF APPENDIX A—TRANSIENT EMISSION STANDARDS FOR COMPRESSION-IGNITION ENGINES [a]

Model year	Pollutant (g/hp·hr)				
	HC	CO	NO_X	NO_X + NMHC	PM
1985–1987	1.3	15.5	10.7	.....	
1988–1989	1.3	15.5	10.7	.....	0.60
1990	1.3	15.5	6.0	.....	0.60
1991–1992	1.3	15.5	5.0	.....	0.25
1993	1.3	15.5	5.0	.....	0.25 truck, 0.10 bus.
1994–1995	1.3	15.5	5.0	.....	0.10 truck, 0.07 urban bus.
1996–1997	1.3	15.5	5.0	.....	0.10 truck, 0.05 urban bus.[b]
1998–2003	1.3	15.5	4.0	.....	0.10 truck, 0.05 urban bus.[b]
2004–2006	.....	15.5	.....	[c] 2.4	0.10 truck, 0.05 urban bus.[b]

[a] Standards applied only for diesel-fueled engines through model year 1989. Standards started to apply for methanol in model year 1990, and for LPG and natural gas in model year 1997. An alternate HC standard of 1.2 g/hp·hr applied for natural gas engines for model years 1997 through 2003.

[b] The in-use PM standard for urban bus engines in model years 1996 through 2006 was 0.07 g/hp·hr.

[c] An optional NO_X + NMHC standard of 2.5 g/hp·hr applied in 2004 through 2006 in conjunction with a separate NMHC standard of 0.5 g/hp·hr.

Appendix B of Part 1036—Transient Duty Cycles

(a) This appendix specifies transient test intervals and duty cycles for the engine and powertrain testing described in §§ 1036.512 and 1036.514, as follows:

(1) The transient test intervals and duty cycle for testing engines involves a schedule of normalized engine speed and torque values.

(2) The transient test intervals and duty cycles for powertrain testing involves a schedule of vehicle speeds and road grade. Determine road grade at each point based on the peak rated power of the powertrain system, $P_{\text{rated,}}$ determined in § 1036.520 and road grade coefficients using the following equation: $\textit{Road grade} = a \cdot P^2_{\text{rated}} + b \cdot P_{\text{rated}} + c$

(3) The operating schedules in this appendix in some cases eliminate repetitive information by omitting 1 Hz records where there is no change in values. Perform testing by continuing to operate at the last specified values until the operating schedule shows a change in values. The official operating schedule for testing, cycle validation, and other purposes includes both the specified and omitted values.

(b) The following transient test interval applies for spark-ignition engines and powertrains when testing over the duty cycle specified in § 1036.512:

Table 1 of Appendix B—Transient Test Interval for Spark-Ignition Engines and Powertrains Under § 1036.512

Record (seconds)	Engine testing		Powertrain testing			
	Normalized revolutions per minute (percent)	Normalized torque (percent)	Vehicle speed (mi/hr)	Road grade coefficients		
				a	*b*	*c*
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	1.837E-05	-1.876E-02	2.369E+00
4	0	0	0	2.756E-05	-2.814E-02	3.553E+00
24	0	0	0	2.756E-05	-2.814E-02	3.553E+00
25	7	44.4	0	2.756E-05	-2.814E-02	3.553E+00
26	16	85.4	3.04	2.756E-05	-2.814E-02	3.553E+00
27	27	97.8	5.59	2.756E-05	-2.814E-02	3.553E+00
28	38	100	8.37	2.756E-05	-2.814E-02	3.553E+00
29	45	100	11.06	2.756E-05	-2.814E-02	3.553E+00
30	51	100	13.63	2.756E-05	-2.814E-02	3.553E+00
31	54	97.5	15.87	2.756E-05	-2.814E-02	3.553E+00
32	53	90	18.09	2.756E-05	-2.814E-02	3.553E+00
33	49	75.2	20.66	2.756E-05	-2.814E-02	3.553E+00
34	45	50	22.26	9.186E-06	-9.380E-03	1.184E+00
35	40	10	22.08	-9.186E-06	9.380E-03	-1.184E+00
36	34	2.3	20.58	-2.756E-05	2.814E-02	-3.553E+00
37	27	0	18.65	-2.756E-05	2.814E-02	-3.553E+00
38	21	2.3	16.5	-2.756E-05	2.814E-02	-3.553E+00
39	16	12	14.19	-2.756E-05	2.814E-02	-3.553E+00
40	12	35.3	11.65	-2.756E-05	2.814E-02	-3.553E+00
41	8.5	4.9	9.16	-2.756E-05	2.814E-02	-3.553E+00
42	5	([a])	8.01	-2.756E-05	2.814E-02	-3.553E+00
43	3	([a])	6.86	-2.756E-05	2.814E-02	-3.553E+00
44	0	0	3.19	-2.756E-05	2.814E-02	-3.553E+00
45	0	0	0	-2.756E-05	2.814E-02	-3.553E+00
46	0	0	0	-2.756E-05	2.814E-02	-3.553E+00
47	0	0	0	-1.587E-05	1.622E-02	-2.202E+00
48	0	0	0	-4.187E-06	4.310E-03	-8.511E-01
49	0	0	0	7.498E-06	-7.604E-03	5.001E-01
50	0	0	0	7.498E-06	-7.604E-03	5.001E-01
51	3	10	1.05	7.498E-06	-7.604E-03	5.001E-01
52	11	40.2	2.13	7.498E-06	-7.604E-03	5.001E-01

53	20	53	3.26	7.498E-06	-7.604E-03	5.001E-01
54	27.5	64.8	4.31	7.498E-06	-7.604E-03	5.001E-01
55	32	78	5.35	7.498E-06	-7.604E-03	5.001E-01
56	32	78	6.38	7.498E-06	-7.604E-03	5.001E-01
57	27.5	56	7.42	7.498E-06	-7.604E-03	5.001E-01
58	26	24.4	8.45	7.498E-06	-7.604E-03	5.001E-01
59	24	(a)	9.43	7.498E-06	-7.604E-03	5.001E-01
60	23	(a)	10.18	7.498E-06	-7.604E-03	5.001E-01
61	24	(a)	10.71	7.498E-06	-7.604E-03	5.001E-01
62	27	(a)	11.1	7.498E-06	-7.604E-03	5.001E-01
63	34	(a)	11.62	7.498E-06	-7.604E-03	5.001E-01
64	44	28	12.44	7.498E-06	-7.604E-03	5.001E-01
65	57	74.4	13.55	7.498E-06	-7.604E-03	5.001E-01
66	60	74.4	14.69	7.498E-06	-7.604E-03	5.001E-01
67	53	33.6	15.42	7.498E-06	-7.604E-03	5.001E-01
68	48	(a)	16.06	7.498E-06	-7.604E-03	5.001E-01
69	44	(a)	16.64	7.498E-06	-7.604E-03	5.001E-01
70	40	(a)	17.36	8.991E-06	-9.177E-03	2.234E+00
71	40	7	17.86	1.048E-05	-1.075E-02	3.968E+00
72	44	22.7	18.05	1.198E-05	-1.232E-02	5.701E+00
73	46	30	18.09	1.198E-05	-1.232E-02	5.701E+00
74	46	32	18.19	1.198E-05	-1.232E-02	5.701E+00
75	44	25	18.55	1.198E-05	-1.232E-02	5.701E+00
76	40	18	19.04	1.198E-05	-1.232E-02	5.701E+00
77	37	14	19.58	1.198E-05	-1.232E-02	5.701E+00
78	36	10	19.9	1.198E-05	-1.232E-02	5.701E+00
79	34	0	19.99	1.198E-05	-1.232E-02	5.701E+00
80	34	(a)	19.85	1.198E-05	-1.232E-02	5.701E+00
81	32	(a)	19.73	1.198E-05	-1.232E-02	5.701E+00
82	31	(a)	19.7	1.198E-05	-1.232E-02	5.701E+00
83	36	39.9	19.84	1.198E-05	-1.232E-02	5.701E+00
84	42	84.7	20.1	1.198E-05	-1.232E-02	5.701E+00
85	48	90	20.44	1.198E-05	-1.232E-02	5.701E+00
86	50	90	20.98	1.198E-05	-1.232E-02	5.701E+00
87	50	90	21.52	1.198E-05	-1.232E-02	5.701E+00
88	47	85	22.06	1.198E-05	-1.232E-02	5.701E+00
89	43	75	22.24	1.198E-05	-1.232E-02	5.701E+00
90	38	60	22.35	1.198E-05	-1.232E-02	5.701E+00
91	36	36	22.37	3.992E-06	-4.107E-03	1.900E+00
92	36	7.5	22.35	-3.992E-06	4.107E-03	-1.900E+00
93	36.3	(a)	22.27	-1.198E-05	1.232E-02	-5.701E+00
94	45	64.5	22.05	-1.198E-05	1.232E-02	-5.701E+00
95	53	67	21.79	-1.198E-05	1.232E-02	-5.701E+00
96	58	64.5	21.5	-1.198E-05	1.232E-02	-5.701E+00
97	62	60.3	21.2	-1.198E-05	1.232E-02	-5.701E+00
98	63	55.5	20.9	-1.198E-05	1.232E-02	-5.701E+00
99	62	52.3	20.59	-1.198E-05	1.232E-02	-5.701E+00
100	61	47	20.42	-1.198E-05	1.232E-02	-5.701E+00
101	55	44	20.25	-1.198E-05	1.232E-02	-5.701E+00
102	50	39	20.07	-1.198E-05	1.232E-02	-5.701E+00
103	45	36	19.75	-1.198E-05	1.232E-02	-5.701E+00
104	40	34	19.38	-1.198E-05	1.232E-02	-5.701E+00
105	36	30	19	-1.198E-05	1.232E-02	-5.701E+00
106	34	25.8	18.61	-1.198E-05	1.232E-02	-5.701E+00
107	32	20	18.2	-1.198E-05	1.232E-02	-5.701E+00
108	30	14.6	17.75	-1.198E-05	1.232E-02	-5.701E+00
109	26	10	17.27	-1.198E-05	1.232E-02	-5.701E+00
110	23	0	16.75	-1.198E-05	1.232E-02	-5.701E+00
111	18	(a)	16.2	-1.198E-05	1.232E-02	-5.701E+00
112	16	(a)	15.66	-1.198E-05	1.232E-02	-5.701E+00
113	18	(a)	15.15	-1.198E-05	1.232E-02	-5.701E+00
114	20	27.6	14.65	-1.198E-05	1.232E-02	-5.701E+00
115	17	4	14.16	-1.198E-05	1.232E-02	-5.701E+00
116	14	(a)	13.67	-1.198E-05	1.232E-02	-5.701E+00
117	12	(a)	12.59	-1.198E-05	1.232E-02	-5.701E+00
118	9	(a)	10.93	-1.198E-05	1.232E-02	-5.701E+00
119	7	(a)	9.28	-1.198E-05	1.232E-02	-5.701E+00
120	7	(a)	7.62	-1.198E-05	1.232E-02	-5.701E+00
121	5	(a)	5.96	-1.198E-05	1.232E-02	-5.701E+00
122	4	(a)	4.3	-1.198E-05	1.232E-02	-5.701E+00
123	3	(a)	2.64	-1.198E-05	1.232E-02	-5.701E+00
124	2	(a)	0.99	-1.198E-05	1.232E-02	-5.701E+00

125	0	0	0.19	-1.198E-05	1.232E-02	-5.701E+00
126	0	0	0	-1.198E-05	1.232E-02	-5.701E+00
127	0	0	0	-1.198E-05	1.232E-02	-5.701E+00
128	0	0	0	5.354E-07	1.492E-03	-6.315E+00
129	0	0	0	1.305E-05	-9.337E-03	-6.929E+00
130	5	8	3.25	2.556E-05	-2.017E-02	-7.543E+00
131	8	16.3	5.47	2.556E-05	-2.017E-02	-7.543E+00
132	10	27.5	6.71	2.556E-05	-2.017E-02	-7.543E+00
133	8	27.5	6.71	2.556E-05	-2.017E-02	-7.543E+00
134	5	9	6.71	2.556E-05	-2.017E-02	-7.543E+00
135	2	1.8	6.55	8.520E-06	-6.722E-03	-2.514E+00
136	0	0	6.01	-8.520E-06	6.722E-03	2.514E+00
137	0	0	5.15	-2.556E-05	2.017E-02	7.543E+00
138	0	0	3.9	-2.556E-05	2.017E-02	7.543E+00
139	0	0	2.19	-2.556E-05	2.017E-02	7.543E+00
140	0	0	0	-2.556E-05	2.017E-02	7.543E+00
141	0	0	0	-9.124E-06	5.441E-03	6.132E+00
142	0	0	0	7.313E-06	-9.284E-03	4.722E+00
143	0	0	0	2.375E-05	-2.401E-02	3.312E+00
148	0	0	0	2.375E-05	-2.401E-02	3.312E+00
149	2	4.8	0	2.375E-05	-2.401E-02	3.312E+00
150	1	4.5	0	2.375E-05	-2.401E-02	3.312E+00
151	0	0	0	2.375E-05	-2.401E-02	3.312E+00
166	0	0	0	2.375E-05	-2.401E-02	3.312E+00
167	8	27	1.95	2.375E-05	-2.401E-02	3.312E+00
168	18	65	3.7	2.375E-05	-2.401E-02	3.312E+00
169	23	82.5	5.53	2.375E-05	-2.401E-02	3.312E+00
170	23	88	7.22	2.375E-05	-2.401E-02	3.312E+00
171	21	88	8.64	2.375E-05	-2.401E-02	3.312E+00
172	18	81.3	10.33	2.375E-05	-2.401E-02	3.312E+00
173	17	32	11.18	7.917E-06	-8.003E-03	1.104E+00
174	15	([a])	10.57	-7.917E-06	8.003E-03	-1.104E+00
175	13	([a])	9.33	-2.375E-05	2.401E-02	-3.312E+00
176	11	([a])	7.87	-2.375E-05	2.401E-02	-3.312E+00
177	8	([a])	6.27	-2.375E-05	2.401E-02	-3.312E+00
178	6	([a])	4.58	-2.375E-05	2.401E-02	-3.312E+00
179	4	([a])	3.81	-2.375E-05	2.401E-02	-3.312E+00
180	2	([a])	2.35	-2.375E-05	2.401E-02	-3.312E+00
181	0	0	0	-2.375E-05	2.401E-02	-3.312E+00
182	0	0	0	-2.375E-05	2.401E-02	-3.312E+00
183	0	0	0	-1.078E-05	1.103E-02	-1.145E+00
184	0	0	0	2.190E-06	-1.954E-03	1.022E+00
185	0	0	0	1.516E-05	-1.494E-02	3.189E+00
203	0	0	0	1.516E-05	-1.494E-02	3.189E+00
204	0	4	0	1.516E-05	-1.494E-02	3.189E+00
205	0.5	7.7	1.6	1.516E-05	-1.494E-02	3.189E+00
206	5	14	4.24	1.516E-05	-1.494E-02	3.189E+00
207	11	24.7	7.5	1.516E-05	-1.494E-02	3.189E+00
208	15	42.3	9.18	1.516E-05	-1.494E-02	3.189E+00
209	16	70	10.11	1.516E-05	-1.494E-02	3.189E+00
210	17	70	10.34	1.516E-05	-1.494E-02	3.189E+00
211	17	50	10.46	1.516E-05	-1.494E-02	3.189E+00
212	16	26.3	9.93	1.516E-05	-1.494E-02	3.189E+00
213	14	5	8.7	1.516E-05	-1.494E-02	3.189E+00
214	10	([a])	7.43	1.516E-05	-1.494E-02	3.189E+00
215	10	([a])	9.14	1.516E-05	-1.494E-02	3.189E+00
216	14	73.3	9.72	1.516E-05	-1.494E-02	3.189E+00
217	18	83	9.84	1.516E-05	-1.494E-02	3.189E+00
218	19	84.8	10.02	1.516E-05	-1.494E-02	3.189E+00
219	18	84.8	9.92	5.053E-06	-4.979E-03	1.063E+00
220	16	82.8	9.14	-5.053E-06	4.979E-03	-1.063E+00
221	11	74	8.23	-1.516E-05	1.494E-02	-3.189E+00
222	7	8.5	6.64	-1.516E-05	1.494E-02	-3.189E+00
223	4	0	4.51	-1.516E-05	1.494E-02	-3.189E+00
224	0	0	0	-1.516E-05	1.494E-02	-3.189E+00
225	0	0	0	-1.516E-05	1.494E-02	-3.189E+00
226	0	0	0	-6.857E-06	6.357E-03	-2.057E+00
227	0	0	0	1.446E-06	-2.223E-03	-9.251E-01
228	0	0	0	9.749E-06	-1.080E-02	2.071E-01
232	0	0	0	9.749E-06	-1.080E-02	2.071E-01
233	6	17.6	0	9.749E-06	-1.080E-02	2.071E-01
234	6	19.6	0	9.749E-06	-1.080E-02	2.071E-01

235	5	14	0	9.749E-06	-1.080E-02	2.071E-01
236	3	9.8	0	9.749E-06	-1.080E-02	2.071E-01
237	1	5.5	0	9.749E-06	-1.080E-02	2.071E-01
238	0	3	0	9.749E-06	-1.080E-02	2.071E-01
239	0	0	0	9.749E-06	-1.080E-02	2.071E-01
280	0	0	0	9.749E-06	-1.080E-02	2.071E-01
281	0	7	0	9.749E-06	-1.080E-02	2.071E-01
282	1	10	0	9.749E-06	-1.080E-02	2.071E-01
283	2	11.5	0	9.749E-06	-1.080E-02	2.071E-01
284	1	10	0	9.749E-06	-1.080E-02	2.071E-01
285	0	0	0	9.749E-06	-1.080E-02	2.071E-01
298	0	0	0	9.749E-06	-1.080E-02	2.071E-01
299	0	28	0	9.749E-06	-1.080E-02	2.071E-01
300	0	30	0	9.749E-06	-1.080E-02	2.071E-01
301	2	32	0.55	9.749E-06	-1.080E-02	2.071E-01
302	6	34	1.92	9.749E-06	-1.080E-02	2.071E-01
303	14	36	3.18	9.749E-06	-1.080E-02	2.071E-01
304	19	36	4.8	9.749E-06	-1.080E-02	2.071E-01
305	24.5	36	6.63	9.749E-06	-1.080E-02	2.071E-01
306	24.5	36	7.87	9.749E-06	-1.080E-02	2.071E-01
307	24	30	8.32	9.749E-06	-1.080E-02	2.071E-01
308	19	24	9.66	9.749E-06	-1.080E-02	2.071E-01
309	13	18	11.46	9.749E-06	-1.080E-02	2.071E-01
310	9	14	13.28	9.749E-06	-1.080E-02	2.071E-01
311	7	8	14.61	9.749E-06	-1.080E-02	2.071E-01
312	6	0	14.39	9.749E-06	-1.080E-02	2.071E-01
313	4	3	13.5	9.749E-06	-1.080E-02	2.071E-01
314	3	6.8	12.41	9.749E-06	-1.080E-02	2.071E-01
315	0	0	11.3	9.749E-06	-1.080E-02	2.071E-01
316	0	0	11.25	9.749E-06	-1.080E-02	2.071E-01
317	0	0	12.29	9.749E-06	-1.080E-02	2.071E-01
318	0	0	13.26	9.749E-06	-1.080E-02	2.071E-01
319	0	0	13.66	9.749E-06	-1.080E-02	2.071E-01
320	0	0	14.27	9.749E-06	-1.080E-02	2.071E-01
321	0	0	15.17	9.749E-06	-1.080E-02	2.071E-01
322	0	0	16.05	9.749E-06	-1.080E-02	2.071E-01
323	0	18	16.49	9.749E-06	-1.080E-02	2.071E-01
324	3	40	17.52	9.749E-06	-1.080E-02	2.071E-01
325	8	86	18.06	9.749E-06	-1.080E-02	2.071E-01
326	18	97	18.18	9.749E-06	-1.080E-02	2.071E-01
327	38	100	18.95	9.749E-06	-1.080E-02	2.071E-01
328	45.5	100	20.48	9.749E-06	-1.080E-02	2.071E-01
329	45	96	20.48	3.250E-06	-3.601E-03	6.902E-02
330	44	84.4	19.5	-3.250E-06	3.601E-03	-6.902E-02
331	43	53.6	18.43	-9.749E-06	1.080E-02	-2.071E-01
332	41	5	17.44	-9.749E-06	1.080E-02	-2.071E-01
333	43	47.6	16.77	-9.749E-06	1.080E-02	-2.071E-01
334	44	90	16.36	-9.749E-06	1.080E-02	-2.071E-01
335	45	90	16.34	-9.749E-06	1.080E-02	-2.071E-01
336	44	73	16.79	-9.749E-06	1.080E-02	-2.071E-01
337	40	54	16.34	-9.749E-06	1.080E-02	-2.071E-01
338	38	34.7	15.13	-9.749E-06	1.080E-02	-2.071E-01
339	36	10	13.72	-9.749E-06	1.080E-02	-2.071E-01
340	35	10	12.04	-9.749E-06	1.080E-02	-2.071E-01
341	35	10	10.44	-9.749E-06	1.080E-02	-2.071E-01
342	35.5	60	9.71	-9.749E-06	1.080E-02	-2.071E-01
343	36	57.9	9.81	-9.749E-06	1.080E-02	-2.071E-01
344	37	53	10.65	-9.749E-06	1.080E-02	-2.071E-01
345	39	50	11.42	-9.749E-06	1.080E-02	-2.071E-01
346	40.5	50	10.54	-9.749E-06	1.080E-02	-2.071E-01
347	43	50	8.87	-9.749E-06	1.080E-02	-2.071E-01
348	45	50	9.26	-3.250E-06	3.601E-03	-6.902E-02
349	48	50	10.33	3.250E-06	-3.601E-03	6.902E-02
350	51	52	10.79	9.749E-06	-1.080E-02	2.071E-01
351	56	58.7	11.8	9.749E-06	-1.080E-02	2.071E-01
352	64	70	14.06	9.749E-06	-1.080E-02	2.071E-01
353	68	70	16.77	9.749E-06	-1.080E-02	2.071E-01
354	70	70	18.83	9.749E-06	-1.080E-02	2.071E-01
355	65.5	64.6	22.12	9.749E-06	-1.080E-02	2.071E-01
356	61	28.9	24.1	9.749E-06	-1.080E-02	2.071E-01
357	55	([a])	25.97	9.749E-06	-1.080E-02	2.071E-01
358	50	([a])	27.04	9.749E-06	-1.080E-02	2.071E-01

359	45	([a])	27.18	9.749E-06	-1.080E-02	2.071E-01
360	38	([a])	28.34	9.749E-06	-1.080E-02	2.071E-01
361	28	([a])	29.69	9.749E-06	-1.080E-02	2.071E-01
362	19	([a])	29.86	9.749E-06	-1.080E-02	2.071E-01
363	14	([a])	29.51	9.749E-06	-1.080E-02	2.071E-01
364	7	([a])	29.91	9.749E-06	-1.080E-02	2.071E-01
365	2	([a])	30.99	9.749E-06	-1.080E-02	2.071E-01
366	3	5	32.55	9.749E-06	-1.080E-02	2.071E-01
367	7	25	33.43	9.749E-06	-1.080E-02	2.071E-01
368	9	38	33.56	3.250E-06	-3.601E-03	6.902E-02
369	7	17	33.36	-3.250E-06	3.601E-03	-6.902E-02
370	4	2	32.65	-9.749E-06	1.080E-02	-2.071E-01
371	3	([a])	31.8	-9.749E-06	1.080E-02	-2.071E-01
372	3	([a])	30.92	-9.749E-06	1.080E-02	-2.071E-01
373	11	70	30.42	-9.749E-06	1.080E-02	-2.071E-01
374	15	97.6	29.73	-9.749E-06	1.080E-02	-2.071E-01
375	16	100	28.65	-9.749E-06	1.080E-02	-2.071E-01
376	19	100	27.5	-9.749E-06	1.080E-02	-2.071E-01
377	26	100	26.22	-9.749E-06	1.080E-02	-2.071E-01
378	29	95	24.69	-9.749E-06	1.080E-02	-2.071E-01
379	25	63	23.13	-9.749E-06	1.080E-02	-2.071E-01
380	19	([a])	21.68	-9.749E-06	1.080E-02	-2.071E-01
381	12	([a])	20.25	-9.749E-06	1.080E-02	-2.071E-01
382	8	([a])	15.73	-9.749E-06	1.080E-02	-2.071E-01
383	5	([a])	10.93	-9.749E-06	1.080E-02	-2.071E-01
384	2	([a])	6.12	-9.749E-06	1.080E-02	-2.071E-01
385	1	([a])	1.31	-9.749E-06	1.080E-02	-2.071E-01
386	0	0	0	-9.749E-06	1.080E-02	-2.071E-01
392	0	0	0	-9.749E-06	1.080E-02	-2.071E-01
393	0	0	0	-1.165E-06	1.625E-03	1.971E+00
394	0	0	0	7.420E-06	-7.553E-03	4.149E+00
395	0	0	0	1.600E-05	-1.673E-02	6.327E+00
418	0	0	0	1.600E-05	-1.673E-02	6.327E+00
419	4	20	0	1.600E-05	-1.673E-02	6.327E+00
420	4	20	0	1.600E-05	-1.673E-02	6.327E+00
421	0	0	0	1.600E-05	-1.673E-02	6.327E+00
429	0	0	0	1.600E-05	-1.673E-02	6.327E+00
430	2	0	1.18	1.600E-05	-1.673E-02	6.327E+00
431	6	2	2.85	1.600E-05	-1.673E-02	6.327E+00
432	14	28.8	4.57	1.600E-05	-1.673E-02	6.327E+00
433	20	30	7.42	1.600E-05	-1.673E-02	6.327E+00
434	24.4	11	10.79	1.600E-05	-1.673E-02	6.327E+00
435	24	10	13.51	1.600E-05	-1.673E-02	6.327E+00
436	24	12	15.48	1.600E-05	-1.673E-02	6.327E+00
437	28	52	16.82	1.600E-05	-1.673E-02	6.327E+00
438	32	52	17.86	1.600E-05	-1.673E-02	6.327E+00
439	34	46	18.7	1.600E-05	-1.673E-02	6.327E+00
440	34	30	19.11	1.600E-05	-1.673E-02	6.327E+00
441	34.5	30	19.28	1.600E-05	-1.673E-02	6.327E+00
442	35	30	19.38	1.600E-05	-1.673E-02	6.327E+00
443	36	35	19.53	1.600E-05	-1.673E-02	6.327E+00
444	39	40	19.57	1.600E-05	-1.673E-02	6.327E+00
445	45	50	19.09	1.600E-05	-1.673E-02	6.327E+00
446	49	56	18.2	1.600E-05	-1.673E-02	6.327E+00
447	50	([a])	17.14	1.600E-05	-1.673E-02	6.327E+00
448	45	([a])	15.9	1.600E-05	-1.673E-02	6.327E+00
449	39	([a])	14.42	1.600E-05	-1.673E-02	6.327E+00
450	34	([a])	13.86	1.600E-05	-1.673E-02	6.327E+00
451	28	([a])	15.45	1.600E-05	-1.673E-02	6.327E+00
452	25	([a])	17.32	1.600E-05	-1.673E-02	6.327E+00
453	21	([a])	18.03	1.600E-05	-1.673E-02	6.327E+00
454	18	([a])	18.19	1.600E-05	-1.673E-02	6.327E+00
455	15	([a])	18.3	1.600E-05	-1.673E-02	6.327E+00
456	12	([a])	18.4	1.600E-05	-1.673E-02	6.327E+00
457	18	([a])	18.33	1.600E-05	-1.673E-02	6.327E+00
458	29	19.8	18.68	1.600E-05	-1.673E-02	6.327E+00
459	40	54	19.1	5.335E-06	-5.577E-03	2.109E+00
460	52	82	18.69	-5.335E-06	5.577E-03	-2.109E+00
461	64	95	17.89	-1.600E-05	1.673E-02	-6.327E+00
462	71	99	17.23	-1.600E-05	1.673E-02	-6.327E+00
463	77	100	16.65	-1.600E-05	1.673E-02	-6.327E+00
464	84	100	15.76	-1.600E-05	1.673E-02	-6.327E+00

465	85	99	14.53	-1.600E-05	1.673E-02	-6.327E+00
466	85	95	13.07	-1.600E-05	1.673E-02	-6.327E+00
467	84	90	11.26	-1.600E-05	1.673E-02	-6.327E+00
468	82	84.6	9.32	-1.600E-05	1.673E-02	-6.327E+00
469	80	78.5	8.04	-1.600E-05	1.673E-02	-6.327E+00
470	78	78.5	8.15	-7.218E-06	7.554E-03	-2.785E+00
471	77	70	9.43	1.567E-06	-1.623E-03	7.568E-01
472	76	65.5	10.8	1.035E-05	-1.080E-02	4.299E+00
473	74	61.5	12.16	1.035E-05	-1.080E-02	4.299E+00
474	72	56	14.25	1.035E-05	-1.080E-02	4.299E+00
475	70	52	16.38	1.035E-05	-1.080E-02	4.299E+00
476	68	46	17.48	1.035E-05	-1.080E-02	4.299E+00
477	66.5	40	17.41	1.035E-05	-1.080E-02	4.299E+00
478	65	32	16.78	1.035E-05	-1.080E-02	4.299E+00
479	63	26	16.06	1.035E-05	-1.080E-02	4.299E+00
480	61	25.6	15.24	1.035E-05	-1.080E-02	4.299E+00
481	61	72	14.69	1.035E-05	-1.080E-02	4.299E+00
482	61	78	15.38	1.035E-05	-1.080E-02	4.299E+00
483	58	72	16.86	1.035E-05	-1.080E-02	4.299E+00
484	50	64	17.35	1.035E-05	-1.080E-02	4.299E+00
485	44	55	16.98	1.035E-05	-1.080E-02	4.299E+00
486	35	40	16.57	1.035E-05	-1.080E-02	4.299E+00
487	26	20	16.12	1.035E-05	-1.080E-02	4.299E+00
488	21	([a])	15.67	1.035E-05	-1.080E-02	4.299E+00
489	18	([a])	15.46	1.035E-05	-1.080E-02	4.299E+00
490	16	([a])	15.52	1.035E-05	-1.080E-02	4.299E+00
491	19	([a])	15.89	1.035E-05	-1.080E-02	4.299E+00
492	24	2	16.77	1.035E-05	-1.080E-02	4.299E+00
493	32	68.5	18.08	1.035E-05	-1.080E-02	4.299E+00
494	45	78	19.31	1.035E-05	-1.080E-02	4.299E+00
495	51	86	20.11	1.035E-05	-1.080E-02	4.299E+00
496	58	92	20.75	1.035E-05	-1.080E-02	4.299E+00
497	64	97	21.23	1.035E-05	-1.080E-02	4.299E+00
498	71	100	21.4	1.035E-05	-1.080E-02	4.299E+00
499	73	98	21.51	1.035E-05	-1.080E-02	4.299E+00
500	73	94	22.18	1.035E-05	-1.080E-02	4.299E+00
501	73	86	22.48	1.035E-05	-1.080E-02	4.299E+00
502	73	82	22.49	1.035E-05	-1.080E-02	4.299E+00
503	76	84	23.27	1.035E-05	-1.080E-02	4.299E+00
504	80	98	24.39	1.035E-05	-1.080E-02	4.299E+00
505	84	100	25.09	1.035E-05	-1.080E-02	4.299E+00
506	85	100	25.26	1.035E-05	-1.080E-02	4.299E+00
507	84	100	25.15	1.035E-05	-1.080E-02	4.299E+00
508	81	92	24.8	1.035E-05	-1.080E-02	4.299E+00
509	75	80	24.3	1.035E-05	-1.080E-02	4.299E+00
510	73	70	23.92	1.035E-05	-1.080E-02	4.299E+00
511	70	60	23.82	1.035E-05	-1.080E-02	4.299E+00
512	67	53	23.75	1.035E-05	-1.080E-02	4.299E+00
513	65	45	24.34	1.035E-05	-1.080E-02	4.299E+00
514	63	36.5	25.03	1.035E-05	-1.080E-02	4.299E+00
515	62	28	25.13	1.035E-05	-1.080E-02	4.299E+00
516	61	22.5	25.14	1.035E-05	-1.080E-02	4.299E+00
517	60	23	25.14	1.035E-05	-1.080E-02	4.299E+00
518	60	24	25.15	1.035E-05	-1.080E-02	4.299E+00
519	60	24	25.15	1.035E-05	-1.080E-02	4.299E+00
520	60	26	25.16	1.035E-05	-1.080E-02	4.299E+00
521	61	60	25.17	1.035E-05	-1.080E-02	4.299E+00
522	62	64	25.24	1.035E-05	-1.080E-02	4.299E+00
523	63	64	25.41	1.035E-05	-1.080E-02	4.299E+00
524	64	64	26.56	1.035E-05	-1.080E-02	4.299E+00
525	62	64	28.84	1.035E-05	-1.080E-02	4.299E+00
526	56	60	31.08	1.035E-05	-1.080E-02	4.299E+00
527	53	([a])	32.37	1.035E-05	-1.080E-02	4.299E+00
528	49	([a])	32.7	1.035E-05	-1.080E-02	4.299E+00
529	47	([a])	32.76	1.035E-05	-1.080E-02	4.299E+00
530	46	([a])	32.82	6.288E-06	-6.906E-03	2.331E+00
531	45	([a])	32.88	2.223E-06	-3.012E-03	3.623E-01
532	45	30	33.19	-1.842E-06	8.816E-04	-1.606E+00
533	46	50	33.89	-1.842E-06	8.816E-04	-1.606E+00
534	46	50	35.07	-1.842E-06	8.816E-04	-1.606E+00
535	47	50	36.61	-1.842E-06	8.816E-04	-1.606E+00
536	47	50	37.63	-1.842E-06	8.816E-04	-1.606E+00

537	47	30	38.05	-1.842E-06	8.816E-04	-1.606E+00
538	46	12	38.67	-1.842E-06	8.816E-04	-1.606E+00
539	45	10.5	39.32	-1.842E-06	8.816E-04	-1.606E+00
540	44	10	39.54	-1.842E-06	8.816E-04	-1.606E+00
541	41	10	39.55	-1.842E-06	8.816E-04	-1.606E+00
542	37	9	39.56	-1.842E-06	8.816E-04	-1.606E+00
543	36	2	39.58	-1.842E-06	8.816E-04	-1.606E+00
544	35	([a])	39.59	-1.842E-06	8.816E-04	-1.606E+00
545	38	67	39.61	-1.842E-06	8.816E-04	-1.606E+00
546	35	([a])	39.6	-1.842E-06	8.816E-04	-1.606E+00
547	31	15	39.69	-1.842E-06	8.816E-04	-1.606E+00
548	28	55	39.99	-1.842E-06	8.816E-04	-1.606E+00
549	34	44	40.39	-1.842E-06	8.816E-04	-1.606E+00
550	35	38.5	41.01	-1.842E-06	8.816E-04	-1.606E+00
551	36	38.5	41.65	-1.842E-06	8.816E-04	-1.606E+00
552	36	38.5	41.69	-1.842E-06	8.816E-04	-1.606E+00
553	37	38.5	41.17	-1.842E-06	8.816E-04	-1.606E+00
554	39	36	40.47	-1.842E-06	8.816E-04	-1.606E+00
555	42	27	39.83	-1.842E-06	8.816E-04	-1.606E+00
556	45	62	39.39	-1.842E-06	8.816E-04	-1.606E+00
557	48	45	39.14	-1.842E-06	8.816E-04	-1.606E+00
558	51	15	38.99	-1.842E-06	8.816E-04	-1.606E+00
559	51	8	38.88	-1.842E-06	8.816E-04	-1.606E+00
560	51	6	38.86	-1.842E-06	8.816E-04	-1.606E+00
561	48	10	39.17	-1.842E-06	8.816E-04	-1.606E+00
562	46	11	39.37	-6.139E-07	2.939E-04	-5.353E-01
563	44	13	38.63	6.139E-07	-2.939E-04	5.353E-01
564	41	17	36.96	1.842E-06	-8.816E-04	1.606E+00
565	37	20	34.87	1.842E-06	-8.816E-04	1.606E+00
566	34	20	32.73	1.842E-06	-8.816E-04	1.606E+00
567	30	17	30.53	1.842E-06	-8.816E-04	1.606E+00
568	26	14	28.27	1.842E-06	-8.816E-04	1.606E+00
569	23	7	26.02	1.842E-06	-8.816E-04	1.606E+00
570	19	2	23.76	1.842E-06	-8.816E-04	1.606E+00
571	15	([a])	21.37	1.842E-06	-8.816E-04	1.606E+00
572	11	([a])	18.79	1.842E-06	-8.816E-04	1.606E+00
573	8	([a])	16.06	1.842E-06	-8.816E-04	1.606E+00
574	5	([a])	13.05	1.842E-06	-8.816E-04	1.606E+00
575	2	([a])	9.54	1.842E-06	-8.816E-04	1.606E+00
576	0	0	4.59	1.842E-06	-8.816E-04	1.606E+00
577	0	0	0	1.842E-06	-8.816E-04	1.606E+00
580	0	0	0	1.842E-06	-8.816E-04	1.606E+00
581	0	0	0	8.289E-06	-7.507E-03	1.023E+00
582	0	0	0	1.474E-05	-1.413E-02	4.394E-01
583	4	15	0	2.118E-05	-2.076E-02	-1.439E-01
584	19	31	0.78	2.118E-05	-2.076E-02	-1.439E-01
585	30	46	1.94	2.118E-05	-2.076E-02	-1.439E-01
586	37	68	3.83	2.118E-05	-2.076E-02	-1.439E-01
587	40	76	5.98	2.118E-05	-2.076E-02	-1.439E-01
588	41	77	8.07	2.118E-05	-2.076E-02	-1.439E-01
589	40.5	78	10.09	2.118E-05	-2.076E-02	-1.439E-01
590	40	77	10.29	2.118E-05	-2.076E-02	-1.439E-01
591	40	64	7.34	2.118E-05	-2.076E-02	-1.439E-01
592	38	10	3.27	2.118E-05	-2.076E-02	-1.439E-01
593	38	25	3.24	2.118E-05	-2.076E-02	-1.439E-01
594	40	50	5.98	2.118E-05	-2.076E-02	-1.439E-01
595	40	36	8.48	2.118E-05	-2.076E-02	-1.439E-01
596	40	31	11	2.118E-05	-2.076E-02	-1.439E-01
597	40	31	13.62	2.118E-05	-2.076E-02	-1.439E-01
598	41	37	16.07	2.118E-05	-2.076E-02	-1.439E-01
599	42	97	18.51	2.118E-05	-2.076E-02	-1.439E-01
600	43	100	21.51	1.588E-05	-1.615E-02	-7.554E-01
601	45	100	24.71	1.058E-05	-1.153E-02	-1.367E+00
602	47	100	27.57	5.283E-06	-6.920E-03	-1.978E+00
603	48	100	30.04	5.283E-06	-6.920E-03	-1.978E+00
604	49	100	32.22	5.283E-06	-6.920E-03	-1.978E+00
605	51	97	34.28	5.283E-06	-6.920E-03	-1.978E+00
606	52	94	36.22	5.283E-06	-6.920E-03	-1.978E+00
607	53	90	38.08	5.283E-06	-6.920E-03	-1.978E+00
608	54	87	39.83	5.283E-06	-6.920E-03	-1.978E+00
609	56	86	41.63	5.283E-06	-6.920E-03	-1.978E+00
610	56	85	43.18	5.283E-06	-6.920E-03	-1.978E+00

611	55.5	85	44.33	5.283E-06	-6.920E-03	-1.978E+00
612	55	81	45.38	5.283E-06	-6.920E-03	-1.978E+00
613	54	77	46.14	5.283E-06	-6.920E-03	-1.978E+00
614	53	72	46.39	5.283E-06	-6.920E-03	-1.978E+00
615	52	67	46.34	5.283E-06	-6.920E-03	-1.978E+00
616	49	60	46.24	5.283E-06	-6.920E-03	-1.978E+00
617	46	45	46.14	5.283E-06	-6.920E-03	-1.978E+00
618	45	12	46.05	5.283E-06	-6.920E-03	-1.978E+00
619	44	10	46.13	5.283E-06	-6.920E-03	-1.978E+00
620	44	10	46.49	5.283E-06	-6.920E-03	-1.978E+00
621	45	12	46.78	5.283E-06	-6.920E-03	-1.978E+00
622	46	14	46.81	5.283E-06	-6.920E-03	-1.978E+00
623	47	24	46.95	5.283E-06	-6.920E-03	-1.978E+00
624	49	88	47.37	5.283E-06	-6.920E-03	-1.978E+00
625	50	90	47.62	2.349E-06	-3.713E-03	-1.409E+00
626	51	90	47.58	-5.848E-07	-5.058E-04	-8.401E-01
627	52	90	48	-3.519E-06	2.701E-03	-2.710E-01
628	53	90	48.46	-3.519E-06	2.701E-03	-2.710E-01
629	54	90	48.45	-3.519E-06	2.701E-03	-2.710E-01
630	54	90	48.4	-3.519E-06	2.701E-03	-2.710E-01
631	54	87	48.59	-3.519E-06	2.701E-03	-2.710E-01
632	54	84	49.3	-3.519E-06	2.701E-03	-2.710E-01
633	54	80	50.02	-3.519E-06	2.701E-03	-2.710E-01
634	53.5	77	50.27	-3.519E-06	2.701E-03	-2.710E-01
635	53	76	50	-3.519E-06	2.701E-03	-2.710E-01
636	53	75	49.73	-3.519E-06	2.701E-03	-2.710E-01
637	52	73	49.57	-3.519E-06	2.701E-03	-2.710E-01
638	51	69	49.31	-3.519E-06	2.701E-03	-2.710E-01
639	50	65	49.29	-3.519E-06	2.701E-03	-2.710E-01
640	50	60	49.71	-3.519E-06	2.701E-03	-2.710E-01
641	49	55	50.02	-3.519E-06	2.701E-03	-2.710E-01
642	49	50	50.05	-3.519E-06	2.701E-03	-2.710E-01
643	49	50	50.07	-3.519E-06	2.701E-03	-2.710E-01
644	49.5	60	50.33	-3.519E-06	2.701E-03	-2.710E-01
645	49.5	65	50.75	-3.519E-06	2.701E-03	-2.710E-01
646	50	70	51.03	-3.519E-06	2.701E-03	-2.710E-01
647	50.5	75	51.47	-3.519E-06	2.701E-03	-2.710E-01
648	51	80	51.92	-3.519E-06	2.701E-03	-2.710E-01
649	52	85	51.93	-3.519E-06	2.701E-03	-2.710E-01
650	53	90	51.9	-4.549E-06	3.697E-03	-6.366E-01
651	54	90	51.87	-5.579E-06	4.693E-03	-1.002E+00
652	55	90	51.85	-6.609E-06	5.688E-03	-1.368E+00
653	55	88	51.82	-6.609E-06	5.688E-03	-1.368E+00
654	55	84	51.82	-6.609E-06	5.688E-03	-1.368E+00
655	55	79	52.54	-6.609E-06	5.688E-03	-1.368E+00
656	55	74	53.59	-6.609E-06	5.688E-03	-1.368E+00
657	55	69	54.19	-6.609E-06	5.688E-03	-1.368E+00
658	55	64	54.26	-6.609E-06	5.688E-03	-1.368E+00
659	55	59	54.07	-6.609E-06	5.688E-03	-1.368E+00
660	55	54	53.93	-6.609E-06	5.688E-03	-1.368E+00
661	55	49	53.92	-6.609E-06	5.688E-03	-1.368E+00
662	55	44.5	53.9	-6.609E-06	5.688E-03	-1.368E+00
663	55	39	53.89	-6.609E-06	5.688E-03	-1.368E+00
664	55	34	53.88	-6.609E-06	5.688E-03	-1.368E+00
665	55	27	53.87	-6.609E-06	5.688E-03	-1.368E+00
666	55	18	53.85	-6.609E-06	5.688E-03	-1.368E+00
667	55	8	53.81	-6.609E-06	5.688E-03	-1.368E+00
668	55	6	53.67	-6.609E-06	5.688E-03	-1.368E+00
669	55	13	53.67	-6.609E-06	5.688E-03	-1.368E+00
670	55	27	54.32	-6.609E-06	5.688E-03	-1.368E+00
671	55.5	30	54.88	-6.609E-06	5.688E-03	-1.368E+00
672	56	30	54.87	-6.609E-06	5.688E-03	-1.368E+00
673	57	30	54.86	-6.609E-06	5.688E-03	-1.368E+00
674	58	34	54.75	-6.609E-06	5.688E-03	-1.368E+00
675	59	46	54.28	-5.500E-06	4.582E-03	-7.225E-01
676	59	89	53.84	-4.390E-06	3.477E-03	-7.706E-02
677	59	90	54.02	-3.280E-06	2.371E-03	5.683E-01
678	59	91	54.48	-3.280E-06	2.371E-03	5.683E-01
679	59	91	54.76	-3.280E-06	2.371E-03	5.683E-01
680	60	91	54.84	-3.280E-06	2.371E-03	5.683E-01
681	60	91	54.87	-3.280E-06	2.371E-03	5.683E-01
682	60.5	90	54.9	-3.280E-06	2.371E-03	5.683E-01

683	61	89	54.93	-3.280E-06	2.371E-03	5.683E-01
684	61.5	88	54.97	-3.280E-06	2.371E-03	5.683E-01
685	62	83	55	-3.280E-06	2.371E-03	5.683E-01
686	63	73	55.03	-3.280E-06	2.371E-03	5.683E-01
687	65	70	55.06	-3.280E-06	2.371E-03	5.683E-01
688	66	71	55.1	-3.280E-06	2.371E-03	5.683E-01
689	67	74	55.12	-3.280E-06	2.371E-03	5.683E-01
690	67.5	79	55.15	-3.280E-06	2.371E-03	5.683E-01
691	68	85	55.16	-3.280E-06	2.371E-03	5.683E-01
692	68.5	90	55.18	-3.280E-06	2.371E-03	5.683E-01
693	69	94	55.33	-3.280E-06	2.371E-03	5.683E-01
694	69.5	96	55.85	-3.280E-06	2.371E-03	5.683E-01
695	70	98	56.52	-3.280E-06	2.371E-03	5.683E-01
696	70.5	100	57.05	-3.280E-06	2.371E-03	5.683E-01
697	71	100	57.31	-3.280E-06	2.371E-03	5.683E-01
698	72	100	57.35	-3.280E-06	2.371E-03	5.683E-01
699	72	100	57.34	-3.280E-06	2.371E-03	5.683E-01
700	72	100	57.34	-2.967E-06	2.047E-03	8.641E-01
701	72	100	57.33	-2.653E-06	1.723E-03	1.160E+00
702	72	100	57.33	-2.340E-06	1.399E-03	1.456E+00
703	72	100	57.33	-2.340E-06	1.399E-03	1.456E+00
704	72	100	57.32	-2.340E-06	1.399E-03	1.456E+00
705	72	100	57.31	-2.340E-06	1.399E-03	1.456E+00
706	72	100	57.3	-2.340E-06	1.399E-03	1.456E+00
707	72.5	100	57.39	-2.340E-06	1.399E-03	1.456E+00
708	73	100	57.71	-2.340E-06	1.399E-03	1.456E+00
709	73.5	100	58.14	-2.340E-06	1.399E-03	1.456E+00
710	74	100	58.34	-2.340E-06	1.399E-03	1.456E+00
711	74	100	58.34	-2.340E-06	1.399E-03	1.456E+00
712	74.5	100	58.33	-2.340E-06	1.399E-03	1.456E+00
713	75	100	58.33	-2.340E-06	1.399E-03	1.456E+00
714	75	100	58.32	-2.340E-06	1.399E-03	1.456E+00
715	75	100	58.31	-2.340E-06	1.399E-03	1.456E+00
716	75	100	58.3	-2.340E-06	1.399E-03	1.456E+00
717	75	100	58.3	-2.340E-06	1.399E-03	1.456E+00
718	75	100	58.3	-2.340E-06	1.399E-03	1.456E+00
719	75	100	58.3	-2.340E-06	1.399E-03	1.456E+00
720	75	100	58.48	-2.340E-06	1.399E-03	1.456E+00
721	75	100	58.92	-2.340E-06	1.399E-03	1.456E+00
722	75	100	59.26	-2.340E-06	1.399E-03	1.456E+00
723	75	98	59.34	-2.340E-06	1.399E-03	1.456E+00
724	75	90	59.32	-2.340E-06	1.399E-03	1.456E+00
725	75	34	59.37	-3.622E-06	2.640E-03	9.220E-01
726	74	15	59.67	-4.905E-06	3.881E-03	3.883E-01
727	72	3	60.11	-6.187E-06	5.122E-03	-1.455E-01
728	70	([a])	60.32	-6.187E-06	5.122E-03	-1.455E-01
729	69	([a])	60.3	-6.187E-06	5.122E-03	-1.455E-01
730	68	([a])	60.29	-6.187E-06	5.122E-03	-1.455E-01
731	70.5	53	60.27	-6.187E-06	5.122E-03	-1.455E-01
732	73	80	60.26	-6.187E-06	5.122E-03	-1.455E-01
733	75	88	60.25	-6.187E-06	5.122E-03	-1.455E-01
734	77	94	60.18	-6.187E-06	5.122E-03	-1.455E-01
735	79	97	59.83	-6.187E-06	5.122E-03	-1.455E-01
736	82	97	59.36	-6.187E-06	5.122E-03	-1.455E-01
737	85	98	59.65	-6.187E-06	5.122E-03	-1.455E-01
738	85	98	60.12	-6.187E-06	5.122E-03	-1.455E-01
739	87	97	59.8	-6.187E-06	5.122E-03	-1.455E-01
740	90	95	59.82	-6.187E-06	5.122E-03	-1.455E-01
741	92	90	60.18	-6.187E-06	5.122E-03	-1.455E-01
742	93	88	60.27	-6.187E-06	5.122E-03	-1.455E-01
743	94	86	60.31	-6.187E-06	5.122E-03	-1.455E-01
744	95	83	60.35	-6.187E-06	5.122E-03	-1.455E-01
745	96	79	60.37	-6.187E-06	5.122E-03	-1.455E-01
746	97	74	60.35	-6.187E-06	5.122E-03	-1.455E-01
747	98	68	60.33	-6.187E-06	5.122E-03	-1.455E-01
748	99	62	60.3	-6.187E-06	5.122E-03	-1.455E-01
749	100	54	60.26	-6.187E-06	5.122E-03	-1.455E-01
750	100	30	60.45	-7.791E-06	6.722E-03	-9.485E-01
751	100	22	61.12	-9.395E-06	8.322E-03	-1.752E+00
752	100	20	61.91	-1.100E-05	9.923E-03	-2.555E+00
753	100	22	62.23	-1.100E-05	9.923E-03	-2.555E+00
754	100	30	62.19	-1.100E-05	9.923E-03	-2.555E+00

755	100	65	62.17	-1.100E-05	9.923E-03	-2.555E+00
756	100	76	62.19	-1.100E-05	9.923E-03	-2.555E+00
757	100	80	62.24	-1.100E-05	9.923E-03	-2.555E+00
758	100	78	62.28	-1.100E-05	9.923E-03	-2.555E+00
759	100	72	62.3	-1.100E-05	9.923E-03	-2.555E+00
760	100	54	62.79	-1.100E-05	9.923E-03	-2.555E+00
761	95	30	63.22	-1.100E-05	9.923E-03	-2.555E+00
762	85	12	63.11	-1.100E-05	9.923E-03	-2.555E+00
763	68	([a])	62.97	-1.100E-05	9.923E-03	-2.555E+00
764	57	([a])	62.82	-1.100E-05	9.923E-03	-2.555E+00
765	56	([a])	62.67	-1.100E-05	9.923E-03	-2.555E+00
766	57	([a])	62.52	-1.100E-05	9.923E-03	-2.555E+00
767	57	([a])	62.37	-1.100E-05	9.923E-03	-2.555E+00
768	57	22	62.32	-1.100E-05	9.923E-03	-2.555E+00
769	58	40	62.45	-1.100E-05	9.923E-03	-2.555E+00
770	59	45	62.64	-1.100E-05	9.923E-03	-2.555E+00
771	59	46	62.69	-1.100E-05	9.923E-03	-2.555E+00
772	59.5	45	62.66	-1.100E-05	9.923E-03	-2.555E+00
773	60	33	62.62	-1.100E-05	9.923E-03	-2.555E+00
774	60	0	62.59	-1.100E-05	9.923E-03	-2.555E+00
775	60	([a])	62.55	-1.027E-05	9.176E-03	-2.095E+00
776	60	([a])	62.51	-9.541E-06	8.429E-03	-1.636E+00
777	60	34	62.44	-8.813E-06	7.683E-03	-1.177E+00
778	60	50	62.37	-8.813E-06	7.683E-03	-1.177E+00
779	60	60	62.29	-8.813E-06	7.683E-03	-1.177E+00
780	60	69	62.21	-8.813E-06	7.683E-03	-1.177E+00
781	60	75	62.15	-8.813E-06	7.683E-03	-1.177E+00
782	60	79	62.46	-8.813E-06	7.683E-03	-1.177E+00
783	61	83	63.4	-8.813E-06	7.683E-03	-1.177E+00
784	61	84	63.97	-8.813E-06	7.683E-03	-1.177E+00
785	61	85	63.98	-8.813E-06	7.683E-03	-1.177E+00
786	62	85	63.94	-8.813E-06	7.683E-03	-1.177E+00
787	62	85	63.93	-8.813E-06	7.683E-03	-1.177E+00
788	62	85	63.92	-8.813E-06	7.683E-03	-1.177E+00
789	63	85	63.92	-8.813E-06	7.683E-03	-1.177E+00
790	63	85	63.91	-8.813E-06	7.683E-03	-1.177E+00
791	64	85	64.21	-8.813E-06	7.683E-03	-1.177E+00
792	64	85	64.61	-8.813E-06	7.683E-03	-1.177E+00
793	64	85	64.5	-8.813E-06	7.683E-03	-1.177E+00
794	64	85	64.05	-8.813E-06	7.683E-03	-1.177E+00
795	64	85	63.83	-8.813E-06	7.683E-03	-1.177E+00
796	64	84.5	63.81	-8.813E-06	7.683E-03	-1.177E+00
797	64	84	63.79	-8.813E-06	7.683E-03	-1.177E+00
798	64	83	63.77	-8.813E-06	7.683E-03	-1.177E+00
799	64	82	63.76	-8.813E-06	7.683E-03	-1.177E+00
800	64	81	63.75	-8.873E-06	7.725E-03	-1.104E+00
801	64	77	63.73	-8.933E-06	7.767E-03	-1.032E+00
802	64	72	63.72	-8.993E-06	7.810E-03	-9.592E-01
803	65	67	63.7	-8.993E-06	7.810E-03	-9.592E-01
804	66	64	63.69	-8.993E-06	7.810E-03	-9.592E-01
805	67	60	63.69	-8.993E-06	7.810E-03	-9.592E-01
806	69	62.3	63.68	-8.993E-06	7.810E-03	-9.592E-01
807	72	84	64.1	-8.993E-06	7.810E-03	-9.592E-01
808	73	90.5	64.6	-8.993E-06	7.810E-03	-9.592E-01
809	74	91	64.73	-8.993E-06	7.810E-03	-9.592E-01
810	74	90	64.73	-8.993E-06	7.810E-03	-9.592E-01
811	74	84.5	64.73	-8.993E-06	7.810E-03	-9.592E-01
812	73	74	64.72	-8.993E-06	7.810E-03	-9.592E-01
813	72	66	64.71	-8.993E-06	7.810E-03	-9.592E-01
814	71	60	64.71	-8.993E-06	7.810E-03	-9.592E-01
815	70	54	64.7	-8.993E-06	7.810E-03	-9.592E-01
816	69	50	64.69	-8.993E-06	7.810E-03	-9.592E-01
817	68	49	64.68	-8.993E-06	7.810E-03	-9.592E-01
818	68	48	64.82	-8.993E-06	7.810E-03	-9.592E-01
819	68	48	65.27	-8.993E-06	7.810E-03	-9.592E-01
820	68	48.5	65.65	-8.993E-06	7.810E-03	-9.592E-01
821	68	49	65.71	-8.993E-06	7.810E-03	-9.592E-01
822	68	51	65.72	-8.993E-06	7.810E-03	-9.592E-01
823	68	53.5	65.72	-8.993E-06	7.810E-03	-9.592E-01
824	68	55	65.72	-8.993E-06	7.810E-03	-9.592E-01
825	68	58	65.71	-8.993E-06	7.810E-03	-9.592E-01
826	68	60	65.7	-8.993E-06	7.810E-03	-9.592E-01

827	68	62	65.69	-8.993E-06	7.810E-03	-9.592E-01
828	68	64	65.67	-8.993E-06	7.810E-03	-9.592E-01
829	68	67	65.27	-8.993E-06	7.810E-03	-9.592E-01
830	69	68.5	64.33	-8.993E-06	7.810E-03	-9.592E-01
831	70	70	63.65	-8.993E-06	7.810E-03	-9.592E-01
832	70	70	63.5	-8.993E-06	7.810E-03	-9.592E-01
833	70	70	63.49	-8.993E-06	7.810E-03	-9.592E-01
834	70	70	63.49	-8.993E-06	7.810E-03	-9.592E-01
835	70	70	63.37	-8.993E-06	7.810E-03	-9.592E-01
836	70	70	63.01	-8.993E-06	7.810E-03	-9.592E-01
837	71	66	62.6	-8.993E-06	7.810E-03	-9.592E-01
838	73	64	62.44	-8.993E-06	7.810E-03	-9.592E-01
839	75	64	62.45	-8.993E-06	7.810E-03	-9.592E-01
840	77	98	62.47	-5.933E-06	4.759E-03	5.464E-01
841	79	100	62.5	-2.873E-06	1.709E-03	2.052E+00
842	81	100	62.52	1.865E-07	-1.342E-03	3.558E+00
843	82	100	62.54	1.865E-07	-1.342E-03	3.558E+00
844	83	100	62.57	1.865E-07	-1.342E-03	3.558E+00
845	84	98	62.7	1.865E-07	-1.342E-03	3.558E+00
846	84	94	62.9	1.865E-07	-1.342E-03	3.558E+00
847	85	93	63.11	1.865E-07	-1.342E-03	3.558E+00
848	86	94	63.32	1.865E-07	-1.342E-03	3.558E+00
849	87	98	63.53	1.865E-07	-1.342E-03	3.558E+00
850	89	100	63.74	1.865E-07	-1.342E-03	3.558E+00
851	92	100	62.2	1.865E-07	-1.342E-03	3.558E+00
852	95	100	62.67	1.865E-07	-1.342E-03	3.558E+00
853	97.5	100	63.19	1.865E-07	-1.342E-03	3.558E+00
854	100	100	63.62	1.865E-07	-1.342E-03	3.558E+00
855	100	100	64.06	1.865E-07	-1.342E-03	3.558E+00
856	100	100	64.19	6.218E-08	-4.474E-04	1.186E+00
857	100	100	63.87	-6.218E-08	4.474E-04	-1.186E+00
858	100	97	63.38	-1.865E-07	1.342E-03	-3.558E+00
859	96	([a])	62.62	-1.865E-07	1.342E-03	-3.558E+00
860	94	([a])	61.32	-1.865E-07	1.342E-03	-3.558E+00
861	91	([a])	59.72	-1.865E-07	1.342E-03	-3.558E+00
862	88	([a])	58.3	-1.865E-07	1.342E-03	-3.558E+00
863	86	([a])	57.08	-1.865E-07	1.342E-03	-3.558E+00
864	84	([a])	55.85	-1.865E-07	1.342E-03	-3.558E+00
865	82	([a])	54.61	-1.865E-07	1.342E-03	-3.558E+00
866	79	([a])	53.36	-1.865E-07	1.342E-03	-3.558E+00
867	77	([a])	52.1	-1.865E-07	1.342E-03	-3.558E+00
868	75	([a])	50.74	-1.865E-07	1.342E-03	-3.558E+00
869	73	([a])	49.34	-1.865E-07	1.342E-03	-3.558E+00
870	72	([a])	48.05	-1.865E-07	1.342E-03	-3.558E+00
871	72	([a])	46.82	-1.865E-07	1.342E-03	-3.558E+00
872	72	([a])	45.61	-1.865E-07	1.342E-03	-3.558E+00
873	71	8	44.37	-1.865E-07	1.342E-03	-3.558E+00
874	68	9	43.06	-1.865E-07	1.342E-03	-3.558E+00
875	64	([a])	41.65	-1.865E-07	1.342E-03	-3.558E+00
876	58	([a])	40.32	-1.865E-07	1.342E-03	-3.558E+00
877	56	53	39.28	-1.865E-07	1.342E-03	-3.558E+00
878	56	67	38.4	-1.865E-07	1.342E-03	-3.558E+00
879	56	70	37.3	-1.865E-07	1.342E-03	-3.558E+00
880	56	67	35.79	-1.865E-07	1.342E-03	-3.558E+00
881	55	60	34.14	-1.865E-07	1.342E-03	-3.558E+00
882	54	60	32.69	-1.865E-07	1.342E-03	-3.558E+00
883	49	75	31.38	-1.865E-07	1.342E-03	-3.558E+00
884	38	80	29.63	-1.865E-07	1.342E-03	-3.558E+00
885	30	78	27.22	-1.865E-07	1.342E-03	-3.558E+00
886	25	53	25.01	-1.865E-07	1.342E-03	-3.558E+00
887	18	32	23.09	-1.865E-07	1.342E-03	-3.558E+00
888	14	16	20.23	-1.865E-07	1.342E-03	-3.558E+00
889	9	3	17.2	-1.865E-07	1.342E-03	-3.558E+00
890	5	([a])	12.61	-1.865E-07	1.342E-03	-3.558E+00
891	1	([a])	7.43	-1.865E-07	1.342E-03	-3.558E+00
892	0	0	2.81	-1.865E-07	1.342E-03	-3.558E+00
893	0	0	0	-1.865E-07	1.342E-03	-3.558E+00
900	0	0	0	-1.865E-07	1.342E-03	-3.558E+00
901	0	0	0	8.801E-06	-7.855E-03	-7.493E-01
902	0	0	0	1.779E-05	-1.705E-02	2.059E+00
903	0	0	0	2.678E-05	-2.625E-02	4.867E+00
919	0	0	0	2.678E-05	-2.625E-02	4.867E+00

920	4.5	47	2.63	2.678E-05	-2.625E-02	4.867E+00
921	12	85	4.93	2.678E-05	-2.625E-02	4.867E+00
922	30	97	7.24	2.678E-05	-2.625E-02	4.867E+00
923	42	100	9.73	2.678E-05	-2.625E-02	4.867E+00
924	51	100	11.91	2.678E-05	-2.625E-02	4.867E+00
925	54	100	14.16	2.678E-05	-2.625E-02	4.867E+00
926	54	97	16.04	2.678E-05	-2.625E-02	4.867E+00
927	52	90	17.98	2.678E-05	-2.625E-02	4.867E+00
928	48	75	20.21	2.678E-05	-2.625E-02	4.867E+00
929	44	57	22.03	2.678E-05	-2.625E-02	4.867E+00
930	37	47	22.35	8.925E-06	-8.749E-03	1.622E+00
931	29	40	21.52	-8.925E-06	8.749E-03	-1.622E+00
932	24	34	20.04	-2.678E-05	2.625E-02	-4.867E+00
933	21	27	18.29	-2.678E-05	2.625E-02	-4.867E+00
934	22	24	16.4	-2.678E-05	2.625E-02	-4.867E+00
935	22.5	22	14.4	-2.678E-05	2.625E-02	-4.867E+00
936	20	16	12.23	-2.678E-05	2.625E-02	-4.867E+00
937	15	7	9.84	-2.678E-05	2.625E-02	-4.867E+00
938	10	0	8.55	-2.678E-05	2.625E-02	-4.867E+00
939	5	([a])	7.56	-2.678E-05	2.625E-02	-4.867E+00
940	2	([a])	6.14	-2.678E-05	2.625E-02	-4.867E+00
941	1	([a])	2.6	-2.678E-05	2.625E-02	-4.867E+00
942	0	0	0	-2.678E-05	2.625E-02	-4.867E+00
943	0	0	0	-2.678E-05	2.625E-02	-4.867E+00
944	0	0	0	-1.658E-05	1.607E-02	-3.386E+00
945	1	0	1.06	-6.376E-06	5.889E-03	-1.905E+00
946	5	20	2.16	3.823E-06	-4.291E-03	-4.241E-01
947	15	43	3.3	3.823E-06	-4.291E-03	-4.241E-01
948	28	52	4.37	3.823E-06	-4.291E-03	-4.241E-01
949	34	64	5.42	3.823E-06	-4.291E-03	-4.241E-01
950	37	74	6.47	3.823E-06	-4.291E-03	-4.241E-01
951	37.5	90	7.51	3.823E-06	-4.291E-03	-4.241E-01
952	37	56	8.55	3.823E-06	-4.291E-03	-4.241E-01
953	36	27	9.55	3.823E-06	-4.291E-03	-4.241E-01
954	35	([a])	10.25	3.823E-06	-4.291E-03	-4.241E-01
955	33	([a])	10.78	3.823E-06	-4.291E-03	-4.241E-01
956	29	([a])	11.16	3.823E-06	-4.291E-03	-4.241E-01
957	29	([a])	11.76	3.823E-06	-4.291E-03	-4.241E-01
958	29	([a])	12.59	3.823E-06	-4.291E-03	-4.241E-01
959	34	30	13.8	3.823E-06	-4.291E-03	-4.241E-01
960	38	75	14.85	3.823E-06	-4.291E-03	-4.241E-01
961	34	70	15.59	3.823E-06	-4.291E-03	-4.241E-01
962	31	25	16.2	3.823E-06	-4.291E-03	-4.241E-01
963	28	([a])	16.82	3.823E-06	-4.291E-03	-4.241E-01
964	26	([a])	17.55	3.823E-06	-4.291E-03	-4.241E-01
965	24	([a])	17.91	3.823E-06	-4.291E-03	-4.241E-01
966	23	4	18.08	3.823E-06	-4.291E-03	-4.241E-01
967	23	22	18.1	3.823E-06	-4.291E-03	-4.241E-01
968	24	30	18.31	3.823E-06	-4.291E-03	-4.241E-01
969	23	32	18.67	3.823E-06	-4.291E-03	-4.241E-01
970	22	25	19.23	7.198E-06	-7.629E-03	2.015E+00
971	18	18	19.69	1.057E-05	-1.097E-02	4.453E+00
972	16	14	20.02	1.395E-05	-1.430E-02	6.892E+00
973	15	10	19.94	1.395E-05	-1.430E-02	6.892E+00
974	15	0	19.8	1.395E-05	-1.430E-02	6.892E+00
975	15	([a])	19.69	1.395E-05	-1.430E-02	6.892E+00
976	15	([a])	19.76	1.395E-05	-1.430E-02	6.892E+00
977	18	([a])	19.93	1.395E-05	-1.430E-02	6.892E+00
978	25	40	20.24	1.395E-05	-1.430E-02	6.892E+00
979	37	90	20.69	1.395E-05	-1.430E-02	6.892E+00
980	46	90	21.23	1.395E-05	-1.430E-02	6.892E+00
981	49	90	21.78	1.395E-05	-1.430E-02	6.892E+00
982	49	90	22.15	1.395E-05	-1.430E-02	6.892E+00
983	49	85	22.33	1.395E-05	-1.430E-02	6.892E+00
984	47	77	22.36	1.395E-05	-1.430E-02	6.892E+00
985	44	59	22.36	4.650E-06	-4.768E-03	2.297E+00
986	43	36	22.33	-4.650E-06	4.768E-03	-2.297E+00
987	42	13	22.15	-1.395E-05	1.430E-02	-6.892E+00
988	40	([a])	21.91	-1.395E-05	1.430E-02	-6.892E+00
989	41	65	21.62	-1.395E-05	1.430E-02	-6.892E+00
990	44	65	21.32	-1.395E-05	1.430E-02	-6.892E+00
991	45	65	21.01	-1.395E-05	1.430E-02	-6.892E+00

992	45	62	20.7	-1.395E-05	1.430E-02	-6.892E+00
993	44	56	20.48	-1.395E-05	1.430E-02	-6.892E+00
994	42	46	20.31	-1.395E-05	1.430E-02	-6.892E+00
995	41	36	20.13	-1.395E-05	1.430E-02	-6.892E+00
996	39	20	19.86	-1.395E-05	1.430E-02	-6.892E+00
997	38	4	19.49	-1.395E-05	1.430E-02	-6.892E+00
998	37	33	19.11	-1.395E-05	1.430E-02	-6.892E+00
999	38	39	18.71	-1.395E-05	1.430E-02	-6.892E+00
1,000	36	40	18.3	-1.395E-05	1.430E-02	-6.892E+00
1,001	35	40	17.86	-1.395E-05	1.430E-02	-6.892E+00
1,002	33	39	17.39	-1.395E-05	1.430E-02	-6.892E+00
1,003	30	36	16.86	-1.395E-05	1.430E-02	-6.892E+00
1,004	27	33	16.31	-1.395E-05	1.430E-02	-6.892E+00
1,005	22	24	15.75	-1.395E-05	1.430E-02	-6.892E+00
1,006	21	([a])	15.24	-1.395E-05	1.430E-02	-6.892E+00
1,007	20	([a])	14.73	-1.395E-05	1.430E-02	-6.892E+00
1,008	18	([a])	14.23	-1.395E-05	1.430E-02	-6.892E+00
1,009	17	28	13.73	-1.395E-05	1.430E-02	-6.892E+00
1,010	16	5	12.79	-1.395E-05	1.430E-02	-6.892E+00
1,011	14	([a])	11.11	-1.395E-05	1.430E-02	-6.892E+00
1,012	12	([a])	9.43	-1.395E-05	1.430E-02	-6.892E+00
1,013	9	([a])	7.75	-1.395E-05	1.430E-02	-6.892E+00
1,014	7	([a])	6.07	-1.395E-05	1.430E-02	-6.892E+00
1,015	5	([a])	4.39	-4.650E-06	4.768E-03	-2.297E+00
1,016	4	([a])	2.71	4.650E-06	-4.768E-03	2.297E+00
1,017	3	([a])	1.03	1.395E-05	-1.430E-02	6.892E+00
1,018	2	([a])	0.19	1.395E-05	-1.430E-02	6.892E+00
1,019	0	0	0	1.395E-05	-1.430E-02	6.892E+00
1,020	0	0	0	1.395E-05	-1.430E-02	6.892E+00
1,021	0	0	0	1.458E-05	-1.532E-02	5.630E+00
1,022	0	0	0	1.520E-05	-1.634E-02	4.368E+00
1,023	0	0	0	1.583E-05	-1.736E-02	3.105E+00
1,024	0	0	0	1.583E-05	-1.736E-02	3.105E+00
1,025	2	7	3.25	1.583E-05	-1.736E-02	3.105E+00
1,026	6	15	5.47	1.583E-05	-1.736E-02	3.105E+00
1,027	10	28	6.71	1.583E-05	-1.736E-02	3.105E+00
1,028	11	26	6.71	1.583E-05	-1.736E-02	3.105E+00
1,029	10	10	6.71	5.277E-06	-5.787E-03	1.035E+00
1,030	8	3	6.55	-5.277E-06	5.787E-03	-1.035E+00
1,031	5	0	6.01	-1.583E-05	1.736E-02	-3.105E+00
1,032	2	0	5.15	-1.583E-05	1.736E-02	-3.105E+00
1,033	0	0	3.9	-1.583E-05	1.736E-02	-3.105E+00
1,034	0	0	2.19	-1.583E-05	1.736E-02	-3.105E+00
1,035	0	0	0	-5.277E-06	5.787E-03	-1.035E+00
1,036	0	0	0	5.277E-06	-5.787E-03	1.035E+00
1,037	0	0	0	1.583E-05	-1.736E-02	3.105E+00
1,060	0	0	0	1.583E-05	-1.736E-02	3.105E+00
1,061	4	5	1.95	1.583E-05	-1.736E-02	3.105E+00
1,062	11	35	3.7	1.583E-05	-1.736E-02	3.105E+00
1,063	21	73	5.53	1.583E-05	-1.736E-02	3.105E+00
1,064	25	86	7.22	1.583E-05	-1.736E-02	3.105E+00
1,065	26	90	8.64	1.583E-05	-1.736E-02	3.105E+00
1,066	25	90	10.33	1.583E-05	-1.736E-02	3.105E+00
1,067	23	83	11.18	5.277E-06	-5.787E-03	1.035E+00
1,068	20	32	10.57	-5.277E-06	5.787E-03	-1.035E+00
1,069	16	([a])	9.33	-1.583E-05	1.736E-02	-3.105E+00
1,070	14	([a])	7.87	-1.583E-05	1.736E-02	-3.105E+00
1,071	10	([a])	6.27	-1.583E-05	1.736E-02	-3.105E+00
1,072	7	([a])	4.58	-1.583E-05	1.736E-02	-3.105E+00
1,073	3	([a])	3.81	-1.583E-05	1.736E-02	-3.105E+00
1,074	1	([a])	2.35	-1.583E-05	1.736E-02	-3.105E+00
1,075	0	0	0	-1.583E-05	1.736E-02	-3.105E+00
1,076	0	0	0	-6.540E-06	7.597E-03	-2.563E+00
1,077	0	0	0	2.749E-06	-2.167E-03	-2.021E+00
1,078	0	0	0	1.204E-05	-1.193E-02	-1.480E+00
1,097	0	0	0	1.204E-05	-1.193E-02	-1.480E+00
1,098	1	3	1.35	1.204E-05	-1.193E-02	-1.480E+00
1,099	3	6	3.37	1.204E-05	-1.193E-02	-1.480E+00
1,100	6	13	6.4	1.204E-05	-1.193E-02	-1.480E+00
1,101	9	14	8.47	1.204E-05	-1.193E-02	-1.480E+00
1,102	12	16	9.57	1.204E-05	-1.193E-02	-1.480E+00
1,103	15	28	10.19	1.204E-05	-1.193E-02	-1.480E+00

1,104	18	60	10.35	1.204E-05	-1.193E-02	-1.480E+00
1,105	20	47	10.46	1.204E-05	-1.193E-02	-1.480E+00
1,106	21	31	10.11	1.204E-05	-1.193E-02	-1.480E+00
1,107	21	15	9.12	1.204E-05	-1.193E-02	-1.480E+00
1,108	20	([a])	7.81	1.133E-05	-1.140E-02	1.667E-01
1,109	20	([a])	7.87	1.062E-05	-1.087E-02	1.813E+00
1,110	20	([a])	9.57	9.917E-06	-1.035E-02	3.459E+00
1,111	20	70	9.75	9.917E-06	-1.035E-02	3.459E+00
1,112	21	83	9.84	9.917E-06	-1.035E-02	3.459E+00
1,113	22	84	9.96	9.917E-06	-1.035E-02	3.459E+00
1,114	22	83	10.13	3.306E-06	-3.449E-03	1.153E+00
1,115	18	78	9.36	-3.306E-06	3.449E-03	-1.153E+00
1,116	14	68	8.8	-9.917E-06	1.035E-02	-3.459E+00
1,117	8	10	7.67	-9.917E-06	1.035E-02	-3.459E+00
1,118	4	4	6.08	-9.917E-06	1.035E-02	-3.459E+00
1,119	1	0	4.03	-9.917E-06	1.035E-02	-3.459E+00
1,120	0	0	0	-3.306E-06	3.449E-03	-1.153E+00
1,121	0	0	0	3.306E-06	-3.449E-03	1.153E+00
1,122	0	0	0	9.917E-06	-1.035E-02	3.459E+00
1,125	0	1	0	9.917E-06	-1.035E-02	3.459E+00
1,126	1	5	3.25	9.917E-06	-1.035E-02	3.459E+00
1,127	5	18	5.47	9.917E-06	-1.035E-02	3.459E+00
1,128	9	19	6.71	9.917E-06	-1.035E-02	3.459E+00
1,129	12	18	6.71	9.917E-06	-1.035E-02	3.459E+00
1,130	12	15	6.71	9.917E-06	-1.035E-02	3.459E+00
1,131	9	10	6.55	9.917E-06	-1.035E-02	3.459E+00
1,132	5	5	6.01	9.917E-06	-1.035E-02	3.459E+00
1,133	2	2	5.15	9.917E-06	-1.035E-02	3.459E+00
1,134	0	0	3.9	9.917E-06	-1.035E-02	3.459E+00
1,135	0	0	2.19	9.917E-06	-1.035E-02	3.459E+00
1,136	0	0	0	6.611E-06	-6.897E-03	2.306E+00
1,137	0	0	0	3.306E-06	-3.449E-03	1.153E+00
1,138	0	0	0	0	0	0
1,167	0	0	0	0	0	0

[a]Closed throttle motoring.

(c) The following transient test interval applies for compression-ignition engines and powertrains when testing over the duty cycle specified in § 1036.512:

Table 2 of Appendix B—Transient Test Interval for Compression-Ignition Engines and Powertrains Under § 1036.512

Record (seconds)	Engine testing		Powertrain testing			
	Normalized revolutions per minute (percent)	Normalized torque (percent)	Vehicle speed (mi/hr)	Road grade coefficients		
				a	*b*	*c*
1	0	0	0	0	0	0
2	0	0	0	1.248E-05	-1.073E-02	1.064E+00
3	0	0	0	1.872E-05	-1.609E-02	1.596E+00
24	0	0	0	1.872E-05	-1.609E-02	1.596E+00
25	0	3.67	0	1.872E-05	-1.609E-02	1.596E+00
26	0	47.69	0	1.872E-05	-1.609E-02	1.596E+00
27	2.78	59.41	0.33	1.872E-05	-1.609E-02	1.596E+00
28	8.12	84.54	1.67	1.872E-05	-1.609E-02	1.596E+00
29	13.95	80	2.83	1.872E-05	-1.609E-02	1.596E+00
30	29.9	80	4.02	1.872E-05	-1.609E-02	1.596E+00
31	33.87	79.29	5.64	1.872E-05	-1.609E-02	1.596E+00
32	27.86	38.25	7.39	1.872E-05	-1.609E-02	1.596E+00
33	19.63	26.67	8.83	1.872E-05	-1.609E-02	1.596E+00
34	26.79	15.1	9.15	1.872E-05	-1.609E-02	1.596E+00
35	19.85	16.47	9.7	1.872E-05	-1.609E-02	1.596E+00
36	17.51	28.05	11.37	1.872E-05	-1.609E-02	1.596E+00
37	17.86	20.38	13.04	1.872E-05	-1.609E-02	1.596E+00
38	16.37	([a])	14.74	1.872E-05	-1.609E-02	1.596E+00
39	5.85	([a])	16.41	2.033E-05	-1.775E-02	3.890E+00
40	14.13	([a])	16.85	2.194E-05	-1.941E-02	6.184E+00
41	21.1	([a])	16.09	2.356E-05	-2.107E-02	8.477E+00
42	15.63	([a])	15.23	2.356E-05	-2.107E-02	8.477E+00
43	12.67	62.52	14.22	2.356E-05	-2.107E-02	8.477E+00
44	14.86	69.36	13.02	2.356E-05	-2.107E-02	8.477E+00
45	24.79	60	12.47	2.356E-05	-2.107E-02	8.477E+00
46	33.06	63.79	13.05	2.356E-05	-2.107E-02	8.477E+00
47	42.29	75.36	14.26	2.356E-05	-2.107E-02	8.477E+00
48	48.9	80	15.09	2.356E-05	-2.107E-02	8.477E+00
49	51.52	80	15.42	2.356E-05	-2.107E-02	8.477E+00
50	48.24	79.92	15.96	2.356E-05	-2.107E-02	8.477E+00
51	51.79	65.03	16.58	2.356E-05	-2.107E-02	8.477E+00
52	52.37	43.23	17.61	2.356E-05	-2.107E-02	8.477E+00
53	56.14	50	18.33	2.356E-05	-2.107E-02	8.477E+00
54	62.35	50	18.65	2.356E-05	-2.107E-02	8.477E+00
55	64.29	42.05	19.67	2.356E-05	-2.107E-02	8.477E+00
56	67.69	40	20.47	2.356E-05	-2.107E-02	8.477E+00
57	75.2	42.2	20.57	2.356E-05	-2.107E-02	8.477E+00
58	74.88	41.28	20.68	2.356E-05	-2.107E-02	8.477E+00
59	71.92	([a])	21.56	2.356E-05	-2.107E-02	8.477E+00
60	71.88	([a])	23.19	2.356E-05	-2.107E-02	8.477E+00
61	69.64	([a])	23.64	7.852E-06	-7.024E-03	2.826E+00
62	71.24	([a])	22.75	-7.852E-06	7.024E-03	-2.826E+00
63	71.72	30.54	21.81	-2.356E-05	2.107E-02	-8.477E+00
64	76.41	42.12	20.79	-2.356E-05	2.107E-02	-8.477E+00
65	73.02	50	19.86	-2.356E-05	2.107E-02	-8.477E+00
66	69.64	50	19.18	-2.356E-05	2.107E-02	-8.477E+00
67	72.09	43.16	18.75	-2.356E-05	2.107E-02	-8.477E+00
68	82.23	73.65	18.43	-2.356E-05	2.107E-02	-8.477E+00
69	78.58	([a])	18.61	-2.356E-05	2.107E-02	-8.477E+00
70	75	([a])	19.11	-2.356E-05	2.107E-02	-8.477E+00
71	75	([a])	18.76	-2.356E-05	2.107E-02	-8.477E+00
72	72.47	([a])	17.68	-2.356E-05	2.107E-02	-8.477E+00
73	62.91	([a])	16.46	-2.356E-05	2.107E-02	-8.477E+00
74	58.93	13.57	15.06	-2.356E-05	2.107E-02	-8.477E+00
75	55.56	29.43	13.41	-2.356E-05	2.107E-02	-8.477E+00
76	57.14	20	11.91	-2.356E-05	2.107E-02	-8.477E+00
77	56.68	17.42	11.09	-2.356E-05	2.107E-02	-8.477E+00
78	53.88	10	10.9	-2.356E-05	2.107E-02	-8.477E+00
79	50.76	10	11.4	-2.356E-05	2.107E-02	-8.477E+00

80	50	([a])	12.38	-2.356E-05	2.107E-02	-8.477E+00
81	46.83	([a])	13.02	-2.356E-05	2.107E-02	-8.477E+00
82	35.63	10	12.3	-2.356E-05	2.107E-02	-8.477E+00
83	32.48	10	10.32	-2.356E-05	2.107E-02	-8.477E+00
84	26.79	10	9.7	-2.356E-05	2.107E-02	-8.477E+00
85	24.94	10	11.05	-2.356E-05	2.107E-02	-8.477E+00
86	23.21	16.74	11.88	-2.356E-05	2.107E-02	-8.477E+00
87	24.7	3.36	12.21	-2.356E-05	2.107E-02	-8.477E+00
88	25	([a])	13.29	-2.356E-05	2.107E-02	-8.477E+00
89	24.47	([a])	13.73	-2.356E-05	2.107E-02	-8.477E+00
90	18.71	([a])	12.77	-2.356E-05	2.107E-02	-8.477E+00
91	10.85	([a])	11.46	-2.356E-05	2.107E-02	-8.477E+00
92	3.4	([a])	9.84	-2.356E-05	2.107E-02	-8.477E+00
93	0	0	7.62	-2.356E-05	2.107E-02	-8.477E+00
94	0	0	3.57	-2.356E-05	2.107E-02	-8.477E+00
95	0	0.91	1.33	-2.356E-05	2.107E-02	-8.477E+00
96	0	7.52	0	-2.356E-05	2.107E-02	-8.477E+00
97	0	0	0	-2.356E-05	2.107E-02	-8.477E+00
99	0	0	0	-2.356E-05	2.107E-02	-8.477E+00
100	0	0	0	-9.275E-06	8.450E-03	-4.643E+00
101	0	0	0	5.004E-06	-4.171E-03	-8.092E-01
102	0	0	0	1.928E-05	-1.679E-02	3.025E+00
128	0	0	0	1.928E-05	-1.679E-02	3.025E+00
129	1.58	([a])	0	1.928E-05	-1.679E-02	3.025E+00
130	1.43	([a])	0	1.928E-05	-1.679E-02	3.025E+00
131	0	0	0	1.928E-05	-1.679E-02	3.025E+00
132	0	0	0	1.928E-05	-1.679E-02	3.025E+00
133	1.91	9.28	0	1.928E-05	-1.679E-02	3.025E+00
134	2.75	0	0	1.928E-05	-1.679E-02	3.025E+00
135	0	0	0	1.928E-05	-1.679E-02	3.025E+00
146	0	0	0	1.928E-05	-1.679E-02	3.025E+00
147	0	5.51	0	1.928E-05	-1.679E-02	3.025E+00
148	0	11.34	0	1.928E-05	-1.679E-02	3.025E+00
149	0	0	0	1.928E-05	-1.679E-02	3.025E+00
157	0	0	0	1.928E-05	-1.679E-02	3.025E+00
158	0	0.21	0	1.928E-05	-1.679E-02	3.025E+00
159	0	30	0	1.928E-05	-1.679E-02	3.025E+00
160	0	26.78	0	1.928E-05	-1.679E-02	3.025E+00
161	0	20	0	1.928E-05	-1.679E-02	3.025E+00
162	0	20	0	1.928E-05	-1.679E-02	3.025E+00
163	0	4.12	0	1.928E-05	-1.679E-02	3.025E+00
164	0	0	0	1.928E-05	-1.679E-02	3.025E+00
183	0	0	0	1.928E-05	-1.679E-02	3.025E+00
184	0	20	0	1.928E-05	-1.679E-02	3.025E+00
185	0	20	0	1.928E-05	-1.679E-02	3.025E+00
186	0	11.73	0	1.928E-05	-1.679E-02	3.025E+00
187	0	0	0	1.928E-05	-1.679E-02	3.025E+00
213	0	0	0	1.928E-05	-1.679E-02	3.025E+00
214	0	73.41	0	1.928E-05	-1.679E-02	3.025E+00
215	0	90	0	1.928E-05	-1.679E-02	3.025E+00
216	27.95	81.3	0	1.928E-05	-1.679E-02	3.025E+00
217	36.74	90	2.8	1.928E-05	-1.679E-02	3.025E+00
218	39.29	90	5.59	1.928E-05	-1.679E-02	3.025E+00
219	41.44	90	8.39	1.928E-05	-1.679E-02	3.025E+00
220	45.57	82.41	11.19	1.928E-05	-1.679E-02	3.025E+00
221	59.52	80	14.3	1.928E-05	-1.679E-02	3.025E+00
222	66.99	90	16.03	1.928E-05	-1.679E-02	3.025E+00
223	80.22	90	17.3	1.928E-05	-1.679E-02	3.025E+00
224	86.41	93.88	19.72	1.928E-05	-1.679E-02	3.025E+00
225	86.53	50.94	23.18	1.928E-05	-1.679E-02	3.025E+00
226	84.46	17.02	25.27	1.928E-05	-1.679E-02	3.025E+00
227	88.54	28.6	26.91	1.928E-05	-1.679E-02	3.025E+00
228	89.29	39.83	28.89	1.928E-05	-1.679E-02	3.025E+00
229	89.29	30	29.43	1.928E-05	-1.679E-02	3.025E+00
230	89.29	26.69	29.5	1.928E-05	-1.679E-02	3.025E+00
231	90.16	20	30.49	1.928E-05	-1.679E-02	3.025E+00
232	89.92	20	32.02	1.928E-05	-1.679E-02	3.025E+00
233	89.29	36.06	32.91	1.928E-05	-1.679E-02	3.025E+00
234	85.86	40	32.55	1.928E-05	-1.679E-02	3.025E+00
235	85.51	30	32.26	1.928E-05	-1.679E-02	3.025E+00
236	84.42	32.75	32.65	1.928E-05	-1.679E-02	3.025E+00
237	86.48	35.68	33.5	1.928E-05	-1.679E-02	3.025E+00

238	88.55	30	34.96	1.928E-05	-1.679E-02	3.025E+00
239	89.29	44.93	36.44	1.928E-05	-1.679E-02	3.025E+00
240	90.9	50	36.95	6.428E-06	-5.597E-03	1.008E+00
241	77.27	([a])	37.02	-6.428E-06	5.597E-03	-1.008E+00
242	56.75	([a])	36.97	-1.928E-05	1.679E-02	-3.025E+00
243	50	([a])	36.37	-1.928E-05	1.679E-02	-3.025E+00
244	41.07	([a])	35.56	-1.928E-05	1.679E-02	-3.025E+00
245	37.38	45.18	34.72	-1.928E-05	1.679E-02	-3.025E+00
246	34.21	78.47	33.84	-1.928E-05	1.679E-02	-3.025E+00
247	32.13	80	33.4	-1.928E-05	1.679E-02	-3.025E+00
248	27.71	80	32.93	-1.928E-05	1.679E-02	-3.025E+00
249	22.64	80	31.98	-1.928E-05	1.679E-02	-3.025E+00
250	20.58	60.97	30.98	-1.928E-05	1.679E-02	-3.025E+00
251	16.25	27.34	29.91	-1.928E-05	1.679E-02	-3.025E+00
252	11.46	43.71	28.73	-1.928E-05	1.679E-02	-3.025E+00
253	9.02	68.95	27.34	-1.928E-05	1.679E-02	-3.025E+00
254	3.38	68.95	25.85	-1.928E-05	1.679E-02	-3.025E+00
255	1.32	44.28	24.49	-1.928E-05	1.679E-02	-3.025E+00
256	0	0	23.19	-1.928E-05	1.679E-02	-3.025E+00
257	0	0	21.87	-1.928E-05	1.679E-02	-3.025E+00
258	0	0	17.39	-1.928E-05	1.679E-02	-3.025E+00
259	0	0	12.92	-1.928E-05	1.679E-02	-3.025E+00
260	0	0	8.45	-1.928E-05	1.679E-02	-3.025E+00
261	0	0	3.97	-1.928E-05	1.679E-02	-3.025E+00
262	0	0	0	-1.928E-05	1.679E-02	-3.025E+00
263	0	24.97	0	-1.928E-05	1.679E-02	-3.025E+00
264	0	17.16	0	-1.928E-05	1.679E-02	-3.025E+00
265	0	6.2	0	-6.926E-06	5.240E-03	8.504E-01
266	0	10	0	5.431E-06	-6.313E-03	4.726E+00
267	0	10	0	1.779E-05	-1.787E-02	8.601E+00
268	0	0	0	1.779E-05	-1.787E-02	8.601E+00
320	0	0	0	1.779E-05	-1.787E-02	8.601E+00
321	0	15.55	0	1.779E-05	-1.787E-02	8.601E+00
322	0	20	0	1.779E-05	-1.787E-02	8.601E+00
323	21.59	19.08	1.2	1.779E-05	-1.787E-02	8.601E+00
324	20.54	10	2.18	1.779E-05	-1.787E-02	8.601E+00
325	10.32	1.86	2.88	1.779E-05	-1.787E-02	8.601E+00
326	6.13	([a])	3	1.779E-05	-1.787E-02	8.601E+00
327	5.36	([a])	2.28	1.779E-05	-1.787E-02	8.601E+00
328	0.64	([a])	0	1.779E-05	-1.787E-02	8.601E+00
329	0	0	0	1.779E-05	-1.787E-02	8.601E+00
374	0	0	0	1.779E-05	-1.787E-02	8.601E+00
375	0	0	0	2.077E-05	-1.947E-02	7.751E+00
376	0	0	0	2.376E-05	-2.108E-02	6.900E+00
377	0	29.59	0	2.674E-05	-2.269E-02	6.050E+00
378	-1.34	87.46	0	2.674E-05	-2.269E-02	6.050E+00
379	7.93	100	1.15	2.674E-05	-2.269E-02	6.050E+00
380	41.11	100	3.82	2.674E-05	-2.269E-02	6.050E+00
381	68.65	100	6.11	2.674E-05	-2.269E-02	6.050E+00
382	71.43	100	10	2.674E-05	-2.269E-02	6.050E+00
383	73.34	94.64	14.52	2.674E-05	-2.269E-02	6.050E+00
384	76.24	83.07	18.09	2.674E-05	-2.269E-02	6.050E+00
385	78.3	88.51	20.64	2.674E-05	-2.269E-02	6.050E+00
386	82.14	79.83	22.36	2.674E-05	-2.269E-02	6.050E+00
387	82.14	61.66	23.7	2.674E-05	-2.269E-02	6.050E+00
388	84.45	66.77	24.8	2.674E-05	-2.269E-02	6.050E+00
389	91.86	60	25.26	2.674E-05	-2.269E-02	6.050E+00
390	94.64	72.76	25.44	2.674E-05	-2.269E-02	6.050E+00
391	97.48	8.43	25.57	2.674E-05	-2.269E-02	6.050E+00
392	99.92	([a])	25.79	2.674E-05	-2.269E-02	6.050E+00
393	73.21	([a])	25.8	2.674E-05	-2.269E-02	6.050E+00
394	70.83	([a])	24.98	2.674E-05	-2.269E-02	6.050E+00
395	63.53	([a])	23.7	2.674E-05	-2.269E-02	6.050E+00
396	61.46	([a])	22.23	2.674E-05	-2.269E-02	6.050E+00
397	69.96	49.17	20.51	2.674E-05	-2.269E-02	6.050E+00
398	73.21	70	18.44	2.674E-05	-2.269E-02	6.050E+00
399	72.01	69.46	18.19	2.674E-05	-2.269E-02	6.050E+00
400	82.9	60	21.27	2.674E-05	-2.269E-02	6.050E+00
401	87.04	60	23.53	2.674E-05	-2.269E-02	6.050E+00
402	88.35	60	23.88	2.674E-05	-2.269E-02	6.050E+00
403	89.95	60	24.03	2.674E-05	-2.269E-02	6.050E+00
404	92.57	43.17	24.17	2.228E-05	-1.969E-02	5.457E+00

405	92.86	10.04	24.3	1.781E-05	-1.670E-02	4.864E+00
406	71.98	20	24.09	1.335E-05	-1.370E-02	4.271E+00
407	74.44	20	24.97	1.335E-05	-1.370E-02	4.271E+00
408	72.38	15.29	25.32	4.449E-06	-4.566E-03	1.424E+00
409	71.43	10	24.15	-4.449E-06	4.566E-03	-1.424E+00
410	68.63	(a)	23.14	-1.335E-05	1.370E-02	-4.271E+00
411	66.17	(a)	22.38	-1.335E-05	1.370E-02	-4.271E+00
412	63.93	(a)	21.58	-1.335E-05	1.370E-02	-4.271E+00
413	63.02	(a)	20.06	-1.335E-05	1.370E-02	-4.271E+00
414	69.64	(a)	18.29	-1.335E-05	1.370E-02	-4.271E+00
415	71.69	1.45	16.16	-1.335E-05	1.370E-02	-4.271E+00
416	71.91	17.3	13.44	-1.335E-05	1.370E-02	-4.271E+00
417	69.85	11.13	11	-1.335E-05	1.370E-02	-4.271E+00
418	70.04	19.55	10.13	-7.827E-06	7.759E-03	-3.711E+00
419	75.32	24.16	11.5	-2.306E-06	1.819E-03	-3.150E+00
420	64.43	80	13.65	3.214E-06	-4.121E-03	-2.590E+00
421	70.63	74.83	15.03	3.214E-06	-4.121E-03	-2.590E+00
422	80.44	16.04	17.5	3.214E-06	-4.121E-03	-2.590E+00
423	66.11	(a)	20.79	3.214E-06	-4.121E-03	-2.590E+00
424	60.73	(a)	22.92	3.214E-06	-4.121E-03	-2.590E+00
425	61.19	(a)	23.23	3.214E-06	-4.121E-03	-2.590E+00
426	53.03	(a)	22.42	3.214E-06	-4.121E-03	-2.590E+00
427	56.73	(a)	21.51	3.214E-06	-4.121E-03	-2.590E+00
428	62.5	2.38	20.46	3.214E-06	-4.121E-03	-2.590E+00
429	65.27	17.76	19.25	3.214E-06	-4.121E-03	-2.590E+00
430	64.4	(a)	19.61	3.214E-06	-4.121E-03	-2.590E+00
431	60.06	(a)	21.94	3.214E-06	-4.121E-03	-2.590E+00
432	32.17	(a)	22.99	3.214E-06	-4.121E-03	-2.590E+00
433	18.53	(a)	22.51	3.214E-06	-4.121E-03	-2.590E+00
434	10.26	(a)	21.98	3.214E-06	-4.121E-03	-2.590E+00
435	-1.87	0	21.39	3.214E-06	-4.121E-03	-2.590E+00
436	-0.65	0	20.73	3.214E-06	-4.121E-03	-2.590E+00
437	7.65	60	20.38	3.214E-06	-4.121E-03	-2.590E+00
438	27.28	61.93	20.38	3.214E-06	-4.121E-03	-2.590E+00
439	59.91	63	20.78	3.214E-06	-4.121E-03	-2.590E+00
440	76.81	39.85	21.84	3.214E-06	-4.121E-03	-2.590E+00
441	79.76	30	23.6	3.214E-06	-4.121E-03	-2.590E+00
442	81.82	30	25.31	3.214E-06	-4.121E-03	-2.590E+00
443	87.39	10.4	26.41	3.214E-06	-4.121E-03	-2.590E+00
444	87.26	1.37	27.29	3.214E-06	-4.121E-03	-2.590E+00
445	85.71	10	27.97	3.214E-06	-4.121E-03	-2.590E+00
446	85.71	0.96	28.2	3.214E-06	-4.121E-03	-2.590E+00
447	85.71	(a)	28.31	3.214E-06	-4.121E-03	-2.590E+00
448	76.13	28.34	29.22	3.214E-06	-4.121E-03	-2.590E+00
449	78.16	30.76	29.63	3.214E-06	-4.121E-03	-2.590E+00
450	76.93	29.18	29.64	3.214E-06	-4.121E-03	-2.590E+00
451	78.57	20	30.67	3.214E-06	-4.121E-03	-2.590E+00
452	77.87	20	32.17	3.214E-06	-4.121E-03	-2.590E+00
453	76.79	20	33.1	3.214E-06	-4.121E-03	-2.590E+00
454	78.05	20	33.3	3.214E-06	-4.121E-03	-2.590E+00
455	78.57	11.32	33.15	3.214E-06	-4.121E-03	-2.590E+00
456	69.5	(a)	32.66	3.214E-06	-4.121E-03	-2.590E+00
457	64.29	(a)	31.98	3.214E-06	-4.121E-03	-2.590E+00
458	63.68	(a)	31.48	3.214E-06	-4.121E-03	-2.590E+00
459	62.5	0.04	31.39	3.214E-06	-4.121E-03	-2.590E+00
460	62.5	(a)	31.3	3.214E-06	-4.121E-03	-2.590E+00
461	66.86	(a)	32.2	3.214E-06	-4.121E-03	-2.590E+00
462	66.13	(a)	33.13	3.214E-06	-4.121E-03	-2.590E+00
463	60.48	(a)	33.13	3.214E-06	-4.121E-03	-2.590E+00
464	58.93	(a)	33.14	3.214E-06	-4.121E-03	-2.590E+00
465	57.35	(a)	33.14	3.214E-06	-4.121E-03	-2.590E+00
466	55.36	(a)	33.15	3.214E-06	-4.121E-03	-2.590E+00
467	49.95	(a)	33.16	3.214E-06	-4.121E-03	-2.590E+00
468	48.21	(a)	33.16	3.214E-06	-4.121E-03	-2.590E+00
469	59.31	(a)	33.17	2.308E-06	-3.167E-03	-2.524E+00
470	67.15	70	33.3	1.401E-06	-2.214E-03	-2.458E+00
471	76.79	54.53	33.56	4.942E-07	-1.260E-03	-2.391E+00
472	76.79	24.56	35.59	4.942E-07	-1.260E-03	-2.391E+00
473	79.29	(a)	39.04	4.942E-07	-1.260E-03	-2.391E+00
474	80.36	(a)	41.83	4.942E-07	-1.260E-03	-2.391E+00
475	94.18	(a)	43.06	4.942E-07	-1.260E-03	-2.391E+00
476	66.07	(a)	43.13	4.942E-07	-1.260E-03	-2.391E+00

477	65.48	(a)	43.21	4.942E-07	-1.260E-03	-2.391E+00
478	63.41	10	43.29	4.942E-07	-1.260E-03	-2.391E+00
479	68.27	29.38	43.37	4.942E-07	-1.260E-03	-2.391E+00
480	72.87	40	44	4.942E-07	-1.260E-03	-2.391E+00
481	69.79	30.39	45.13	4.942E-07	-1.260E-03	-2.391E+00
482	66.19	26.46	47.02	4.942E-07	-1.260E-03	-2.391E+00
483	80.36	0	49.2	4.942E-07	-1.260E-03	-2.391E+00
484	81.13	0	49.92	4.942E-07	-1.260E-03	-2.391E+00
485	82.14	(a)	50.36	4.942E-07	-1.260E-03	-2.391E+00
486	83.48	(a)	51.52	4.942E-07	-1.260E-03	-2.391E+00
487	83.93	(a)	52.11	4.942E-07	-1.260E-03	-2.391E+00
488	84.04	(a)	52.12	4.942E-07	-1.260E-03	-2.391E+00
489	79.43	(a)	52.14	4.942E-07	-1.260E-03	-2.391E+00
490	56.47	(a)	52.16	4.942E-07	-1.260E-03	-2.391E+00
491	55.36	(a)	52.18	4.942E-07	-1.260E-03	-2.391E+00
492	44.23	45.37	52.2	4.942E-07	-1.260E-03	-2.391E+00
493	46.87	86.99	52.22	4.942E-07	-1.260E-03	-2.391E+00
494	57.14	90	52.16	4.942E-07	-1.260E-03	-2.391E+00
495	58.03	90	52.53	4.942E-07	-1.260E-03	-2.391E+00
496	64.22	93.22	52.98	4.942E-07	-1.260E-03	-2.391E+00
497	70.42	95.21	53.65	4.942E-07	-1.260E-03	-2.391E+00
498	73.21	83.64	54.77	4.942E-07	-1.260E-03	-2.391E+00
499	77.46	80	55.14	4.942E-07	-1.260E-03	-2.391E+00
500	83.67	80	54.57	4.942E-07	-1.260E-03	-2.391E+00
501	84.71	80	53.63	4.942E-07	-1.260E-03	-2.391E+00
502	92.5	80	52.7	4.942E-07	-1.260E-03	-2.391E+00
503	90.38	41.89	52.03	4.942E-07	-1.260E-03	-2.391E+00
504	85.25	24.85	51.66	4.942E-07	-1.260E-03	-2.391E+00
505	87.5	50	51.42	4.942E-07	-1.260E-03	-2.391E+00
506	89.1	50	51.28	4.942E-07	-1.260E-03	-2.391E+00
507	94.83	46.82	51.13	4.942E-07	-1.260E-03	-2.391E+00
508	98.96	(a)	51.53	4.942E-07	-1.260E-03	-2.391E+00
509	87.99	(a)	52.04	1.647E-07	-4.200E-04	-7.972E-01
510	63.35	(a)	51.32	-1.647E-07	4.200E-04	7.972E-01
511	60.06	(a)	49.2	-4.942E-07	1.260E-03	2.391E+00
512	54.43	(a)	46.43	-4.942E-07	1.260E-03	2.391E+00
513	42.88	(a)	43.58	-4.942E-07	1.260E-03	2.391E+00
514	46.71	(a)	40.65	-4.942E-07	1.260E-03	2.391E+00
515	48.21	(a)	37.62	-4.942E-07	1.260E-03	2.391E+00
516	58.28	(a)	34.62	-4.942E-07	1.260E-03	2.391E+00
517	69.64	(a)	31.62	-4.942E-07	1.260E-03	2.391E+00
518	51.44	(a)	28.44	-4.942E-07	1.260E-03	2.391E+00
519	38.02	(a)	25.01	-4.942E-07	1.260E-03	2.391E+00
520	34.65	(a)	21.38	-4.942E-07	1.260E-03	2.391E+00
521	19.97	(a)	17.39	-4.942E-07	1.260E-03	2.391E+00
522	3.14	(a)	12.76	-4.942E-07	1.260E-03	2.391E+00
523	0	0	6.14	-4.942E-07	1.260E-03	2.391E+00
524	-1.3	36.39	0	-4.942E-07	1.260E-03	2.391E+00
525	-0.21	5.75	0	-4.942E-07	1.260E-03	2.391E+00
526	0	0	0	-4.942E-07	1.260E-03	2.391E+00
527	0	0	0	-4.942E-07	1.260E-03	2.391E+00
528	0	0	0	-4.942E-07	1.260E-03	2.391E+00
529	0	0	0	-4.942E-07	1.260E-03	2.391E+00
530	0	0	0	7.439E-06	-5.768E-03	1.455E+00
531	0	0	0	1.537E-05	-1.280E-02	5.195E-01
532	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
543	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
544	0	(a)	0	2.331E-05	-1.982E-02	-4.165E-01
545	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
546	-0.67	0	0	2.331E-05	-1.982E-02	-4.165E-01
547	-0.5	0	0	2.331E-05	-1.982E-02	-4.165E-01
548	3.57	(a)	0	2.331E-05	-1.982E-02	-4.165E-01
549	0.61	(a)	0	2.331E-05	-1.982E-02	-4.165E-01
550	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
551	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
552	0	2.6	0	2.331E-05	-1.982E-02	-4.165E-01
553	0	20	0	2.331E-05	-1.982E-02	-4.165E-01
554	0	20	0	2.331E-05	-1.982E-02	-4.165E-01
555	0	7.96	0	2.331E-05	-1.982E-02	-4.165E-01
556	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
557	0	0	0	2.331E-05	-1.982E-02	-4.165E-01
558	0	78.53	0	2.331E-05	-1.982E-02	-4.165E-01

559	1.65	60	0	2.331E-05	-1.982E-02	-4.165E-01
560	9.91	63.88	2.8	2.331E-05	-1.982E-02	-4.165E-01
561	14.29	70	6.02	2.331E-05	-1.982E-02	-4.165E-01
562	26.83	70	8.57	2.331E-05	-1.982E-02	-4.165E-01
563	38.29	70	11.07	2.331E-05	-1.982E-02	-4.165E-01
564	50.09	70	13.68	2.331E-05	-1.982E-02	-4.165E-01
565	56.6	66.52	16.52	2.331E-05	-1.982E-02	-4.165E-01
566	63.09	59.94	19.38	2.331E-05	-1.982E-02	-4.165E-01
567	65.16	80	21.91	2.331E-05	-1.982E-02	-4.165E-01
568	69.53	86.46	24.34	2.331E-05	-1.982E-02	-4.165E-01
569	78.6	90	27.02	2.331E-05	-1.982E-02	-4.165E-01
570	80.36	90	29.41	2.331E-05	-1.982E-02	-4.165E-01
571	82.35	100	31.57	2.331E-05	-1.982E-02	-4.165E-01
572	83.93	100	33.52	2.331E-05	-1.982E-02	-4.165E-01
573	84.7	100	35.75	2.331E-05	-1.982E-02	-4.165E-01
574	85.71	100	38.34	2.331E-05	-1.982E-02	-4.165E-01
575	87.04	100	40.83	2.331E-05	-1.982E-02	-4.165E-01
576	97.18	100	43.37	2.331E-05	-1.982E-02	-4.165E-01
577	98.21	83.92	44.9	2.331E-05	-1.982E-02	-4.165E-01
578	93.54	([a])	45.32	7.769E-06	-6.608E-03	-1.388E-01
579	78.13	([a])	45.25	-7.769E-06	6.608E-03	1.388E-01
580	80.36	0	44.24	-2.331E-05	1.982E-02	4.165E-01
581	81.59	([a])	42.61	-2.331E-05	1.982E-02	4.165E-01
582	73.07	([a])	40.93	-2.331E-05	1.982E-02	4.165E-01
583	58.92	([a])	39.03	-2.331E-05	1.982E-02	4.165E-01
584	56.86	([a])	36.96	-2.331E-05	1.982E-02	4.165E-01
585	54.22	([a])	34.84	-2.331E-05	1.982E-02	4.165E-01
586	50.94	([a])	32.66	-2.331E-05	1.982E-02	4.165E-01
587	47.74	([a])	30.4	-2.331E-05	1.982E-02	4.165E-01
588	45.02	([a])	28.04	-2.331E-05	1.982E-02	4.165E-01
589	39.56	([a])	25.57	-2.331E-05	1.982E-02	4.165E-01
590	33.55	37.91	22.94	-2.331E-05	1.982E-02	4.165E-01
591	29.89	20	20.11	-2.331E-05	1.982E-02	4.165E-01
592	27.82	20	18.17	-2.331E-05	1.982E-02	4.165E-01
593	25.76	20	17.2	-2.331E-05	1.982E-02	4.165E-01
594	19.76	20	16.06	-2.331E-05	1.982E-02	4.165E-01
595	8.31	([a])	14.93	-2.331E-05	1.982E-02	4.165E-01
596	0	0	13.78	-2.331E-05	1.982E-02	4.165E-01
597	0	0	10.72	-2.331E-05	1.982E-02	4.165E-01
598	0	0	6.24	-2.331E-05	1.982E-02	4.165E-01
599	0	0	1.77	-2.331E-05	1.982E-02	4.165E-01
600	0	0	0	-2.331E-05	1.982E-02	4.165E-01
605	0	0	0	-2.331E-05	1.982E-02	4.165E-01
606	2.25	6.3	0	-2.331E-05	1.982E-02	4.165E-01
607	9.2	17.87	0	-1.029E-05	8.762E-03	1.296E+00
608	12.4	20	0.75	2.727E-06	-2.302E-03	2.176E+00
609	18.04	20	1.9	1.574E-05	-1.337E-02	3.055E+00
610	21.49	22.59	3.81	1.574E-05	-1.337E-02	3.055E+00
611	29.76	17.5	5.91	1.574E-05	-1.337E-02	3.055E+00
612	35.98	([a])	7.92	1.574E-05	-1.337E-02	3.055E+00
613	42.72	([a])	9.86	1.574E-05	-1.337E-02	3.055E+00
614	58.93	7.78	9.37	1.574E-05	-1.337E-02	3.055E+00
615	60.71	10.93	5.32	1.574E-05	-1.337E-02	3.055E+00
616	60.35	32.04	1.45	1.574E-05	-1.337E-02	3.055E+00
617	58.93	40	4.28	1.574E-05	-1.337E-02	3.055E+00
618	59.86	40	6.78	1.574E-05	-1.337E-02	3.055E+00
619	60.71	40	9.12	1.574E-05	-1.337E-02	3.055E+00
620	60.71	48.33	11.69	1.574E-05	-1.337E-02	3.055E+00
621	67.79	99.53	14.17	1.574E-05	-1.337E-02	3.055E+00
622	69.64	100	16.35	1.574E-05	-1.337E-02	3.055E+00
623	69.64	100	19.18	1.574E-05	-1.337E-02	3.055E+00
624	68.81	100	22.35	1.574E-05	-1.337E-02	3.055E+00
625	67.86	100	25.17	1.574E-05	-1.337E-02	3.055E+00
626	67.86	100	27.6	1.574E-05	-1.337E-02	3.055E+00
627	67.86	100	29.72	1.574E-05	-1.337E-02	3.055E+00
628	67.53	100	31.71	1.574E-05	-1.337E-02	3.055E+00
629	65.18	97.5	33.6	1.574E-05	-1.337E-02	3.055E+00
630	68.58	90	35.39	1.574E-05	-1.337E-02	3.055E+00
631	71.66	90	37.08	1.574E-05	-1.337E-02	3.055E+00
632	74.5	90	38.83	1.574E-05	-1.337E-02	3.055E+00
633	75	98.79	40.28	1.574E-05	-1.337E-02	3.055E+00
634	75	100	41.29	1.574E-05	-1.337E-02	3.055E+00

635	74.65	100	42.31	1.574E-05	-1.337E-02	3.055E+00
636	73.21	100	42.9	1.574E-05	-1.337E-02	3.055E+00
637	74.13	94.91	42.94	1.574E-05	-1.337E-02	3.055E+00
638	77.38	90	42.83	1.574E-05	-1.337E-02	3.055E+00
639	80.04	90	42.74	1.574E-05	-1.337E-02	3.055E+00
640	80.36	99.81	42.65	1.574E-05	-1.337E-02	3.055E+00
641	79.87	100	42.56	1.574E-05	-1.337E-02	3.055E+00
642	76.79	100	42.88	1.574E-05	-1.337E-02	3.055E+00
643	76.79	95.47	43.29	1.574E-05	-1.337E-02	3.055E+00
644	77.88	90	43.3	1.574E-05	-1.337E-02	3.055E+00
645	78.57	90	43.37	1.574E-05	-1.337E-02	3.055E+00
646	78.57	80.74	43.79	1.574E-05	-1.337E-02	3.055E+00
647	78.57	79.17	44.07	1.574E-05	-1.337E-02	3.055E+00
648	78.57	77.21	44.01	1.574E-05	-1.337E-02	3.055E+00
649	78.57	100	44.41	1.046E-05	-8.994E-03	2.433E+00
650	78.57	94.45	44.85	5.183E-06	-4.623E-03	1.811E+00
651	78.57	90	44.83	-9.733E-08	-2.513E-04	1.190E+00
652	78.57	90	44.78	-9.733E-08	-2.513E-04	1.190E+00
653	80.36	90	45	-9.733E-08	-2.513E-04	1.190E+00
654	80.03	90	45.8	-9.733E-08	-2.513E-04	1.190E+00
655	79.18	90	46.46	-9.733E-08	-2.513E-04	1.190E+00
656	80.36	90	46.54	-9.733E-08	-2.513E-04	1.190E+00
657	80.36	90	46.12	-9.733E-08	-2.513E-04	1.190E+00
658	81.81	81.86	45.94	-9.733E-08	-2.513E-04	1.190E+00
659	82.14	80	45.81	-9.733E-08	-2.513E-04	1.190E+00
660	80.36	81.29	45.45	-9.733E-08	-2.513E-04	1.190E+00
661	79.85	92.86	45.81	-9.733E-08	-2.513E-04	1.190E+00
662	77.78	100	46.26	-9.733E-08	-2.513E-04	1.190E+00
663	76.79	100	46.32	-9.733E-08	-2.513E-04	1.190E+00
664	76.79	100	46.28	-9.733E-08	-2.513E-04	1.190E+00
665	80.05	100	46.46	-9.733E-08	-2.513E-04	1.190E+00
666	80.36	99.27	46.92	-9.733E-08	-2.513E-04	1.190E+00
667	80.77	90	47.16	-9.733E-08	-2.513E-04	1.190E+00
668	82.84	90	47.58	-9.733E-08	-2.513E-04	1.190E+00
669	84.9	90	48.04	-9.733E-08	-2.513E-04	1.190E+00
670	89.48	82.97	48.05	-9.733E-08	-2.513E-04	1.190E+00
671	91.07	80	48.02	-9.733E-08	-2.513E-04	1.190E+00
672	91.07	70.18	48	-9.733E-08	-2.513E-04	1.190E+00
673	91.07	80	47.97	-9.733E-08	-2.513E-04	1.190E+00
674	86.91	50.07	47.95	-9.733E-08	-2.513E-04	1.190E+00
675	77.7	([a])	47.95	-9.733E-08	-2.513E-04	1.190E+00
676	76.79	([a])	48.86	-9.733E-08	-2.513E-04	1.190E+00
677	65.29	22.19	49.92	-9.733E-08	-2.513E-04	1.190E+00
678	67.65	39.62	50.26	-9.733E-08	-2.513E-04	1.190E+00
679	67.64	48.8	50.18	-9.733E-08	-2.513E-04	1.190E+00
680	67.06	37.23	49.91	-9.733E-08	-2.513E-04	1.190E+00
681	69.64	34.34	49.9	-9.733E-08	-2.513E-04	1.190E+00
682	71.76	40	49.88	-9.733E-08	-2.513E-04	1.190E+00
683	69.21	47.49	49.87	-9.733E-08	-2.513E-04	1.190E+00
684	72.71	50	49.86	-9.733E-08	-2.513E-04	1.190E+00
685	73.33	39.36	49.85	-9.733E-08	-2.513E-04	1.190E+00
686	75	27.79	49.83	-9.733E-08	-2.513E-04	1.190E+00
687	75	16.21	49.82	-9.733E-08	-2.513E-04	1.190E+00
688	75	15.36	49.67	-9.733E-08	-2.513E-04	1.190E+00
689	76.24	26.93	49.6	-9.733E-08	-2.513E-04	1.190E+00
690	76.79	30	50.23	-9.733E-08	-2.513E-04	1.190E+00
691	76.79	30.08	50.78	-9.733E-08	-2.513E-04	1.190E+00
692	76.49	40	50.77	-9.733E-08	-2.513E-04	1.190E+00
693	75.58	40	50.76	-9.733E-08	-2.513E-04	1.190E+00
694	76.79	35.2	50.64	-9.733E-08	-2.513E-04	1.190E+00
695	77.93	30	50.14	-9.733E-08	-2.513E-04	1.190E+00
696	78.57	22.05	49.74	-9.733E-08	-2.513E-04	1.190E+00
697	76.87	([a])	50.07	-9.733E-08	-2.513E-04	1.190E+00
698	74.8	([a])	50.56	-9.733E-08	-2.513E-04	1.190E+00
699	72.74	([a])	50.73	-2.744E-06	1.973E-03	3.071E-01
700	72.95	([a])	50.76	-5.391E-06	4.198E-03	-5.755E-01
701	76.04	([a])	50.79	-8.038E-06	6.423E-03	-1.458E+00
702	75.46	([a])	50.82	-8.038E-06	6.423E-03	-1.458E+00
703	73.4	([a])	50.85	-8.038E-06	6.423E-03	-1.458E+00
704	71.33	([a])	50.88	-8.038E-06	6.423E-03	-1.458E+00
705	69.27	([a])	50.91	-8.038E-06	6.423E-03	-1.458E+00
706	67.86	6.31	50.94	-8.038E-06	6.423E-03	-1.458E+00

707	70.68	0	50.98	-8.038E-06	6.423E-03	-1.458E+00
708	67.11	27.36	51	-8.038E-06	6.423E-03	-1.458E+00
709	64.29	40	51.03	-8.038E-06	6.423E-03	-1.458E+00
710	64.29	40	51.04	-8.038E-06	6.423E-03	-1.458E+00
711	66.07	38.44	51.05	-8.038E-06	6.423E-03	-1.458E+00
712	66.07	30	51.19	-8.038E-06	6.423E-03	-1.458E+00
713	66.07	30	51.69	-8.038E-06	6.423E-03	-1.458E+00
714	66.07	36.28	52.35	-8.038E-06	6.423E-03	-1.458E+00
715	64.67	47.86	52.85	-8.038E-06	6.423E-03	-1.458E+00
716	60.92	59.43	53.06	-8.038E-06	6.423E-03	-1.458E+00
717	65.89	50	53.07	-8.038E-06	6.423E-03	-1.458E+00
718	64.75	50	53.06	-8.038E-06	6.423E-03	-1.458E+00
719	66.07	45.85	53.06	-8.038E-06	6.423E-03	-1.458E+00
720	65.04	57.18	53.05	-8.038E-06	6.423E-03	-1.458E+00
721	68.2	62.7	53.05	-8.038E-06	6.423E-03	-1.458E+00
722	72.81	60	53.05	-8.038E-06	6.423E-03	-1.458E+00
723	71.59	60	53.04	-8.038E-06	6.423E-03	-1.458E+00
724	74.64	60	53.03	-6.308E-06	4.994E-03	-7.637E-01
725	74.5	56.4	53.02	-4.577E-06	3.565E-03	-6.931E-02
726	76.79	50	53.24	-2.847E-06	2.136E-03	6.251E-01
727	77.99	50	53.73	-2.847E-06	2.136E-03	6.251E-01
728	77.09	50	53.98	-2.847E-06	2.136E-03	6.251E-01
729	76.79	40.11	53.98	-2.847E-06	2.136E-03	6.251E-01
730	78.83	61.47	53.98	-2.847E-06	2.136E-03	6.251E-01
731	79.27	63.92	53.98	-2.847E-06	2.136E-03	6.251E-01
732	77.61	50	53.97	-2.847E-06	2.136E-03	6.251E-01
733	77.46	50	53.95	-2.847E-06	2.136E-03	6.251E-01
734	78.17	42.24	53.95	-2.847E-06	2.136E-03	6.251E-01
735	78.57	49.34	53.94	-2.847E-06	2.136E-03	6.251E-01
736	76.79	50.91	53.94	-2.847E-06	2.136E-03	6.251E-01
737	76.79	67.45	53.94	-2.847E-06	2.136E-03	6.251E-01
738	76.79	81.88	54.15	-2.847E-06	2.136E-03	6.251E-01
739	77.79	70	54.65	-2.847E-06	2.136E-03	6.251E-01
740	79.86	77.21	54.92	-2.847E-06	2.136E-03	6.251E-01
741	81.93	88.78	54.9	-2.847E-06	2.136E-03	6.251E-01
742	80.42	89.65	54.89	-2.847E-06	2.136E-03	6.251E-01
743	82.14	80	54.97	-2.847E-06	2.136E-03	6.251E-01
744	82.77	80	55.44	-2.847E-06	2.136E-03	6.251E-01
745	83.93	80	55.82	-2.847E-06	2.136E-03	6.251E-01
746	83.93	80	55.8	-2.847E-06	2.136E-03	6.251E-01
747	83.93	80	55.79	-2.847E-06	2.136E-03	6.251E-01
748	83.93	80	55.78	-2.847E-06	2.136E-03	6.251E-01
749	83.93	81.37	55.76	-5.174E-06	4.059E-03	-2.026E-01
750	84.46	87.05	55.75	-7.501E-06	5.983E-03	-1.030E+00
751	85.71	57.4	55.74	-9.827E-06	7.906E-03	-1.858E+00
752	85.71	42.19	55.42	-9.827E-06	7.906E-03	-1.858E+00
753	85.71	42.33	54.91	-9.827E-06	7.906E-03	-1.858E+00
754	85.71	40	55.19	-9.827E-06	7.906E-03	-1.858E+00
755	85.71	38.37	55.64	-9.827E-06	7.906E-03	-1.858E+00
756	85.71	12.83	55.31	-9.827E-06	7.906E-03	-1.858E+00
757	85.71	([a])	55.36	-9.827E-06	7.906E-03	-1.858E+00
758	85.71	([a])	55.75	-9.827E-06	7.906E-03	-1.858E+00
759	85.71	([a])	55.78	-9.827E-06	7.906E-03	-1.858E+00
760	87.27	7.37	55.81	-9.827E-06	7.906E-03	-1.858E+00
761	89.33	19.74	55.85	-9.827E-06	7.906E-03	-1.858E+00
762	91.07	11.83	55.86	-9.827E-06	7.906E-03	-1.858E+00
763	91.07	26.81	55.84	-9.827E-06	7.906E-03	-1.858E+00
764	91.96	49.96	55.81	-9.827E-06	7.906E-03	-1.858E+00
765	92.86	60	55.78	-9.827E-06	7.906E-03	-1.858E+00
766	91.4	60	55.74	-9.827E-06	7.906E-03	-1.858E+00
767	92.8	60	56.19	-9.827E-06	7.906E-03	-1.858E+00
768	92.86	40	57.13	-9.827E-06	7.906E-03	-1.858E+00
769	92.86	25.75	57.59	-9.827E-06	7.906E-03	-1.858E+00
770	92.07	([a])	57.55	-9.827E-06	7.906E-03	-1.858E+00
771	90	([a])	57.52	-9.827E-06	7.906E-03	-1.858E+00
772	89.29	([a])	57.53	-9.827E-06	7.906E-03	-1.858E+00
773	90.92	44.88	57.58	-9.827E-06	7.906E-03	-1.858E+00
774	91.07	36.4	57.63	-1.014E-05	8.189E-03	-1.873E+00
775	91.07	([a])	57.64	-1.045E-05	8.472E-03	-1.887E+00
776	91.07	([a])	58.11	-1.077E-05	8.756E-03	-1.902E+00
777	90.1	([a])	58.52	-1.077E-05	8.756E-03	-1.902E+00
778	90.54	([a])	58.38	-1.077E-05	8.756E-03	-1.902E+00

779	89.54	([a])	58.24	-1.077E-05	8.756E-03	-1.902E+00
780	87.47	([a])	58.1	-1.077E-05	8.756E-03	-1.902E+00
781	85.71	([a])	57.96	-1.077E-05	8.756E-03	-1.902E+00
782	85.71	10	57.81	-1.077E-05	8.756E-03	-1.902E+00
783	85.71	0.23	57.67	-1.077E-05	8.756E-03	-1.902E+00
784	85.71	([a])	57.66	-1.077E-05	8.756E-03	-1.902E+00
785	85.71	([a])	57.89	-1.077E-05	8.756E-03	-1.902E+00
786	84	([a])	58.03	-1.077E-05	8.756E-03	-1.902E+00
787	69.64	([a])	57.99	-1.077E-05	8.756E-03	-1.902E+00
788	69.15	([a])	57.96	-1.077E-05	8.756E-03	-1.902E+00
789	63.99	28.96	57.93	-1.077E-05	8.756E-03	-1.902E+00
790	59.98	80	57.89	-1.077E-05	8.756E-03	-1.902E+00
791	59.38	87.48	57.85	-1.077E-05	8.756E-03	-1.902E+00
792	63.78	90	57.8	-1.077E-05	8.756E-03	-1.902E+00
793	66.19	90	57.72	-1.077E-05	8.756E-03	-1.902E+00
794	67.46	92.2	57.65	-1.077E-05	8.756E-03	-1.902E+00
795	66.74	100	57.57	-1.077E-05	8.756E-03	-1.902E+00
796	68.81	94.65	57.5	-1.077E-05	8.756E-03	-1.902E+00
797	70.88	83.08	57.8	-1.077E-05	8.756E-03	-1.902E+00
798	71.43	71.51	58.72	-1.077E-05	8.756E-03	-1.902E+00
799	71.44	69.93	59.25	-8.819E-06	7.137E-03	-1.079E+00
800	73.51	58.36	59.19	-6.873E-06	5.518E-03	-2.559E-01
801	75	50	59.16	-4.927E-06	3.899E-03	5.670E-01
802	75	59.58	59.15	-4.927E-06	3.899E-03	5.670E-01
803	75	76.36	59.15	-4.927E-06	3.899E-03	5.670E-01
804	75	80	59.14	-4.927E-06	3.899E-03	5.670E-01
805	75	70.49	59.14	-4.927E-06	3.899E-03	5.670E-01
806	73.21	80	59.62	-4.927E-06	3.899E-03	5.670E-01
807	72.74	82.66	59.93	-4.927E-06	3.899E-03	5.670E-01
808	71.43	90	59.42	-4.927E-06	3.899E-03	5.670E-01
809	69.36	90	59.07	-4.927E-06	3.899E-03	5.670E-01
810	66.54	75.24	59.05	-4.927E-06	3.899E-03	5.670E-01
811	69.27	78.96	59.03	-4.927E-06	3.899E-03	5.670E-01
812	73.12	80	59.02	-4.927E-06	3.899E-03	5.670E-01
813	71.8	80	59	-4.927E-06	3.899E-03	5.670E-01
814	73.21	83.68	58.99	-4.927E-06	3.899E-03	5.670E-01
815	74.15	79.5	58.97	-4.927E-06	3.899E-03	5.670E-01
816	75	70	58.96	-4.927E-06	3.899E-03	5.670E-01
817	75	61.6	58.95	-4.927E-06	3.899E-03	5.670E-01
818	75	50.03	58.94	-4.927E-06	3.899E-03	5.670E-01
819	76.79	60	58.93	-4.927E-06	3.899E-03	5.670E-01
820	76.79	60	58.93	-4.927E-06	3.899E-03	5.670E-01
821	76.79	69.39	59.38	-4.927E-06	3.899E-03	5.670E-01
822	79.03	73.73	59.87	-4.927E-06	3.899E-03	5.670E-01
823	78.96	70	59.91	-4.927E-06	3.899E-03	5.670E-01
824	78.57	70	59.9	-4.927E-06	3.899E-03	5.670E-01
825	83.93	70.99	59.89	-4.927E-06	3.899E-03	5.670E-01
826	84.38	80	59.88	-4.927E-06	3.899E-03	5.670E-01
827	84.97	80	59.88	-4.927E-06	3.899E-03	5.670E-01
828	84.95	80	59.87	-4.927E-06	3.899E-03	5.670E-01
829	84.41	80	59.86	-5.382E-06	4.139E-03	6.372E-01
830	83.93	80	59.85	-5.838E-06	4.378E-03	7.074E-01
831	83.93	77.89	59.84	-6.294E-06	4.618E-03	7.776E-01
832	83.93	31.99	60.25	-6.294E-06	4.618E-03	7.776E-01
833	83.93	43.57	60.73	-6.294E-06	4.618E-03	7.776E-01
834	83.93	60.28	60.8	-6.294E-06	4.618E-03	7.776E-01
835	83.93	63.29	60.81	-6.294E-06	4.618E-03	7.776E-01
836	83.93	76.57	60.81	-6.294E-06	4.618E-03	7.776E-01
837	83.93	89.86	60.81	-6.294E-06	4.618E-03	7.776E-01
838	84.19	90	60.8	-6.294E-06	4.618E-03	7.776E-01
839	87.32	87	60.79	-6.294E-06	4.618E-03	7.776E-01
840	91.88	80	60.78	-6.294E-06	4.618E-03	7.776E-01
841	92.86	73.85	60.77	-6.294E-06	4.618E-03	7.776E-01
842	92.86	62.28	60.34	-6.294E-06	4.618E-03	7.776E-01
843	92.86	69.29	59.34	-6.294E-06	4.618E-03	7.776E-01
844	94.64	70	58.76	-6.294E-06	4.618E-03	7.776E-01
845	94.64	62.7	58.76	-6.294E-06	4.618E-03	7.776E-01
846	94.64	40	58.75	-6.294E-06	4.618E-03	7.776E-01
847	93.64	40	58.75	-6.294E-06	4.618E-03	7.776E-01
848	92.86	32.85	58.57	-6.294E-06	4.618E-03	7.776E-01
849	92.86	30	58.08	-7.448E-06	5.557E-03	8.947E-02
850	92.86	0.3	57.77	-8.602E-06	6.495E-03	-5.987E-01

851	92.53	11.87	57.78	-9.756E-06	7.434E-03	-1.287E+00
852	89.84	13.12	57.8	-9.756E-06	7.434E-03	-1.287E+00
853	87.5	5.01	57.82	-9.756E-06	7.434E-03	-1.287E+00
854	86.32	10	57.84	-9.756E-06	7.434E-03	-1.287E+00
855	85.71	(a)	57.86	-9.756E-06	7.434E-03	-1.287E+00
856	85.71	(a)	57.88	-9.756E-06	7.434E-03	-1.287E+00
857	85.71	(a)	57.99	-9.756E-06	7.434E-03	-1.287E+00
858	85.21	(a)	58.19	-9.756E-06	7.434E-03	-1.287E+00
859	83.93	(a)	58.39	-9.756E-06	7.434E-03	-1.287E+00
860	83.93	(a)	58.59	-9.756E-06	7.434E-03	-1.287E+00
861	85.29	5.18	58.79	-9.756E-06	7.434E-03	-1.287E+00
862	87.35	(a)	59	-9.756E-06	7.434E-03	-1.287E+00
863	87.5	(a)	57.32	-9.756E-06	7.434E-03	-1.287E+00
864	87.5	(a)	58.15	-9.756E-06	7.434E-03	-1.287E+00
865	86.8	(a)	58.57	-9.756E-06	7.434E-03	-1.287E+00
866	85.71	6.35	58.99	-9.756E-06	7.434E-03	-1.287E+00
867	85.71	12.98	59.41	-3.252E-06	2.478E-03	-4.290E-01
868	85.71	10	59.38	3.252E-06	-2.478E-03	4.290E-01
869	85.65	10	58.9	9.756E-06	-7.434E-03	1.287E+00
870	82.14	10	58.42	9.756E-06	-7.434E-03	1.287E+00
871	82.14	10	57.46	9.756E-06	-7.434E-03	1.287E+00
872	83.02	14.89	55.85	9.756E-06	-7.434E-03	1.287E+00
873	83.93	13.54	54.38	9.756E-06	-7.434E-03	1.287E+00
874	81.06	42.12	53.19	9.756E-06	-7.434E-03	1.287E+00
875	78.64	40.4	52	9.756E-06	-7.434E-03	1.287E+00
876	76.99	30	50.8	9.756E-06	-7.434E-03	1.287E+00
877	78.57	32.75	49.59	9.756E-06	-7.434E-03	1.287E+00
878	77.8	44.32	48.39	9.756E-06	-7.434E-03	1.287E+00
879	75.73	50	47.07	9.756E-06	-7.434E-03	1.287E+00
880	73.67	50	45.71	9.756E-06	-7.434E-03	1.287E+00
881	73.21	50	44.46	9.756E-06	-7.434E-03	1.287E+00
882	73.32	40	43.27	9.756E-06	-7.434E-03	1.287E+00
883	74.22	35.64	42.1	9.756E-06	-7.434E-03	1.287E+00
884	71.43	20	40.89	9.756E-06	-7.434E-03	1.287E+00
885	75.23	51.95	39.61	9.756E-06	-7.434E-03	1.287E+00
886	77.34	66.21	38.22	9.756E-06	-7.434E-03	1.287E+00
887	75.28	60	36.96	9.756E-06	-7.434E-03	1.287E+00
888	73.21	9.96	36.06	9.756E-06	-7.434E-03	1.287E+00
889	70.85	1.61	35.23	9.756E-06	-7.434E-03	1.287E+00
890	67.29	19.56	34.02	9.756E-06	-7.434E-03	1.287E+00
891	65.22	40	32.37	9.756E-06	-7.434E-03	1.287E+00
892	63.15	8.35	30.81	9.756E-06	-7.434E-03	1.287E+00
893	61.09	(a)	29.57	9.756E-06	-7.434E-03	1.287E+00
894	42.1	8.95	28.26	9.756E-06	-7.434E-03	1.287E+00
895	31.96	10	25.94	9.756E-06	-7.434E-03	1.287E+00
896	29.42	7.38	23.56	9.756E-06	-7.434E-03	1.287E+00
897	26.04	(a)	22	9.756E-06	-7.434E-03	1.287E+00
898	14.71	(a)	19.21	9.756E-06	-7.434E-03	1.287E+00
899	1.9	(a)	16.51	9.756E-06	-7.434E-03	1.287E+00
900	0	0	12.12	9.756E-06	-7.434E-03	1.287E+00
901	0	0	7.07	9.756E-06	-7.434E-03	1.287E+00
902	0	0	2.6	9.756E-06	-7.434E-03	1.287E+00
903	0	0	0	9.756E-06	-7.434E-03	1.287E+00
904	0	0	0	1.390E-05	-1.206E-02	3.180E+00
905	0	0	0	1.805E-05	-1.669E-02	5.073E+00
906	0	0	0	2.219E-05	-2.131E-02	6.967E+00
926	0	0	0	2.219E-05	-2.131E-02	6.967E+00
927	0	3.67	0	2.219E-05	-2.131E-02	6.967E+00
928	0	47.69	0	2.219E-05	-2.131E-02	6.967E+00
929	2.78	59.41	0.33	2.219E-05	-2.131E-02	6.967E+00
930	8.12	84.54	1.67	2.219E-05	-2.131E-02	6.967E+00
931	13.95	80	2.83	2.219E-05	-2.131E-02	6.967E+00
932	29.9	80	4.02	2.219E-05	-2.131E-02	6.967E+00
933	33.87	79.29	5.64	2.219E-05	-2.131E-02	6.967E+00
934	27.86	38.25	7.39	2.219E-05	-2.131E-02	6.967E+00
935	19.63	26.67	8.83	2.219E-05	-2.131E-02	6.967E+00
936	26.79	15.1	9.15	2.219E-05	-2.131E-02	6.967E+00
937	19.85	16.47	9.7	2.219E-05	-2.131E-02	6.967E+00
938	17.51	28.05	11.37	2.219E-05	-2.131E-02	6.967E+00
939	17.86	20.38	13.04	2.219E-05	-2.131E-02	6.967E+00
940	16.37	(a)	14.74	2.219E-05	-2.131E-02	6.967E+00
941	5.85	(a)	16.41	2.219E-05	-2.131E-02	6.967E+00

942	14.13	(a)	16.85	2.219E-05	-2.131E-02	6.967E+00
943	21.1	(a)	16.09	2.219E-05	-2.131E-02	6.967E+00
944	15.63	(a)	15.23	2.219E-05	-2.131E-02	6.967E+00
945	12.67	62.52	14.22	2.219E-05	-2.131E-02	6.967E+00
946	14.86	69.36	13.02	2.219E-05	-2.131E-02	6.967E+00
947	24.79	60	12.47	2.219E-05	-2.131E-02	6.967E+00
948	33.06	63.79	13.05	2.219E-05	-2.131E-02	6.967E+00
949	42.29	75.36	14.26	2.219E-05	-2.131E-02	6.967E+00
950	48.9	80	15.09	2.219E-05	-2.131E-02	6.967E+00
951	51.52	80	15.42	2.219E-05	-2.131E-02	6.967E+00
952	48.24	79.92	15.96	2.219E-05	-2.131E-02	6.967E+00
953	51.79	65.03	16.58	2.219E-05	-2.131E-02	6.967E+00
954	52.37	43.23	17.61	2.219E-05	-2.131E-02	6.967E+00
955	56.14	50	18.33	2.219E-05	-2.131E-02	6.967E+00
956	62.35	50	18.65	2.219E-05	-2.131E-02	6.967E+00
957	64.29	42.05	19.67	2.219E-05	-2.131E-02	6.967E+00
958	67.69	40	20.47	2.219E-05	-2.131E-02	6.967E+00
959	75.2	42.2	20.57	2.219E-05	-2.131E-02	6.967E+00
960	74.88	41.28	20.68	2.219E-05	-2.131E-02	6.967E+00
961	71.92	(a)	21.56	2.219E-05	-2.131E-02	6.967E+00
962	71.88	(a)	23.19	2.219E-05	-2.131E-02	6.967E+00
963	69.64	(a)	23.64	7.398E-06	-7.105E-03	2.322E+00
964	71.24	(a)	22.75	-7.398E-06	7.105E-03	-2.322E+00
965	71.72	30.54	21.81	-2.219E-05	2.131E-02	-6.967E+00
966	76.41	42.12	20.79	-2.219E-05	2.131E-02	-6.967E+00
967	73.02	50	19.86	-2.219E-05	2.131E-02	-6.967E+00
968	69.64	50	19.18	-2.219E-05	2.131E-02	-6.967E+00
969	72.09	43.16	18.75	-2.219E-05	2.131E-02	-6.967E+00
970	82.23	73.65	18.43	-2.219E-05	2.131E-02	-6.967E+00
971	78.58	(a)	18.61	-2.219E-05	2.131E-02	-6.967E+00
972	75	(a)	19.11	-2.219E-05	2.131E-02	-6.967E+00
973	75	(a)	18.76	-2.219E-05	2.131E-02	-6.967E+00
974	72.47	(a)	17.68	-2.219E-05	2.131E-02	-6.967E+00
975	62.91	(a)	16.46	-2.219E-05	2.131E-02	-6.967E+00
976	58.93	13.57	15.06	-2.219E-05	2.131E-02	-6.967E+00
977	55.56	29.43	13.41	-2.219E-05	2.131E-02	-6.967E+00
978	57.14	20	11.91	-2.219E-05	2.131E-02	-6.967E+00
979	56.68	17.42	11.09	-2.219E-05	2.131E-02	-6.967E+00
980	53.88	10	10.9	-2.219E-05	2.131E-02	-6.967E+00
981	50.76	10	11.4	-2.219E-05	2.131E-02	-6.967E+00
982	50	(a)	12.38	-2.219E-05	2.131E-02	-6.967E+00
983	46.83	(a)	13.02	-2.219E-05	2.131E-02	-6.967E+00
984	35.63	10	12.3	-2.219E-05	2.131E-02	-6.967E+00
985	32.48	10	10.32	-2.219E-05	2.131E-02	-6.967E+00
986	26.79	10	9.7	-2.219E-05	2.131E-02	-6.967E+00
987	24.94	10	11.05	-2.219E-05	2.131E-02	-6.967E+00
988	23.21	16.74	11.88	-2.219E-05	2.131E-02	-6.967E+00
989	24.7	3.36	12.21	-2.219E-05	2.131E-02	-6.967E+00
990	25	(a)	13.29	-2.219E-05	2.131E-02	-6.967E+00
991	24.47	(a)	13.73	-2.219E-05	2.131E-02	-6.967E+00
992	18.71	(a)	12.77	-2.219E-05	2.131E-02	-6.967E+00
993	10.85	(a)	11.46	-2.219E-05	2.131E-02	-6.967E+00
994	3.4	(a)	9.84	-2.219E-05	2.131E-02	-6.967E+00
995	0	0	7.62	-2.219E-05	2.131E-02	-6.967E+00
996	0	0	3.57	-2.219E-05	2.131E-02	-6.967E+00
997	0	0.91	1.33	-2.219E-05	2.131E-02	-6.967E+00
998	0	7.52	0	-2.219E-05	2.131E-02	-6.967E+00
999	0	0	0	-2.219E-05	2.131E-02	-6.967E+00
1,000	0	0	0	-4.577E-06	5.686E-03	-3.784E+00
1,001	0	0	0	1.304E-05	-9.944E-03	-6.018E-01
1,002	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,030	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,031	1.58	(a)	0	3.066E-05	-2.557E-02	2.581E+00
1,032	1.43	(a)	0	3.066E-05	-2.557E-02	2.581E+00
1,033	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,034	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,035	1.91	9.28	0	3.066E-05	-2.557E-02	2.581E+00
1,036	2.75	0	0	3.066E-05	-2.557E-02	2.581E+00
1,037	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,048	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,049	0	5.51	0	3.066E-05	-2.557E-02	2.581E+00
1,050	0	11.34	0	3.066E-05	-2.557E-02	2.581E+00

1,051	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,059	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,060	0	0.21	0	3.066E-05	-2.557E-02	2.581E+00
1,061	0	30	0	3.066E-05	-2.557E-02	2.581E+00
1,062	0	26.78	0	3.066E-05	-2.557E-02	2.581E+00
1,063	0	20	0	3.066E-05	-2.557E-02	2.581E+00
1,064	0	20	0	3.066E-05	-2.557E-02	2.581E+00
1,065	0	4.12	0	3.066E-05	-2.557E-02	2.581E+00
1,066	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,085	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,086	0	20	0	3.066E-05	-2.557E-02	2.581E+00
1,087	0	20	0	3.066E-05	-2.557E-02	2.581E+00
1,088	0	11.73	0	3.066E-05	-2.557E-02	2.581E+00
1,089	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,115	0	0	0	3.066E-05	-2.557E-02	2.581E+00
1,116	0	73.41	0	3.066E-05	-2.557E-02	2.581E+00
1,117	0	90	0	3.066E-05	-2.557E-02	2.581E+00
1,118	27.95	81.3	2.83	3.066E-05	-2.557E-02	2.581E+00
1,119	36.74	90	5.87	3.066E-05	-2.557E-02	2.581E+00
1,120	39.29	90	8.67	3.066E-05	-2.557E-02	2.581E+00
1,121	41.44	90	11.47	3.066E-05	-2.557E-02	2.581E+00
1,122	45.57	82.41	14.26	3.066E-05	-2.557E-02	2.581E+00
1,123	59.52	80	16.91	3.066E-05	-2.557E-02	2.581E+00
1,124	66.99	90	18.33	3.066E-05	-2.557E-02	2.581E+00
1,125	80.22	90	19.35	3.066E-05	-2.557E-02	2.581E+00
1,126	86.41	93.88	21.55	3.066E-05	-2.557E-02	2.581E+00
1,127	86.53	50.94	24.84	3.066E-05	-2.557E-02	2.581E+00
1,128	84.46	17.02	26.81	3.066E-05	-2.557E-02	2.581E+00
1,129	88.54	28.6	28.36	2.397E-05	-2.025E-02	2.539E+00
1,130	89.29	39.83	30.31	1.729E-05	-1.494E-02	2.498E+00
1,131	89.29	30	30.82	1.060E-05	-9.616E-03	2.457E+00
1,132	89.29	26.69	30.86	1.060E-05	-9.616E-03	2.457E+00
1,133	90.16	20	31.82	1.060E-05	-9.616E-03	2.457E+00
1,134	89.92	20	33.33	1.060E-05	-9.616E-03	2.457E+00
1,135	89.29	36.06	34.2	1.060E-05	-9.616E-03	2.457E+00
1,136	85.86	40	33.82	1.060E-05	-9.616E-03	2.457E+00
1,137	85.51	30	33.51	1.060E-05	-9.616E-03	2.457E+00
1,138	84.42	32.75	33.87	1.060E-05	-9.616E-03	2.457E+00
1,139	86.48	35.68	34.7	1.060E-05	-9.616E-03	2.457E+00
1,140	88.55	30	36.14	1.060E-05	-9.616E-03	2.457E+00
1,141	89.29	44.93	37.6	1.060E-05	-9.616E-03	2.457E+00
1,142	90.9	50	38.09	1.060E-05	-9.616E-03	2.457E+00
1,143	77.27	([a])	38.13	3.535E-06	-3.205E-03	8.188E-01
1,144	56.75	([a])	38.05	-3.535E-06	3.205E-03	-8.188E-01
1,145	50	([a])	37.47	-1.060E-05	9.616E-03	-2.457E+00
1,146	41.07	([a])	36.69	-1.060E-05	9.616E-03	-2.457E+00
1,147	37.38	45.18	35.89	-1.060E-05	9.616E-03	-2.457E+00
1,148	34.21	78.47	35.06	-1.060E-05	9.616E-03	-2.457E+00
1,149	32.13	80	34.63	-1.060E-05	9.616E-03	-2.457E+00
1,150	27.71	80	34.13	-1.060E-05	9.616E-03	-2.457E+00
1,151	22.64	80	33.15	-1.060E-05	9.616E-03	-2.457E+00
1,152	20.58	60.97	32.12	-1.060E-05	9.616E-03	-2.457E+00
1,153	16.25	27.34	31.02	-1.060E-05	9.616E-03	-2.457E+00
1,154	11.46	43.71	29.82	-1.060E-05	9.616E-03	-2.457E+00
1,155	9.02	68.95	28.41	-1.060E-05	9.616E-03	-2.457E+00
1,156	3.38	68.95	26.91	-1.060E-05	9.616E-03	-2.457E+00
1,157	1.32	44.28	25.53	-1.060E-05	9.616E-03	-2.457E+00
1,158	0	0	24.21	-1.060E-05	9.616E-03	-2.457E+00
1,159	0	0	22.88	-1.060E-05	9.616E-03	-2.457E+00
1,160	0	0	18.4	-1.060E-05	9.616E-03	-2.457E+00
1,161	0	0	13.93	-1.060E-05	9.616E-03	-2.457E+00
1,162	0	0	9.45	-1.060E-05	9.616E-03	-2.457E+00
1,163	0	0	4.98	-1.060E-05	9.616E-03	-2.457E+00
1,164	0	0	0.5	-7.069E-06	6.411E-03	-1.638E+00
1,165	0	24.97	0	-3.535E-06	3.205E-03	-8.188E-01
1,166	0	17.16	0	0	0	0
1,167	0	6.2	0	0	0	0
1,168	0	10	0	0	0	0
1,169	0	10	0	0	0	0
1,170	0	0	0	0	0	0
1,199	0	0	0	0	0	0

[a]Closed throttle motoring.

(d) The following transient duty cycle applies for compression-ignition engines and powertrains when testing under § 1036.514:

Table 3 of Appendix B—Transient Duty Cycle for Compression-Ignition Engines and Powertrains Under § 1036.514

Record (seconds)	Engine testing		Powertrain testing			
	Normalized revolutions per minute (percent)	Normalized torque (percent)	Vehicle speed (mi/hr)	Road grade coefficients		
				a	*b*	*c*
1	0	0	0	0	0	0
2	0	0	0	-4.441E-06	-1.101E-03	-8.083E-02
3	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
69	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
70	3	5	0	-6.661E-06	-1.651E-03	-1.213E-01
71	7	10	0	-6.661E-06	-1.651E-03	-1.213E-01
72	15.1	16.5	2.81	-6.661E-06	-1.651E-03	-1.213E-01
73	28.3	10.4	3.37	-6.661E-06	-1.651E-03	-1.213E-01
74	46	11.1	4.13	-6.661E-06	-1.651E-03	-1.213E-01
75	66.5	12.3	5.01	-6.661E-06	-1.651E-03	-1.213E-01
76	37.6	1	4.76	-6.661E-06	-1.651E-03	-1.213E-01
77	54.6	20.7	5.82	-6.661E-06	-1.651E-03	-1.213E-01
78	76.6	15.9	7.07	-6.661E-06	-1.651E-03	-1.213E-01
79	47.9	2	6.8	-6.661E-06	-1.651E-03	-1.213E-01
80	64.7	36.4	8.13	-6.661E-06	-1.651E-03	-1.213E-01
81	77.4	29.6	9.59	-6.661E-06	-1.651E-03	-1.213E-01
82	28.2	2.9	9.11	-6.661E-06	-1.651E-03	-1.213E-01
83	48.4	54.9	11.38	-6.661E-06	-1.651E-03	-1.213E-01
84	72.1	17.7	14.2	-6.661E-06	-1.651E-03	-1.213E-01
85	82.5	10.7	15.43	-6.661E-06	-1.651E-03	-1.213E-01
86	60.2	1.1	16.12	-6.661E-06	-1.651E-03	-1.213E-01
87	64.4	([a])	16.88	-6.661E-06	-1.651E-03	-1.213E-01
88	67.8	([a])	17.38	-6.661E-06	-1.651E-03	-1.213E-01
89	62.7	12	17.72	-6.661E-06	-1.651E-03	-1.213E-01
90	47	28.9	18.17	-6.661E-06	-1.651E-03	-1.213E-01
91	52.3	([a])	19.23	-6.661E-06	-1.651E-03	-1.213E-01
92	54.5	([a])	19.66	-6.661E-06	-1.651E-03	-1.213E-01
93	54.7	([a])	19.7	-6.661E-06	-1.651E-03	-1.213E-01
94	53.6	([a])	19.49	-6.661E-06	-1.651E-03	-1.213E-01
95	50.4	([a])	18.89	-6.661E-06	-1.651E-03	-1.213E-01
96	46	([a])	18.06	-6.661E-06	-1.651E-03	-1.213E-01
97	44.1	([a])	17.69	-6.661E-06	-1.651E-03	-1.213E-01
98	42.5	([a])	17.39	-6.661E-06	-1.651E-03	-1.213E-01
99	42.4	([a])	17.38	-6.661E-06	-1.651E-03	-1.213E-01
100	43	([a])	17.5	-6.661E-06	-1.651E-03	-1.213E-01
101	42.5	([a])	17.39	-6.661E-06	-1.651E-03	-1.213E-01
102	41.4	([a])	17.18	-6.661E-06	-1.651E-03	-1.213E-01
103	41.6	([a])	17.21	-6.661E-06	-1.651E-03	-1.213E-01
104	42.1	([a])	17.31	-2.220E-06	-5.503E-04	-4.042E-02
105	41.4	([a])	17.18	2.220E-06	5.503E-04	4.042E-02
106	40.6	([a])	17.06	6.661E-06	1.651E-03	1.213E-01
107	38.2	([a])	16.57	6.661E-06	1.651E-03	1.213E-01
108	35.4	0.8	16.04	6.661E-06	1.651E-03	1.213E-01
109	34	2.8	15.78	6.661E-06	1.651E-03	1.213E-01
110	33	4.5	15.59	6.661E-06	1.651E-03	1.213E-01
111	32.3	5.3	15.45	6.661E-06	1.651E-03	1.213E-01
112	31.5	0	15.31	6.661E-06	1.651E-03	1.213E-01
113	28.9	([a])	14.85	6.661E-06	1.651E-03	1.213E-01
114	28.8	([a])	14.84	6.661E-06	1.651E-03	1.213E-01
115	24.9	([a])	14.1	6.661E-06	1.651E-03	1.213E-01
116	19.1	([a])	13.06	6.661E-06	1.651E-03	1.213E-01
117	29.8	([a])	11.8	6.661E-06	1.651E-03	1.213E-01
118	20.6	([a])	10.43	6.661E-06	1.651E-03	1.213E-01
119	14.7	([a])	9.55	6.661E-06	1.651E-03	1.213E-01
120	19.7	16.8	9.1	6.661E-06	1.651E-03	1.213E-01
121	21.8	([a])	8.39	6.661E-06	1.651E-03	1.213E-01
122	15.2	([a])	7.62	6.661E-06	1.651E-03	1.213E-01
123	24.8	10.6	6.59	6.661E-06	1.651E-03	1.213E-01
124	20.5	9.5	5.05	6.661E-06	1.651E-03	1.213E-01
125	19.7	15.6	4.15	6.661E-06	1.651E-03	1.213E-01
126	8.5	([a])	3.29	6.661E-06	1.651E-03	1.213E-01

127	0	0	2.77	6.661E-06	1.651E-03	1.213E-01
128	0.5	5.4	2.69	6.661E-06	1.651E-03	1.213E-01
129	0	0	2.45	6.661E-06	1.651E-03	1.213E-01
130	0.5	5.7	2.08	6.661E-06	1.651E-03	1.213E-01
131	1.7	9.8	1.69	6.661E-06	1.651E-03	1.213E-01
132	6.7	14.6	1.64	2.220E-06	5.503E-04	4.042E-02
133	6.5	12	1.83	-2.220E-06	-5.503E-04	-4.042E-02
134	6.5	9.8	2.02	-6.661E-06	-1.651E-03	-1.213E-01
135	6.6	8.6	2.14	-6.661E-06	-1.651E-03	-1.213E-01
136	6	8.1	2.21	-6.661E-06	-1.651E-03	-1.213E-01
137	4.5	7.3	2.21	-6.661E-06	-1.651E-03	-1.213E-01
138	3.4	8.2	2.22	-6.661E-06	-1.651E-03	-1.213E-01
139	8	17	2.44	-6.661E-06	-1.651E-03	-1.213E-01
140	17.4	8	2.91	-6.661E-06	-1.651E-03	-1.213E-01
141	28.3	6.2	3.38	-6.661E-06	-1.651E-03	-1.213E-01
142	35.4	9.6	3.68	-6.661E-06	-1.651E-03	-1.213E-01
143	51	9.7	4.35	-6.661E-06	-1.651E-03	-1.213E-01
144	62	10.6	4.82	-6.661E-06	-1.651E-03	-1.213E-01
145	32.4	1	4.49	-6.661E-06	-1.651E-03	-1.213E-01
146	58.1	24.4	6.01	-6.661E-06	-1.651E-03	-1.213E-01
147	89.1	27.9	7.71	-6.661E-06	-1.651E-03	-1.213E-01
148	32.4	3	7.32	-6.661E-06	-1.651E-03	-1.213E-01
149	38.6	17.1	8.08	-6.661E-06	-1.651E-03	-1.213E-01
150	48.9	19.8	9.02	-6.661E-06	-1.651E-03	-1.213E-01
151	61.4	18.7	10.16	-6.661E-06	-1.651E-03	-1.213E-01
152	70.7	14.8	11.03	-6.661E-06	-1.651E-03	-1.213E-01
153	45.7	0.8	10.91	-6.661E-06	-1.651E-03	-1.213E-01
154	49	20.7	11.51	-6.661E-06	-1.651E-03	-1.213E-01
155	57.5	23.4	12.49	-6.661E-06	-1.651E-03	-1.213E-01
156	66.7	22.1	13.56	-6.661E-06	-1.651E-03	-1.213E-01
157	48.7	5.8	13.8	-6.661E-06	-1.651E-03	-1.213E-01
158	44.5	14.3	13.91	-6.661E-06	-1.651E-03	-1.213E-01
159	45	6.9	14	-6.661E-06	-1.651E-03	-1.213E-01
160	44.3	1.5	13.91	-6.661E-06	-1.651E-03	-1.213E-01
161	46.4	19.2	14.19	-6.661E-06	-1.651E-03	-1.213E-01
162	48.3	6.9	14.48	-2.220E-06	-5.503E-04	-4.042E-02
163	48.2	5.8	14.47	2.220E-06	5.503E-04	4.042E-02
164	47.6	5.8	14.38	6.661E-06	1.651E-03	1.213E-01
165	46.6	4	14.24	6.661E-06	1.651E-03	1.213E-01
166	45.1	3.6	14.02	6.661E-06	1.651E-03	1.213E-01
167	44	2.9	13.86	6.661E-06	1.651E-03	1.213E-01
168	42.4	3.4	13.63	6.661E-06	1.651E-03	1.213E-01
169	41.7	1	13.52	6.661E-06	1.651E-03	1.213E-01
170	37.9	([a])	12.97	6.661E-06	1.651E-03	1.213E-01
171	32.7	([a])	12.22	6.661E-06	1.651E-03	1.213E-01
172	20.8	([a])	10.49	6.661E-06	1.651E-03	1.213E-01
173	18.8	13.7	8	6.661E-06	1.651E-03	1.213E-01
174	16.3	3.5	5.87	6.661E-06	1.651E-03	1.213E-01
175	14.1	5.3	4.27	6.661E-06	1.651E-03	1.213E-01
176	6.7	1.3	2.95	6.661E-06	1.651E-03	1.213E-01
177	0.1	5.9	1.76	6.661E-06	1.651E-03	1.213E-01
178	0	0	0.96	2.220E-06	5.503E-04	4.042E-02
179	0	0	0	-2.220E-06	-5.503E-04	-4.042E-02
180	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
181	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
182	1.2	6.3	0	-6.661E-06	-1.651E-03	-1.213E-01
183	2	9.9	0.14	-6.661E-06	-1.651E-03	-1.213E-01
184	5.1	12	0.51	-6.661E-06	-1.651E-03	-1.213E-01
185	4.6	8.7	0.72	-6.661E-06	-1.651E-03	-1.213E-01
186	0	0	0.84	-6.661E-06	-1.651E-03	-1.213E-01
187	0	0	0.93	-6.661E-06	-1.651E-03	-1.213E-01
188	0	0	0.71	-6.661E-06	-1.651E-03	-1.213E-01
189	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
199	0	0	0	-6.661E-06	-1.651E-03	-1.213E-01
200	0	0	0	-7.610E-07	-4.944E-03	1.232E+00
201	0	0	0	5.139E-06	-8.238E-03	2.586E+00
202	0	0	0	1.104E-05	-1.153E-02	3.939E+00
206	0	0	0	1.104E-05	-1.153E-02	3.939E+00
207	1.1	9.2	0.02	1.104E-05	-1.153E-02	3.939E+00
208	5.9	22	0.55	1.104E-05	-1.153E-02	3.939E+00
209	6.7	24.1	1.47	1.104E-05	-1.153E-02	3.939E+00
210	7	18.6	2.39	1.104E-05	-1.153E-02	3.939E+00

211	14.8	11.2	2.79	1.104E-05	-1.153E-02	3.939E+00
212	24.9	10.8	3.23	1.104E-05	-1.153E-02	3.939E+00
213	37.7	8.2	3.78	1.104E-05	-1.153E-02	3.939E+00
214	50.4	7.7	4.33	1.104E-05	-1.153E-02	3.939E+00
215	62.3	8.3	4.84	1.104E-05	-1.153E-02	3.939E+00
216	30.7	4.7	4.37	1.104E-05	-1.153E-02	3.939E+00
217	34.2	19.4	4.69	1.104E-05	-1.153E-02	3.939E+00
218	52.4	12.2	5.72	1.104E-05	-1.153E-02	3.939E+00
219	63.4	7.7	6.35	3.680E-06	-3.844E-03	1.313E+00
220	46.8	0.5	6.78	-3.680E-06	3.844E-03	-1.313E+00
221	41.8	2.7	6.57	-1.104E-05	1.153E-02	-3.939E+00
222	38.8	3.8	6.35	-1.104E-05	1.153E-02	-3.939E+00
223	36.3	4.7	6.17	-1.104E-05	1.153E-02	-3.939E+00
224	36.1	3.5	6.16	-1.104E-05	1.153E-02	-3.939E+00
225	35.4	1.6	6.11	-1.104E-05	1.153E-02	-3.939E+00
226	34.9	([a])	6.08	-1.104E-05	1.153E-02	-3.939E+00
227	29.9	([a])	5.72	-1.104E-05	1.153E-02	-3.939E+00
228	24.6	([a])	5.34	-1.104E-05	1.153E-02	-3.939E+00
229	17.9	([a])	4.87	-1.104E-05	1.153E-02	-3.939E+00
230	17.3	16.4	4.41	-1.104E-05	1.153E-02	-3.939E+00
231	22	([a])	4.05	-1.104E-05	1.153E-02	-3.939E+00
232	14.1	([a])	3.6	-1.104E-05	1.153E-02	-3.939E+00
233	5.4	1.4	3.26	-1.104E-05	1.153E-02	-3.939E+00
234	0.1	5.8	2.63	-1.104E-05	1.153E-02	-3.939E+00
235	0	0	2.18	-1.104E-05	1.153E-02	-3.939E+00
236	0	0	1.93	-1.104E-05	1.153E-02	-3.939E+00
237	0	0	1.6	-1.104E-05	1.153E-02	-3.939E+00
238	0	0	1.23	-3.680E-06	3.844E-03	-1.313E+00
239	0	0	0	3.680E-06	-3.844E-03	1.313E+00
240	0	0	0	1.104E-05	-1.153E-02	3.939E+00
249	0	0	0	1.104E-05	-1.153E-02	3.939E+00
250	1	5.3	0.19	1.104E-05	-1.153E-02	3.939E+00
251	1.1	9.9	0.83	1.104E-05	-1.153E-02	3.939E+00
252	3.4	9.1	1.57	1.104E-05	-1.153E-02	3.939E+00
253	1.1	7.6	2.11	1.104E-05	-1.153E-02	3.939E+00
254	2.8	9.5	2.28	1.104E-05	-1.153E-02	3.939E+00
255	7.7	11.8	2.49	1.104E-05	-1.153E-02	3.939E+00
256	11.9	14.4	2.66	1.104E-05	-1.153E-02	3.939E+00
257	19.1	14.4	2.98	1.104E-05	-1.153E-02	3.939E+00
258	34.6	10.2	3.64	1.104E-05	-1.153E-02	3.939E+00
259	48	9.5	4.22	1.104E-05	-1.153E-02	3.939E+00
260	57.2	10.1	4.62	1.104E-05	-1.153E-02	3.939E+00
261	52	12.7	4.84	1.104E-05	-1.153E-02	3.939E+00
262	40.4	23.7	5.03	1.104E-05	-1.153E-02	3.939E+00
263	69.3	13.6	6.67	1.104E-05	-1.153E-02	3.939E+00
264	58.9	7.7	7.26	1.104E-05	-1.153E-02	3.939E+00
265	59.1	17.7	7.77	1.104E-05	-1.153E-02	3.939E+00
266	67.1	6.2	8.37	3.680E-06	-3.844E-03	1.313E+00
267	43.5	2.9	8.25	-3.680E-06	3.844E-03	-1.313E+00
268	35.8	([a])	7.87	-1.104E-05	1.153E-02	-3.939E+00
269	24.1	([a])	6.81	-1.104E-05	1.153E-02	-3.939E+00
270	14	12.1	5.29	-1.104E-05	1.153E-02	-3.939E+00
271	18.6	9.1	3.71	-1.104E-05	1.153E-02	-3.939E+00
272	0	0	2.81	-1.104E-05	1.153E-02	-3.939E+00
273	0	0	2.43	-1.104E-05	1.153E-02	-3.939E+00
274	0	0	1.88	-1.104E-05	1.153E-02	-3.939E+00
275	0	0	1.27	-1.104E-05	1.153E-02	-3.939E+00
276	0	0	0	-1.104E-05	1.153E-02	-3.939E+00
299	0	0	0	-1.104E-05	1.153E-02	-3.939E+00
300	0	0	0	-5.060E-06	5.253E-03	-2.462E+00
301	0	0	0	9.196E-07	-1.025E-03	-9.843E-01
302	0	0	0	6.899E-06	-7.304E-03	4.932E-01
314	0	0	0	6.899E-06	-7.304E-03	4.932E-01
315	0.9	9	0.08	6.899E-06	-7.304E-03	4.932E-01
316	7.2	32.1	0.9	6.899E-06	-7.304E-03	4.932E-01
317	8.2	21.3	2.5	6.899E-06	-7.304E-03	4.932E-01
318	19.5	20.4	2.98	6.899E-06	-7.304E-03	4.932E-01
319	35.5	11	3.68	6.899E-06	-7.304E-03	4.932E-01
320	54.3	10.6	4.49	6.899E-06	-7.304E-03	4.932E-01
321	59.1	13.7	4.93	6.899E-06	-7.304E-03	4.932E-01
322	28	5.9	4.13	6.899E-06	-7.304E-03	4.932E-01
323	35	17.6	4.75	6.899E-06	-7.304E-03	4.932E-01

324	50.2	9.8	5.61	6.899E-06	-7.304E-03	4.932E-01
325	62.3	5.7	6.29	6.899E-06	-7.304E-03	4.932E-01
326	52.2	3.7	6.99	6.899E-06	-7.304E-03	4.932E-01
327	47.5	([a])	6.98	6.899E-06	-7.304E-03	4.932E-01
328	43.5	([a])	6.7	6.899E-06	-7.304E-03	4.932E-01
329	39.8	3.7	6.42	6.899E-06	-7.304E-03	4.932E-01
330	44.2	7.2	6.73	6.899E-06	-7.304E-03	4.932E-01
331	54.1	7.2	7.43	6.899E-06	-7.304E-03	4.932E-01
332	60.4	10.3	7.88	6.899E-06	-7.304E-03	4.932E-01
333	70.3	13.2	8.51	6.899E-06	-7.304E-03	4.932E-01
334	41.7	2.3	8.39	6.899E-06	-7.304E-03	4.932E-01
335	57.1	18.5	9.77	6.899E-06	-7.304E-03	4.932E-01
336	74.6	21.3	11.37	6.899E-06	-7.304E-03	4.932E-01
337	60.4	9.2	11.8	6.899E-06	-7.304E-03	4.932E-01
338	56	33.9	12.3	6.899E-06	-7.304E-03	4.932E-01
339	72.4	35.4	14.2	6.899E-06	-7.304E-03	4.932E-01
340	86.3	23.8	15.85	6.899E-06	-7.304E-03	4.932E-01
341	37	0.5	15.94	6.899E-06	-7.304E-03	4.932E-01
342	38.1	32.8	16.49	6.899E-06	-7.304E-03	4.932E-01
343	44.6	28.9	17.72	6.899E-06	-7.304E-03	4.932E-01
344	49.2	17.2	18.61	6.899E-06	-7.304E-03	4.932E-01
345	50.2	0.1	18.82	2.300E-06	-2.435E-03	1.644E-01
346	48.5	([a])	18.52	-2.300E-06	2.435E-03	-1.644E-01
347	46.7	([a])	18.17	-6.899E-06	7.304E-03	-4.932E-01
348	43.9	([a])	17.66	-6.899E-06	7.304E-03	-4.932E-01
349	41.2	([a])	17.14	-6.899E-06	7.304E-03	-4.932E-01
350	38	([a])	16.55	-6.899E-06	7.304E-03	-4.932E-01
351	34	([a])	15.8	-6.899E-06	7.304E-03	-4.932E-01
352	28.8	([a])	14.83	-6.899E-06	7.304E-03	-4.932E-01
353	21.2	([a])	13.42	-6.899E-06	7.304E-03	-4.932E-01
354	31.1	5.3	11.61	-6.899E-06	7.304E-03	-4.932E-01
355	18.6	([a])	10.13	-6.899E-06	7.304E-03	-4.932E-01
356	13	([a])	9.29	-6.899E-06	7.304E-03	-4.932E-01
357	23.6	12.3	8.6	-6.899E-06	7.304E-03	-4.932E-01
358	14.2	([a])	7.51	-6.899E-06	7.304E-03	-4.932E-01
359	14.2	5.5	5.49	-6.899E-06	7.304E-03	-4.932E-01
360	19.1	12.4	3.82	-6.899E-06	7.304E-03	-4.932E-01
361	0	0	2.45	-6.899E-06	7.304E-03	-4.932E-01
362	0.1	5.6	1.45	-6.899E-06	7.304E-03	-4.932E-01
363	0	0	0.71	-6.899E-06	7.304E-03	-4.932E-01
364	0	0	0	-6.899E-06	7.304E-03	-4.932E-01
399	0	0	0	-6.899E-06	7.304E-03	-4.932E-01
400	0	0	0	-2.724E-06	2.689E-03	2.988E-01
401	0	0	0	1.450E-06	-1.927E-03	1.091E+00
402	0	0	0	5.625E-06	-6.542E-03	1.883E+00
421	0	0	0	5.625E-06	-6.542E-03	1.883E+00
422	0.6	9.9	0.03	5.625E-06	-6.542E-03	1.883E+00
423	5	14	0.21	5.625E-06	-6.542E-03	1.883E+00
424	5.1	12.1	0.57	5.625E-06	-6.542E-03	1.883E+00
425	1.7	7.9	0.71	5.625E-06	-6.542E-03	1.883E+00
426	0.1	5.8	0.6	5.625E-06	-6.542E-03	1.883E+00
427	0	0	0	5.625E-06	-6.542E-03	1.883E+00
435	0	0	0	5.625E-06	-6.542E-03	1.883E+00
436	4.4	15.4	0.06	5.625E-06	-6.542E-03	1.883E+00
437	6	20.4	0.92	5.625E-06	-6.542E-03	1.883E+00
438	6	14.1	1.52	5.625E-06	-6.542E-03	1.883E+00
439	6	10.3	1.84	5.625E-06	-6.542E-03	1.883E+00
440	4.4	8.7	2.03	5.625E-06	-6.542E-03	1.883E+00
441	2.5	9.1	2.09	5.625E-06	-6.542E-03	1.883E+00
442	7.5	15.1	2.24	5.625E-06	-6.542E-03	1.883E+00
443	12	13.2	2.68	5.625E-06	-6.542E-03	1.883E+00
444	24.5	12.2	3.21	5.625E-06	-6.542E-03	1.883E+00
445	45.3	9.5	4.1	5.625E-06	-6.542E-03	1.883E+00
446	68.4	11.4	5.09	5.625E-06	-6.542E-03	1.883E+00
447	45.7	1.5	5.35	5.625E-06	-6.542E-03	1.883E+00
448	72.7	23	6.84	5.625E-06	-6.542E-03	1.883E+00
449	64.8	9.8	7.54	5.625E-06	-6.542E-03	1.883E+00
450	66.2	29.8	8.25	5.625E-06	-6.542E-03	1.883E+00
451	86.5	23.4	9.88	5.625E-06	-6.542E-03	1.883E+00
452	36.8	2.3	10.12	5.625E-06	-6.542E-03	1.883E+00
453	43.3	21.8	10.84	5.625E-06	-6.542E-03	1.883E+00
454	51.4	24.5	11.78	5.625E-06	-6.542E-03	1.883E+00

455	58.2	21.2	12.58	5.625E-06	-6.542E-03	1.883E+00
456	60.8	16.9	12.9	5.625E-06	-6.542E-03	1.883E+00
457	34.8	0.7	12.15	5.625E-06	-6.542E-03	1.883E+00
458	34.4	31.3	12.41	5.625E-06	-6.542E-03	1.883E+00
459	36.8	2.8	12.8	5.625E-06	-6.542E-03	1.883E+00
460	36	(a)	12.7	5.625E-06	-6.542E-03	1.883E+00
461	35.9	(a)	12.7	5.625E-06	-6.542E-03	1.883E+00
462	31.1	(a)	11.97	5.625E-06	-6.542E-03	1.883E+00
463	25	5.7	11.05	5.625E-06	-6.542E-03	1.883E+00
464	24.2	0.4	10.94	5.625E-06	-6.542E-03	1.883E+00
465	22.1	3.9	10.64	5.625E-06	-6.542E-03	1.883E+00
466	22.4	30.1	10.65	5.625E-06	-6.542E-03	1.883E+00
467	28.8	20.2	11.59	1.875E-06	-2.181E-03	6.276E-01
468	30.6	1.6	11.89	-1.875E-06	2.181E-03	-6.276E-01
469	27.9	(a)	11.5	-5.625E-06	6.542E-03	-1.883E+00
470	21.3	(a)	10.54	-5.625E-06	6.542E-03	-1.883E+00
471	13.9	(a)	9.43	-5.625E-06	6.542E-03	-1.883E+00
472	25.3	11.7	8.58	-5.625E-06	6.542E-03	-1.883E+00
473	17.8	(a)	7.91	-5.625E-06	6.542E-03	-1.883E+00
474	12.1	1.4	7.29	-5.625E-06	6.542E-03	-1.883E+00
475	24.1	(a)	6.8	-5.625E-06	6.542E-03	-1.883E+00
476	16.4	(a)	6.09	-5.625E-06	6.542E-03	-1.883E+00
477	21.6	16.5	5.65	-5.625E-06	6.542E-03	-1.883E+00
478	26.4	(a)	5.48	-5.625E-06	6.542E-03	-1.883E+00
479	16.2	(a)	4.74	-5.625E-06	6.542E-03	-1.883E+00
480	24.6	10.5	4.03	-5.625E-06	6.542E-03	-1.883E+00
481	8.2	1.1	3.27	-5.625E-06	6.542E-03	-1.883E+00
482	0	0	2.33	-5.625E-06	6.542E-03	-1.883E+00
483	0	0	1.15	-5.625E-06	6.542E-03	-1.883E+00
484	0	0	0.43	-5.625E-06	6.542E-03	-1.883E+00
485	0	0	0	-5.625E-06	6.542E-03	-1.883E+00
499	0	0	0	-5.625E-06	6.542E-03	-1.883E+00
500	0	0	0	-1.425E-06	1.947E-03	-4.329E-01
501	0	0	0	2.774E-06	-2.648E-03	1.017E+00
502	0	0	0	6.974E-06	-7.244E-03	2.467E+00
511	0	0	0	6.974E-06	-7.244E-03	2.467E+00
512	7.5	45.3	0.58	6.974E-06	-7.244E-03	2.467E+00
513	6.5	32.7	1.79	6.974E-06	-7.244E-03	2.467E+00
514	7.6	23.8	2.49	6.974E-06	-7.244E-03	2.467E+00
515	12.7	8.8	2.71	6.974E-06	-7.244E-03	2.467E+00
516	18.8	14.4	2.96	6.974E-06	-7.244E-03	2.467E+00
517	30.4	12.7	3.47	6.974E-06	-7.244E-03	2.467E+00
518	44	10.6	4.05	6.974E-06	-7.244E-03	2.467E+00
519	53.2	8.3	4.46	6.974E-06	-7.244E-03	2.467E+00
520	57.7	10	4.65	6.974E-06	-7.244E-03	2.467E+00
521	48.5	11.5	4.82	6.974E-06	-7.244E-03	2.467E+00
522	33.7	25.7	4.67	6.974E-06	-7.244E-03	2.467E+00
523	49.9	16	5.59	6.974E-06	-7.244E-03	2.467E+00
524	68.1	20.4	6.6	6.974E-06	-7.244E-03	2.467E+00
525	50.4	5.3	6.85	6.974E-06	-7.244E-03	2.467E+00
526	51.1	21.9	7.21	6.974E-06	-7.244E-03	2.467E+00
527	65	22.8	8.2	6.974E-06	-7.244E-03	2.467E+00
528	78.1	19.5	9.02	6.974E-06	-7.244E-03	2.467E+00
529	46.8	2.9	8.85	6.974E-06	-7.244E-03	2.467E+00
530	51.1	19.3	9.24	6.974E-06	-7.244E-03	2.467E+00
531	59.7	26.7	10.01	6.974E-06	-7.244E-03	2.467E+00
532	68.8	23.9	10.86	6.974E-06	-7.244E-03	2.467E+00
533	45	0.5	10.83	6.974E-06	-7.244E-03	2.467E+00
534	46.8	44.3	11.24	6.974E-06	-7.244E-03	2.467E+00
535	55.7	25	12.3	6.974E-06	-7.244E-03	2.467E+00
536	58.9	11.6	12.68	6.974E-06	-7.244E-03	2.467E+00
537	45.1	8.5	12.61	6.974E-06	-7.244E-03	2.467E+00
538	35.7	39.3	12.6	6.974E-06	-7.244E-03	2.467E+00
539	43.2	34.4	13.7	6.974E-06	-7.244E-03	2.467E+00
540	46.2	16.8	14.18	2.325E-06	-2.415E-03	8.223E-01
541	46.7	9.6	14.25	-2.325E-06	2.415E-03	-8.223E-01
542	45.6	(a)	14.1	-6.974E-06	7.244E-03	-2.467E+00
543	42.7	(a)	13.67	-6.974E-06	7.244E-03	-2.467E+00
544	38.4	(a)	13.04	-6.974E-06	7.244E-03	-2.467E+00
545	33.4	(a)	12.3	-6.974E-06	7.244E-03	-2.467E+00
546	28	(a)	11.51	-6.974E-06	7.244E-03	-2.467E+00
547	23.9	(a)	10.9	-6.974E-06	7.244E-03	-2.467E+00

548	18.9	([a])	10.18	-6.974E-06	7.244E-03	-2.467E+00
549	12.9	8.6	8.96	-6.974E-06	7.244E-03	-2.467E+00
550	15.4	([a])	7.54	-6.974E-06	7.244E-03	-2.467E+00
551	25.2	8.4	6.62	-6.974E-06	7.244E-03	-2.467E+00
552	11.1	2.8	5.48	-6.974E-06	7.244E-03	-2.467E+00
553	15.6	6.4	3.51	-6.974E-06	7.244E-03	-2.467E+00
554	0.3	13.3	2.71	-2.325E-06	2.415E-03	-8.223E-01
555	3.8	31.8	3.01	2.325E-06	-2.415E-03	8.223E-01
556	16.6	25.5	3.73	6.974E-06	-7.244E-03	2.467E+00
557	25.4	25.7	4.22	6.974E-06	-7.244E-03	2.467E+00
558	48.8	26.5	5.52	6.974E-06	-7.244E-03	2.467E+00
559	77.9	30.8	7.14	6.974E-06	-7.244E-03	2.467E+00
560	55.5	3.1	7.32	6.974E-06	-7.244E-03	2.467E+00
561	61	36.7	7.9	6.974E-06	-7.244E-03	2.467E+00
562	78.8	26.1	9.19	6.974E-06	-7.244E-03	2.467E+00
563	65.7	26	9.75	6.974E-06	-7.244E-03	2.467E+00
564	31.5	17.9	9.49	6.974E-06	-7.244E-03	2.467E+00
565	43.2	45.2	10.82	6.974E-06	-7.244E-03	2.467E+00
566	48.7	15.9	11.49	6.974E-06	-7.244E-03	2.467E+00
567	49.3	10.9	11.57	6.974E-06	-7.244E-03	2.467E+00
568	50.1	12.6	11.66	6.974E-06	-7.244E-03	2.467E+00
569	56.6	37.8	12.39	6.974E-06	-7.244E-03	2.467E+00
570	61.9	18.7	13.03	6.974E-06	-7.244E-03	2.467E+00
571	64.6	12.8	13.17	6.974E-06	-7.244E-03	2.467E+00
572	37.2	2.8	12.85	6.974E-06	-7.244E-03	2.467E+00
573	44.1	64.1	13.82	6.974E-06	-7.244E-03	2.467E+00
574	53.1	39.7	15.16	6.974E-06	-7.244E-03	2.467E+00
575	56.8	23.5	15.73	6.974E-06	-7.244E-03	2.467E+00
576	59.2	24.4	16.07	6.974E-06	-7.244E-03	2.467E+00
577	43.3	7.9	16.09	6.974E-06	-7.244E-03	2.467E+00
578	35.4	41.4	16.01	6.974E-06	-7.244E-03	2.467E+00
579	37.7	21.3	16.47	6.974E-06	-7.244E-03	2.467E+00
580	37.9	17.9	16.49	6.974E-06	-7.244E-03	2.467E+00
581	38.4	17.3	16.59	2.325E-06	-2.415E-03	8.223E-01
582	38.8	13.3	16.67	-2.325E-06	2.415E-03	-8.223E-01
583	37.4	10.8	16.41	-6.974E-06	7.244E-03	-2.467E+00
584	36.6	11.5	16.26	-6.974E-06	7.244E-03	-2.467E+00
585	34.8	6.5	15.92	-6.974E-06	7.244E-03	-2.467E+00
586	33	([a])	15.59	-6.974E-06	7.244E-03	-2.467E+00
587	29.9	([a])	15.04	-6.974E-06	7.244E-03	-2.467E+00
588	24	([a])	13.92	-6.974E-06	7.244E-03	-2.467E+00
589	29.3	13.3	12.46	-6.974E-06	7.244E-03	-2.467E+00
590	20.2	([a])	10.38	-6.974E-06	7.244E-03	-2.467E+00
591	17	14.9	8.45	-6.974E-06	7.244E-03	-2.467E+00
592	15.4	8.8	5.03	-6.974E-06	7.244E-03	-2.467E+00
593	2.5	1.3	2.58	-6.974E-06	7.244E-03	-2.467E+00
594	0.1	5.7	1.52	-6.974E-06	7.244E-03	-2.467E+00
595	0	0	1.09	-6.974E-06	7.244E-03	-2.467E+00
596	0	0	0.71	-2.325E-06	2.415E-03	-8.223E-01
597	0	0	0	2.325E-06	-2.415E-03	8.223E-01
598	0	0	0	6.974E-06	-7.244E-03	2.467E+00
599	6.4	30.8	0.13	6.974E-06	-7.244E-03	2.467E+00
600	6.8	38.6	1.14	6.974E-06	-7.244E-03	2.467E+00
601	6.7	31.6	2.17	6.974E-06	-7.244E-03	2.467E+00
602	12.7	18.1	2.71	6.974E-06	-7.244E-03	2.467E+00
603	25.1	8.8	3.25	6.974E-06	-7.244E-03	2.467E+00
604	31.3	14	3.51	6.974E-06	-7.244E-03	2.467E+00
605	48.5	8.2	4.25	6.974E-06	-7.244E-03	2.467E+00
606	57.3	7.4	4.63	6.974E-06	-7.244E-03	2.467E+00
607	49.5	15	4.48	6.974E-06	-7.244E-03	2.467E+00
608	16.2	6.7	3.48	6.974E-06	-7.244E-03	2.467E+00
609	29.3	45.7	4.41	6.974E-06	-7.244E-03	2.467E+00
610	69.5	40.4	6.66	6.974E-06	-7.244E-03	2.467E+00
611	70.3	25.8	7.73	6.974E-06	-7.244E-03	2.467E+00
612	35.7	13.9	7.84	6.974E-06	-7.244E-03	2.467E+00
613	38	4.9	8.05	6.974E-06	-7.244E-03	2.467E+00
614	37.8	4.4	8.04	6.974E-06	-7.244E-03	2.467E+00
615	37.5	4.3	8.01	6.974E-06	-7.244E-03	2.467E+00
616	37.3	4.3	7.99	6.974E-06	-7.244E-03	2.467E+00
617	37	4.4	7.96	6.974E-06	-7.244E-03	2.467E+00
618	36.7	4.4	7.94	6.974E-06	-7.244E-03	2.467E+00
619	36.5	4.5	7.92	6.974E-06	-7.244E-03	2.467E+00

620	36.9	12.3	7.95	6.974E-06	-7.244E-03	2.467E+00
621	44.6	20.6	8.65	6.974E-06	-7.244E-03	2.467E+00
622	51.4	10.4	9.28	6.974E-06	-7.244E-03	2.467E+00
623	53.7	([a])	9.49	6.974E-06	-7.244E-03	2.467E+00
624	53.5	([a])	9.48	6.974E-06	-7.244E-03	2.467E+00
625	54.2	16.7	9.52	6.974E-06	-7.244E-03	2.467E+00
626	62.2	18.4	10.26	6.974E-06	-7.244E-03	2.467E+00
627	65.7	8.9	10.78	6.974E-06	-7.244E-03	2.467E+00
628	43.8	([a])	10.94	6.974E-06	-7.244E-03	2.467E+00
629	42.4	1.5	10.77	6.974E-06	-7.244E-03	2.467E+00
630	41.8	4.6	10.7	6.974E-06	-7.244E-03	2.467E+00
631	41.6	5.1	10.67	6.974E-06	-7.244E-03	2.467E+00
632	41.4	5.1	10.66	6.974E-06	-7.244E-03	2.467E+00
633	41.3	5.2	10.65	6.974E-06	-7.244E-03	2.467E+00
634	41.2	5.2	10.63	6.974E-06	-7.244E-03	2.467E+00
635	41.1	5.2	10.62	6.974E-06	-7.244E-03	2.467E+00
636	41	5.2	10.61	6.974E-06	-7.244E-03	2.467E+00
637	41	5.3	10.6	6.974E-06	-7.244E-03	2.467E+00
638	40.9	5.3	10.59	6.974E-06	-7.244E-03	2.467E+00
639	40.8	5.3	10.58	6.974E-06	-7.244E-03	2.467E+00
640	40.7	5.3	10.58	6.974E-06	-7.244E-03	2.467E+00
641	42.1	13.3	10.73	6.974E-06	-7.244E-03	2.467E+00
642	45.4	13.6	11.11	6.974E-06	-7.244E-03	2.467E+00
643	50.5	9.9	11.71	6.974E-06	-7.244E-03	2.467E+00
644	53.2	5.7	12.03	6.974E-06	-7.244E-03	2.467E+00
645	54.6	([a])	12.2	6.974E-06	-7.244E-03	2.467E+00
646	53.9	0.3	12.12	6.974E-06	-7.244E-03	2.467E+00
647	53.3	4.7	12.04	6.974E-06	-7.244E-03	2.467E+00
648	53.1	5.3	12.02	6.974E-06	-7.244E-03	2.467E+00
649	53.1	5.4	12.01	4.837E-06	-5.146E-03	1.740E+00
650	53	5.4	12.01	2.700E-06	-3.048E-03	1.013E+00
651	53	5.4	12	5.632E-07	-9.497E-04	2.854E-01
652	52.9	5.4	12	5.632E-07	-9.497E-04	2.854E-01
653	52.9	5.4	12	5.632E-07	-9.497E-04	2.854E-01
654	52.9	5.4	11.99	5.632E-07	-9.497E-04	2.854E-01
655	52.8	5.4	11.99	5.632E-07	-9.497E-04	2.854E-01
656	52.8	5.4	11.98	5.632E-07	-9.497E-04	2.854E-01
657	52.8	5.4	11.98	5.632E-07	-9.497E-04	2.854E-01
658	52.8	5.4	11.98	5.632E-07	-9.497E-04	2.854E-01
659	52.7	5.4	11.97	5.632E-07	-9.497E-04	2.854E-01
660	55.2	16.3	12.25	5.632E-07	-9.497E-04	2.854E-01
661	58.7	16.1	12.65	5.632E-07	-9.497E-04	2.854E-01
662	54	10.8	12.89	5.632E-07	-9.497E-04	2.854E-01
663	38.1	35.5	12.97	5.632E-07	-9.497E-04	2.854E-01
664	44.3	23.7	13.88	5.632E-07	-9.497E-04	2.854E-01
665	46.3	1.7	14.19	5.632E-07	-9.497E-04	2.854E-01
666	46.4	([a])	14.22	5.632E-07	-9.497E-04	2.854E-01
667	45.8	7.8	14.11	5.632E-07	-9.497E-04	2.854E-01
668	50.4	34.7	14.77	5.632E-07	-9.497E-04	2.854E-01
669	54.7	15.2	15.43	5.632E-07	-9.497E-04	2.854E-01
670	57.6	([a])	15.88	5.632E-07	-9.497E-04	2.854E-01
671	54.1	([a])	15.37	5.632E-07	-9.497E-04	2.854E-01
672	52.1	([a])	15.06	5.632E-07	-9.497E-04	2.854E-01
673	52	([a])	15.04	5.632E-07	-9.497E-04	2.854E-01
674	51.3	5.7	14.94	5.632E-07	-9.497E-04	2.854E-01
675	51.3	6.8	14.93	5.632E-07	-9.497E-04	2.854E-01
676	51.6	11.2	14.97	5.632E-07	-9.497E-04	2.854E-01
677	54.2	11.5	15.35	5.632E-07	-9.497E-04	2.854E-01
678	54.7	16.5	15.43	5.632E-07	-9.497E-04	2.854E-01
679	54.4	22.6	15.38	5.632E-07	-9.497E-04	2.854E-01
680	55.3	8.6	15.52	5.632E-07	-9.497E-04	2.854E-01
681	55.8	1.3	15.6	5.632E-07	-9.497E-04	2.854E-01
682	55.5	4.3	15.56	5.632E-07	-9.497E-04	2.854E-01
683	55.3	6.3	15.53	5.632E-07	-9.497E-04	2.854E-01
684	55.3	6.5	15.52	5.632E-07	-9.497E-04	2.854E-01
685	55.3	6.5	15.52	5.632E-07	-9.497E-04	2.854E-01
686	55.3	6.5	15.52	5.632E-07	-9.497E-04	2.854E-01
687	55.3	6.5	15.51	5.632E-07	-9.497E-04	2.854E-01
688	55.2	4.8	15.51	5.632E-07	-9.497E-04	2.854E-01
689	54.4	2.7	15.39	5.632E-07	-9.497E-04	2.854E-01
690	55.2	([a])	15.52	5.632E-07	-9.497E-04	2.854E-01
691	54.2	13.3	15.36	5.632E-07	-9.497E-04	2.854E-01

692	54.1	11.8	15.34	5.632E-07	-9.497E-04	2.854E-01
693	54.7	5.3	15.43	5.632E-07	-9.497E-04	2.854E-01
694	55.4	(a)	15.54	5.632E-07	-9.497E-04	2.854E-01
695	54.9	1.9	15.46	5.632E-07	-9.497E-04	2.854E-01
696	54.5	6.2	15.4	5.632E-07	-9.497E-04	2.854E-01
697	54.5	7.2	15.41	5.632E-07	-9.497E-04	2.854E-01
698	54.5	6.3	15.41	5.632E-07	-9.497E-04	2.854E-01
699	54	(a)	15.33	4.087E-07	-8.219E-04	3.495E-01
700	54.8	(a)	15.46	2.542E-07	-6.940E-04	4.136E-01
701	54.1	(a)	15.36	9.973E-08	-5.661E-04	4.778E-01
702	53.2	6.7	15.21	9.973E-08	-5.661E-04	4.778E-01
703	53.5	5.8	15.25	9.973E-08	-5.661E-04	4.778E-01
704	53	(a)	15.19	9.973E-08	-5.661E-04	4.778E-01
705	50.9	8.6	14.87	9.973E-08	-5.661E-04	4.778E-01
706	50.7	11.7	14.84	9.973E-08	-5.661E-04	4.778E-01
707	51.1	7.8	14.9	9.973E-08	-5.661E-04	4.778E-01
708	51.2	6.6	14.92	9.973E-08	-5.661E-04	4.778E-01
709	51.2	6.5	14.92	9.973E-08	-5.661E-04	4.778E-01
710	51.2	6.5	14.92	9.973E-08	-5.661E-04	4.778E-01
711	51.2	6.5	14.92	9.973E-08	-5.661E-04	4.778E-01
712	51.3	6.5	14.92	9.973E-08	-5.661E-04	4.778E-01
713	51.3	6.5	14.92	9.973E-08	-5.661E-04	4.778E-01
714	51.3	6.5	14.93	9.973E-08	-5.661E-04	4.778E-01
732	51.3	6.5	14.93	9.973E-08	-5.661E-04	4.778E-01
733	51.3	6.5	14.94	9.973E-08	-5.661E-04	4.778E-01
734	51.4	10.5	14.95	9.973E-08	-5.661E-04	4.778E-01
735	53.1	11.2	15.19	9.973E-08	-5.661E-04	4.778E-01
736	52.9	5.3	15.17	9.973E-08	-5.661E-04	4.778E-01
737	53.8	2.9	15.3	9.973E-08	-5.661E-04	4.778E-01
738	55.5	(a)	15.56	9.973E-08	-5.661E-04	4.778E-01
739	55.1	2	15.5	9.973E-08	-5.661E-04	4.778E-01
740	55.7	6.8	15.58	9.973E-08	-5.661E-04	4.778E-01
741	55.9	5.3	15.61	9.973E-08	-5.661E-04	4.778E-01
742	54.1	18	15.33	9.973E-08	-5.661E-04	4.778E-01
743	53.9	14.8	15.3	9.973E-08	-5.661E-04	4.778E-01
744	55	9.5	15.47	9.973E-08	-5.661E-04	4.778E-01
745	55.4	1.9	15.54	9.973E-08	-5.661E-04	4.778E-01
746	55.7	8.4	15.58	9.973E-08	-5.661E-04	4.778E-01
747	57.4	(a)	15.85	9.973E-08	-5.661E-04	4.778E-01
748	56.7	(a)	15.77	9.973E-08	-5.661E-04	4.778E-01
749	32.2	(a)	15.36	9.973E-08	-5.661E-04	4.778E-01
750	30.2	25.4	15.05	9.973E-08	-5.661E-04	4.778E-01
751	28.9	43.8	14.8	9.973E-08	-5.661E-04	4.778E-01
752	29.6	37.9	14.93	9.973E-08	-5.661E-04	4.778E-01
753	30.5	13.4	15.11	3.324E-08	-1.887E-04	1.593E-01
754	30.6	(a)	15.14	-3.324E-08	1.887E-04	-1.593E-01
755	29.2	(a)	14.88	-9.973E-08	5.661E-04	-4.778E-01
756	28.7	(a)	14.79	-9.973E-08	5.661E-04	-4.778E-01
757	28.2	(a)	14.69	-9.973E-08	5.661E-04	-4.778E-01
758	27.7	8.5	14.6	-9.973E-08	5.661E-04	-4.778E-01
759	27.5	(a)	14.55	-9.973E-08	5.661E-04	-4.778E-01
760	24.9	(a)	14.09	-9.973E-08	5.661E-04	-4.778E-01
761	23.1	(a)	13.76	-9.973E-08	5.661E-04	-4.778E-01
762	21	8.9	12.81	-9.973E-08	5.661E-04	-4.778E-01
763	34.4	(a)	12.32	-9.973E-08	5.661E-04	-4.778E-01
764	30.1	(a)	11.83	-9.973E-08	5.661E-04	-4.778E-01
765	22.8	(a)	10.76	-9.973E-08	5.661E-04	-4.778E-01
766	13.2	(a)	9.35	-9.973E-08	5.661E-04	-4.778E-01
767	17.9	7.1	7.87	-9.973E-08	5.661E-04	-4.778E-01
768	21.7	10.3	6.32	-9.973E-08	5.661E-04	-4.778E-01
769	15.3	(a)	4.47	-9.973E-08	5.661E-04	-4.778E-01
770	0.9	(a)	2.49	-9.973E-08	5.661E-04	-4.778E-01
771	0.1	5.6	1.67	-9.973E-08	5.661E-04	-4.778E-01
772	0	0	1.55	-9.973E-08	5.661E-04	-4.778E-01
773	0	0	1.46	-9.973E-08	5.661E-04	-4.778E-01
774	0	0	0.71	-9.973E-08	5.661E-04	-4.778E-01
775	0	0	0	-9.973E-08	5.661E-04	-4.778E-01
799	0	0	0	-9.973E-08	5.661E-04	-4.778E-01
800	0	0	0	3.522E-06	-3.252E-03	6.821E-01
801	0	0	0	7.144E-06	-7.070E-03	1.842E+00
802	0	0	0	1.077E-05	-1.089E-02	3.002E+00
810	0	0	0	1.077E-05	-1.089E-02	3.002E+00

811	7.7	34.4	1.28	1.077E-05	-1.089E-02	3.002E+00
812	16.2	15.7	2.87	1.077E-05	-1.089E-02	3.002E+00
813	37.9	5.1	3.79	1.077E-05	-1.089E-02	3.002E+00
814	51.4	10.8	4.37	1.077E-05	-1.089E-02	3.002E+00
815	71.1	18.9	5.19	1.077E-05	-1.089E-02	3.002E+00
816	49.8	([a])	5.6	1.077E-05	-1.089E-02	3.002E+00
817	65.6	18.1	6.47	1.077E-05	-1.089E-02	3.002E+00
818	43.5	4.8	6.4	1.077E-05	-1.089E-02	3.002E+00
819	47.4	35.6	6.93	1.077E-05	-1.089E-02	3.002E+00
820	73	32.8	8.77	1.077E-05	-1.089E-02	3.002E+00
821	76.2	29	9.82	1.077E-05	-1.089E-02	3.002E+00
822	33.1	6.8	9.69	1.077E-05	-1.089E-02	3.002E+00
823	44.9	51	11.01	1.077E-05	-1.089E-02	3.002E+00
824	60.1	44.1	12.8	1.077E-05	-1.089E-02	3.002E+00
825	67	22.5	13.62	1.077E-05	-1.089E-02	3.002E+00
826	72.5	28.6	14.25	1.077E-05	-1.089E-02	3.002E+00
827	46	2.8	13.95	1.077E-05	-1.089E-02	3.002E+00
828	51	60.5	14.84	1.077E-05	-1.089E-02	3.002E+00
829	63	33.5	16.62	1.077E-05	-1.089E-02	3.002E+00
830	65.5	25.2	17	1.077E-05	-1.089E-02	3.002E+00
831	57.8	12.7	17.13	1.077E-05	-1.089E-02	3.002E+00
832	40.4	36	16.96	1.077E-05	-1.089E-02	3.002E+00
833	43.6	24.7	17.56	1.077E-05	-1.089E-02	3.002E+00
834	44.1	21.8	17.66	3.588E-06	-3.630E-03	1.001E+00
835	45	10.9	17.84	-3.588E-06	3.630E-03	-1.001E+00
836	44.3	([a])	17.71	-1.077E-05	1.089E-02	-3.002E+00
837	42	([a])	17.28	-1.077E-05	1.089E-02	-3.002E+00
838	38.5	([a])	16.63	-1.077E-05	1.089E-02	-3.002E+00
839	35.3	([a])	16.03	-1.077E-05	1.089E-02	-3.002E+00
840	31.3	([a])	15.29	-1.077E-05	1.089E-02	-3.002E+00
841	24.9	([a])	14.1	-1.077E-05	1.089E-02	-3.002E+00
842	29.1	12.7	12.28	-1.077E-05	1.089E-02	-3.002E+00
843	20.4	([a])	10.41	-1.077E-05	1.089E-02	-3.002E+00
844	14.7	12.9	8.82	-1.077E-05	1.089E-02	-3.002E+00
845	14.7	([a])	7.57	-1.077E-05	1.089E-02	-3.002E+00
846	17.2	6.5	5.93	-1.077E-05	1.089E-02	-3.002E+00
847	16.7	12.3	3.77	-1.077E-05	1.089E-02	-3.002E+00
848	0	0	1.51	-1.077E-05	1.089E-02	-3.002E+00
849	0	0	0	-1.077E-05	1.089E-02	-3.002E+00
864	0	0	0	-1.077E-05	1.089E-02	-3.002E+00
865	0	0	0	-3.199E-06	3.169E-03	-1.698E+00
866	0	0	0	4.367E-06	-4.551E-03	-3.934E-01
867	0	0	0	1.193E-05	-1.227E-02	9.108E-01
869	0	0	0	1.193E-05	-1.227E-02	9.108E-01
870	3	5	0	1.193E-05	-1.227E-02	9.108E-01
871	7	10	0	1.193E-05	-1.227E-02	9.108E-01
872	58.6	22.6	5.59	1.193E-05	-1.227E-02	9.108E-01
873	84.8	19.9	6.92	1.193E-05	-1.227E-02	9.108E-01
874	46.7	3.3	6.66	1.193E-05	-1.227E-02	9.108E-01
875	51.2	10.4	7.09	1.193E-05	-1.227E-02	9.108E-01
876	56.5	10.6	7.46	1.193E-05	-1.227E-02	9.108E-01
877	70.3	14.4	8.4	1.193E-05	-1.227E-02	9.108E-01
878	53.2	10.4	8.86	1.193E-05	-1.227E-02	9.108E-01
879	50.4	34.3	9.51	9.979E-06	-1.043E-02	9.264E-01
880	81.5	54.8	12.38	8.023E-06	-8.594E-03	9.420E-01
881	91.3	5.4	13.38	6.068E-06	-6.755E-03	9.576E-01
882	63.6	10.3	13.29	6.068E-06	-6.755E-03	9.576E-01
883	57.9	37.8	13.65	6.068E-06	-6.755E-03	9.576E-01
884	80.1	61.2	16.37	6.068E-06	-6.755E-03	9.576E-01
885	89.5	24	17.62	6.068E-06	-6.755E-03	9.576E-01
886	60.8	7.4	17.9	6.068E-06	-6.755E-03	9.576E-01
887	57.2	41.9	18.28	6.068E-06	-6.755E-03	9.576E-01
888	65.4	8.4	19.71	6.068E-06	-6.755E-03	9.576E-01
889	65.6	5.5	19.75	5.713E-06	-6.392E-03	4.768E-01
890	35.9	0.3	19.56	5.358E-06	-6.028E-03	-3.992E-03
891	35.4	31.2	19.87	5.004E-06	-5.665E-03	-4.848E-01
892	37.3	19	20.32	5.004E-06	-5.665E-03	-4.848E-01
893	40.5	38	21	5.004E-06	-5.665E-03	-4.848E-01
894	46.4	56.4	22.32	5.004E-06	-5.665E-03	-4.848E-01
895	52.5	39.6	23.74	5.004E-06	-5.665E-03	-4.848E-01
896	54.6	7.8	24.26	5.004E-06	-5.665E-03	-4.848E-01
897	53.3	([a])	23.98	5.004E-06	-5.665E-03	-4.848E-01

898	51.2	([a])	23.51	5.004E-06	-5.665E-03	-4.848E-01
899	49.3	([a])	23.08	3.154E-06	-3.810E-03	-3.535E-01
900	47.4	([a])	22.66	1.304E-06	-1.954E-03	-2.222E-01
901	46	6.4	22.31	-5.462E-07	-9.930E-05	-9.097E-02
902	45.9	7.6	22.29	-5.462E-07	-9.930E-05	-9.097E-02
903	46.4	18.3	22.38	-5.462E-07	-9.930E-05	-9.097E-02
904	48.1	23.5	22.75	-5.462E-07	-9.930E-05	-9.097E-02
905	50	22.5	23.2	-5.462E-07	-9.930E-05	-9.097E-02
906	50.5	8.6	23.34	-5.462E-07	-9.930E-05	-9.097E-02
907	48.9	([a])	22.99	-5.462E-07	-9.930E-05	-9.097E-02
908	48.2	11	22.8	-5.462E-07	-9.930E-05	-9.097E-02
909	47.5	3.6	22.66	9.609E-07	-1.656E-03	1.853E-01
910	48.3	14.9	22.82	2.468E-06	-3.213E-03	4.616E-01
911	48.7	13	22.92	3.975E-06	-4.769E-03	7.379E-01
912	47.8	([a])	22.74	3.975E-06	-4.769E-03	7.379E-01
913	47.8	14.5	22.71	3.975E-06	-4.769E-03	7.379E-01
914	48.3	10.1	22.82	3.975E-06	-4.769E-03	7.379E-01
915	48.3	6.4	22.84	3.975E-06	-4.769E-03	7.379E-01
916	48.2	7	22.8	3.975E-06	-4.769E-03	7.379E-01
917	48.3	12.5	22.83	3.975E-06	-4.769E-03	7.379E-01
918	48.1	6.6	22.79	3.975E-06	-4.769E-03	7.379E-01
919	48.2	12.1	22.79	3.975E-06	-4.769E-03	7.379E-01
920	49.2	17.9	23.02	1.325E-06	-1.590E-03	2.460E-01
921	50.7	11.7	23.36	-1.325E-06	1.590E-03	-2.460E-01
922	49.4	([a])	23.1	-3.975E-06	4.769E-03	-7.379E-01
923	47.2	([a])	22.61	-3.975E-06	4.769E-03	-7.379E-01
924	44.8	([a])	22.06	-3.975E-06	4.769E-03	-7.379E-01
925	42.1	([a])	21.45	-3.975E-06	4.769E-03	-7.379E-01
926	39.1	([a])	20.76	-3.975E-06	4.769E-03	-7.379E-01
927	36.2	([a])	20.11	-3.975E-06	4.769E-03	-7.379E-01
928	33.5	([a])	19.48	-3.975E-06	4.769E-03	-7.379E-01
929	29.8	([a])	18.65	-3.975E-06	4.769E-03	-7.379E-01
930	25.1	([a])	17.59	-3.975E-06	4.769E-03	-7.379E-01
931	20.4	([a])	16.52	-3.975E-06	4.769E-03	-7.379E-01
932	23.8	13.5	15.18	-3.975E-06	4.769E-03	-7.379E-01
933	29.8	1.8	13.26	-3.975E-06	4.769E-03	-7.379E-01
934	15.6	([a])	11.39	-3.975E-06	4.769E-03	-7.379E-01
935	19.4	14.3	9.71	-3.975E-06	4.769E-03	-7.379E-01
936	16.1	([a])	8.52	-3.975E-06	4.769E-03	-7.379E-01
937	16.3	13.1	6.98	-3.975E-06	4.769E-03	-7.379E-01
938	17.8	11.5	4.9	-3.975E-06	4.769E-03	-7.379E-01
939	8.6	1.8	2.92	-3.975E-06	4.769E-03	-7.379E-01
940	0	0	2.39	-3.975E-06	4.769E-03	-7.379E-01
941	0	0	2.44	-3.975E-06	4.769E-03	-7.379E-01
942	0	0	2.37	-3.975E-06	4.769E-03	-7.379E-01
943	1	5	1.67	-3.975E-06	4.769E-03	-7.379E-01
944	5	8.7	1.17	-3.975E-06	4.769E-03	-7.379E-01
945	5.4	7.6	1.34	-3.975E-06	4.769E-03	-7.379E-01
946	0	0	1.28	-3.975E-06	4.769E-03	-7.379E-01
947	0	0	0.56	-1.325E-06	1.590E-03	-2.460E-01
948	0	0	0	1.325E-06	-1.590E-03	2.460E-01
949	0	0	0	3.975E-06	-4.769E-03	7.379E-01
952	0	0	0	3.975E-06	-4.769E-03	7.379E-01
953	5.4	16.3	0.27	3.975E-06	-4.769E-03	7.379E-01
954	7.2	26	1.4	3.975E-06	-4.769E-03	7.379E-01
955	27.1	23	2.96	3.975E-06	-4.769E-03	7.379E-01
956	64.4	18	4.35	3.975E-06	-4.769E-03	7.379E-01
957	44.8	3.7	4.75	3.975E-06	-4.769E-03	7.379E-01
958	60.6	28.7	5.67	3.975E-06	-4.769E-03	7.379E-01
959	92.5	23.9	7.29	3.975E-06	-4.769E-03	7.379E-01
960	53	1.3	7.23	3.975E-06	-4.769E-03	7.379E-01
961	85.2	41.6	9.37	3.975E-06	-4.769E-03	7.379E-01
962	56.3	0.4	9.93	3.975E-06	-4.769E-03	7.379E-01
963	67.8	48.8	11.11	3.975E-06	-4.769E-03	7.379E-01
964	101.7	55.3	13.96	3.975E-06	-4.769E-03	7.379E-01
965	31.9	2.4	13.82	3.975E-06	-4.769E-03	7.379E-01
966	37.3	57.2	14.93	3.975E-06	-4.769E-03	7.379E-01
967	54.7	82.5	17.81	3.975E-06	-4.769E-03	7.379E-01
968	64.3	12.2	19.52	3.975E-06	-4.769E-03	7.379E-01
969	65.1	8.7	19.67	3.461E-06	-4.200E-03	7.130E-01
970	36.8	1	19.69	2.947E-06	-3.630E-03	6.882E-01
971	35.5	20.2	19.9	2.433E-06	-3.060E-03	6.633E-01

972	36.9	14.6	20.23	2.433E-06	-3.060E-03	6.633E-01
973	38.2	14.8	20.52	2.433E-06	-3.060E-03	6.633E-01
974	38.9	8	20.69	8.109E-07	-1.020E-03	2.211E-01
975	39	7.7	20.7	-8.109E-07	1.020E-03	-2.211E-01
976	37.5	([a])	20.38	-2.433E-06	3.060E-03	-6.633E-01
977	35.6	([a])	19.95	-2.433E-06	3.060E-03	-6.633E-01
978	33.1	([a])	19.4	-2.433E-06	3.060E-03	-6.633E-01
979	30	([a])	18.69	-2.433E-06	3.060E-03	-6.633E-01
980	26.2	([a])	17.83	-2.433E-06	3.060E-03	-6.633E-01
981	21.9	([a])	16.86	-2.433E-06	3.060E-03	-6.633E-01
982	18.1	([a])	15.98	-2.433E-06	3.060E-03	-6.633E-01
983	40.7	16.1	15.23	-2.433E-06	3.060E-03	-6.633E-01
984	36	([a])	14.81	-2.433E-06	3.060E-03	-6.633E-01
985	33.7	([a])	14.4	-2.433E-06	3.060E-03	-6.633E-01
986	32	([a])	14.12	-2.433E-06	3.060E-03	-6.633E-01
987	29.3	([a])	13.67	-2.433E-06	3.060E-03	-6.633E-01
988	27	([a])	13.29	-2.433E-06	3.060E-03	-6.633E-01
989	24.6	([a])	12.89	-2.433E-06	3.060E-03	-6.633E-01
990	21.8	([a])	12.41	-2.433E-06	3.060E-03	-6.633E-01
991	18.2	([a])	11.82	-2.433E-06	3.060E-03	-6.633E-01
992	9.9	6.7	9.97	-2.433E-06	3.060E-03	-6.633E-01
993	16	2.1	8.01	-2.433E-06	3.060E-03	-6.633E-01
994	13.4	4	5.89	-2.433E-06	3.060E-03	-6.633E-01
995	11.3	5.7	3.93	-2.433E-06	3.060E-03	-6.633E-01
996	0	0	2.5	-2.433E-06	3.060E-03	-6.633E-01
997	0.3	3.9	2.18	-2.433E-06	3.060E-03	-6.633E-01
998	0.2	3.5	1.91	-2.433E-06	3.060E-03	-6.633E-01
999	0	0	2.01	-2.433E-06	3.060E-03	-6.633E-01
1000	0	0	2.13	-2.433E-06	3.060E-03	-6.633E-01
1001	0	0	2.04	-2.433E-06	3.060E-03	-6.633E-01
1002	0	0	0.61	-2.433E-06	3.060E-03	-6.633E-01
1003	0	0	0	-2.433E-06	3.060E-03	-6.633E-01
1014	0	0	0	-2.433E-06	3.060E-03	-6.633E-01
1015	0	0	0	-1.410E-06	1.623E-03	-4.817E-01
1016	0	0	0	-3.875E-07	1.855E-04	-3.001E-01
1017	1	7.6	0.01	6.352E-07	-1.252E-03	-1.186E-01
1018	7.8	34.2	0.94	6.352E-07	-1.252E-03	-1.186E-01
1019	27.5	19.7	2.99	6.352E-07	-1.252E-03	-1.186E-01
1020	67.8	18.4	4.47	6.352E-07	-1.252E-03	-1.186E-01
1021	39.9	5.8	4.45	6.352E-07	-1.252E-03	-1.186E-01
1022	39.1	27.8	4.59	6.352E-07	-1.252E-03	-1.186E-01
1023	90.5	36.7	7.17	6.352E-07	-1.252E-03	-1.186E-01
1024	55.7	1.3	7.32	6.352E-07	-1.252E-03	-1.186E-01
1025	81.4	46.8	9.1	6.352E-07	-1.252E-03	-1.186E-01
1026	56.6	2.7	9.86	6.352E-07	-1.252E-03	-1.186E-01
1027	62.2	36.5	10.61	6.352E-07	-1.252E-03	-1.186E-01
1028	81	44.1	12.35	6.352E-07	-1.252E-03	-1.186E-01
1029	64.2	11	13.32	6.352E-07	-1.252E-03	-1.186E-01
1030	56.2	37.2	13.44	6.352E-07	-1.252E-03	-1.186E-01
1031	77.1	77.9	15.98	6.352E-07	-1.252E-03	-1.186E-01
1032	103.6	47.7	18.47	6.352E-07	-1.252E-03	-1.186E-01
1033	56.1	2.9	18.15	6.352E-07	-1.252E-03	-1.186E-01
1034	65	62.1	19.55	6.352E-07	-1.252E-03	-1.186E-01
1035	72.1	27.2	20.81	6.352E-07	-1.252E-03	-1.186E-01
1036	75	19.5	21.31	6.352E-07	-1.252E-03	-1.186E-01
1037	42.6	1.6	21.12	6.352E-07	-1.252E-03	-1.186E-01
1038	43.4	47.9	21.65	6.352E-07	-1.252E-03	-1.186E-01
1039	47.3	26.8	22.57	6.352E-07	-1.252E-03	-1.186E-01
1040	49	21.4	22.98	6.352E-07	-1.252E-03	-1.186E-01
1041	50.5	23.2	23.32	6.352E-07	-1.252E-03	-1.186E-01
1042	51.9	20.3	23.63	6.352E-07	-1.252E-03	-1.186E-01
1043	53.2	19.4	23.92	6.352E-07	-1.252E-03	-1.186E-01
1044	54.1	14.5	24.14	6.352E-07	-1.252E-03	-1.186E-01
1045	54	6.5	24.13	6.352E-07	-1.252E-03	-1.186E-01
1046	54.9	26.4	24.3	6.352E-07	-1.252E-03	-1.186E-01
1047	58	38	24.99	6.352E-07	-1.252E-03	-1.186E-01
1048	60.7	25.2	25.63	6.352E-07	-1.252E-03	-1.186E-01
1049	32.4	([a])	25.39	6.352E-07	-1.252E-03	-1.186E-01
1050	29.8	7.6	25.06	6.352E-07	-1.252E-03	-1.186E-01
1051	28.4	([a])	24.66	6.352E-07	-1.252E-03	-1.186E-01
1052	26.2	([a])	23.99	6.352E-07	-1.252E-03	-1.186E-01
1053	25.2	14.1	23.63	6.352E-07	-1.252E-03	-1.186E-01

1054	26.9	47.6	24.13	6.352E-07	-1.252E-03	-1.186E-01
1055	30.5	70.4	25.2	6.352E-07	-1.252E-03	-1.186E-01
1056	32.1	12.2	25.77	6.352E-07	-1.252E-03	-1.186E-01
1057	32.6	26.7	25.89	6.352E-07	-1.252E-03	-1.186E-01
1058	34.5	44	26.46	6.352E-07	-1.252E-03	-1.186E-01
1059	36.5	34.5	27.06	6.352E-07	-1.252E-03	-1.186E-01
1060	37.7	26.5	27.46	6.352E-07	-1.252E-03	-1.186E-01
1061	38.6	23.3	27.72	6.352E-07	-1.252E-03	-1.186E-01
1062	39.3	20.6	27.95	6.352E-07	-1.252E-03	-1.186E-01
1063	39.6	19.9	28.03	6.352E-07	-1.252E-03	-1.186E-01
1064	40.1	23.2	28.19	6.352E-07	-1.252E-03	-1.186E-01
1065	40.7	25.2	28.38	6.352E-07	-1.252E-03	-1.186E-01
1066	41.6	27.3	28.64	6.352E-07	-1.252E-03	-1.186E-01
1067	42.4	23.5	28.9	6.352E-07	-1.252E-03	-1.186E-01
1068	42.9	22.5	29.04	6.352E-07	-1.252E-03	-1.186E-01
1069	43.2	15.8	29.14	6.352E-07	-1.252E-03	-1.186E-01
1070	43.1	15.6	29.13	6.352E-07	-1.252E-03	-1.186E-01
1071	43.2	17.1	29.17	6.352E-07	-1.252E-03	-1.186E-01
1072	43.2	13.8	29.17	6.352E-07	-1.252E-03	-1.186E-01
1073	43.2	14.7	29.15	6.352E-07	-1.252E-03	-1.186E-01
1074	43	22.7	29.09	6.352E-07	-1.252E-03	-1.186E-01
1075	43.8	24.6	29.31	6.352E-07	-1.252E-03	-1.186E-01
1076	44.2	13.7	29.46	6.352E-07	-1.252E-03	-1.186E-01
1077	44	6.9	29.39	6.352E-07	-1.252E-03	-1.186E-01
1078	42.9	(a)	29.08	6.352E-07	-1.252E-03	-1.186E-01
1079	41.4	2.9	28.62	6.352E-07	-1.252E-03	-1.186E-01
1080	41	14	28.48	6.352E-07	-1.252E-03	-1.186E-01
1081	41.1	17.7	28.5	6.352E-07	-1.252E-03	-1.186E-01
1082	41.7	15	28.69	6.352E-07	-1.252E-03	-1.186E-01
1083	42.4	19.8	28.91	6.352E-07	-1.252E-03	-1.186E-01
1084	43.5	17.4	29.24	6.352E-07	-1.252E-03	-1.186E-01
1085	44	10.8	29.41	6.352E-07	-1.252E-03	-1.186E-01
1086	44.3	10	29.51	6.352E-07	-1.252E-03	-1.186E-01
1087	44.5	6.5	29.55	6.352E-07	-1.252E-03	-1.186E-01
1088	44.1	0.4	29.46	6.352E-07	-1.252E-03	-1.186E-01
1089	43.4	1.2	29.24	6.352E-07	-1.252E-03	-1.186E-01
1090	43.2	7.3	29.17	6.352E-07	-1.252E-03	-1.186E-01
1091	43.1	4.7	29.14	6.352E-07	-1.252E-03	-1.186E-01
1092	42.8	4.7	29.04	6.352E-07	-1.252E-03	-1.186E-01
1093	42.6	5.8	28.97	6.352E-07	-1.252E-03	-1.186E-01
1094	42.6	9.8	28.97	6.352E-07	-1.252E-03	-1.186E-01
1095	42.9	13.4	29.06	6.352E-07	-1.252E-03	-1.186E-01
1096	43.4	19	29.22	6.352E-07	-1.252E-03	-1.186E-01
1097	44.2	15	29.47	6.352E-07	-1.252E-03	-1.186E-01
1098	44.6	11.5	29.59	6.352E-07	-1.252E-03	-1.186E-01
1099	44.8	5.5	29.66	3.896E-07	-1.022E-03	-3.475E-01
1100	44.1	(a)	29.47	1.440E-07	-7.913E-04	-5.765E-01
1101	43.1	(a)	29.15	-1.016E-07	-5.610E-04	-8.055E-01
1102	42.8	10.3	29.03	-1.016E-07	-5.610E-04	-8.055E-01
1103	43	0.7	29.1	-1.016E-07	-5.610E-04	-8.055E-01
1104	42	(a)	28.82	-1.016E-07	-5.610E-04	-8.055E-01
1105	41.3	(a)	28.60	-1.016E-07	-5.610E-04	-8.055E-01
1106	40.7	(a)	28.41	-1.016E-07	-5.610E-04	-8.055E-01
1107	40	1.3	28.19	-1.016E-07	-5.610E-04	-8.055E-01
1108	39.6	6.1	28.07	-1.016E-07	-5.610E-04	-8.055E-01
1109	39.4	2.4	28.01	-1.016E-07	-5.610E-04	-8.055E-01
1110	38.8	(a)	27.84	-1.016E-07	-5.610E-04	-8.055E-01
1111	38.1	0.1	27.62	-1.016E-07	-5.610E-04	-8.055E-01
1112	37.4	(a)	27.4	-1.016E-07	-5.610E-04	-8.055E-01
1113	36.1	(a)	27.01	-1.016E-07	-5.610E-04	-8.055E-01
1114	35	(a)	26.68	-1.016E-07	-5.610E-04	-8.055E-01
1115	34	(a)	26.35	-1.016E-07	-5.610E-04	-8.055E-01
1116	32.7	(a)	25.98	-1.016E-07	-5.610E-04	-8.055E-01
1117	31	(a)	25.46	-1.016E-07	-5.610E-04	-8.055E-01
1118	29.8	0.8	25.05	-1.016E-07	-5.610E-04	-8.055E-01
1119	30	8.2	25.12	-1.016E-07	-5.610E-04	-8.055E-01
1120	29.8	1.2	25.07	-1.016E-07	-5.610E-04	-8.055E-01
1121	29.1	(a)	24.86	-1.016E-07	-5.610E-04	-8.055E-01
1122	28	(a)	24.51	-1.016E-07	-5.610E-04	-8.055E-01
1123	26.8	(a)	24.15	-1.016E-07	-5.610E-04	-8.055E-01
1124	25.7	(a)	23.82	-1.016E-07	-5.610E-04	-8.055E-01
1125	24	(a)	23.3	-1.016E-07	-5.610E-04	-8.055E-01

1126	22.3	([a])	22.79	-1.016E-07	-5.610E-04	-8.055E-01
1127	21.1	([a])	22.39	-1.016E-07	-5.610E-04	-8.055E-01
1128	21	21.6	22.35	-1.016E-07	-5.610E-04	-8.055E-01
1129	22.6	36.9	22.82	-1.016E-07	-5.610E-04	-8.055E-01
1130	24.9	37.1	23.52	-1.016E-07	-5.610E-04	-8.055E-01
1131	26.9	30.8	24.15	-1.016E-07	-5.610E-04	-8.055E-01
1132	28.5	29.6	24.65	-1.016E-07	-5.610E-04	-8.055E-01
1133	29.8	23.4	25.04	-1.016E-07	-5.610E-04	-8.055E-01
1134	30.7	21.9	25.31	-1.016E-07	-5.610E-04	-8.055E-01
1135	31.8	20.3	25.65	-3.387E-08	-1.870E-04	-2.685E-01
1136	32.2	([a])	25.81	3.387E-08	1.870E-04	2.685E-01
1137	30.6	([a])	25.35	1.016E-07	5.610E-04	8.055E-01
1138	27.7	([a])	24.45	1.016E-07	5.610E-04	8.055E-01
1139	24.8	([a])	23.57	1.016E-07	5.610E-04	8.055E-01
1140	22.1	([a])	22.73	1.016E-07	5.610E-04	8.055E-01
1141	20.1	([a])	22.1	1.016E-07	5.610E-04	8.055E-01
1142	18.5	([a])	21.62	1.016E-07	5.610E-04	8.055E-01
1143	21.2	11.1	20.87	1.016E-07	5.610E-04	8.055E-01
1144	36.3	([a])	20.12	1.016E-07	5.610E-04	8.055E-01
1145	33.4	([a])	19.46	1.016E-07	5.610E-04	8.055E-01
1146	30.7	([a])	18.86	1.016E-07	5.610E-04	8.055E-01
1147	27.9	([a])	18.21	1.016E-07	5.610E-04	8.055E-01
1148	24.4	([a])	17.42	1.016E-07	5.610E-04	8.055E-01
1149	21.2	([a])	16.68	1.016E-07	5.610E-04	8.055E-01
1150	17.9	([a])	15.94	1.016E-07	5.610E-04	8.055E-01
1151	38.8	9.1	14.61	1.016E-07	5.610E-04	8.055E-01
1152	20.3	([a])	12.21	1.016E-07	5.610E-04	8.055E-01
1153	15.9	12.7	8.78	1.016E-07	5.610E-04	8.055E-01
1154	12.6	([a])	4.16	1.016E-07	5.610E-04	8.055E-01
1155	0	0	1.53	3.387E-08	1.870E-04	2.685E-01
1156	0	0	0.05	-3.387E-08	-1.870E-04	-2.685E-01
1157	0	0	0	-1.016E-07	-5.610E-04	-8.055E-01
1163	0	0	0	-1.016E-07	-5.610E-04	-8.055E-01
1164	0	0	0	1.960E-06	-2.704E-03	-3.877E-01
1165	2	7.7	0	4.021E-06	-4.848E-03	3.015E-02
1166	8.3	40.4	1.67	6.082E-06	-6.991E-03	4.480E-01
1167	34.3	17.6	3.22	6.082E-06	-6.991E-03	4.480E-01
1168	65.7	16.8	4.4	6.082E-06	-6.991E-03	4.480E-01
1169	35.6	5.8	4.25	6.082E-06	-6.991E-03	4.480E-01
1170	13.2	5.7	3.18	6.082E-06	-6.991E-03	4.480E-01
1171	0	0	2.29	6.082E-06	-6.991E-03	4.480E-01
1172	0	0	1.95	6.082E-06	-6.991E-03	4.480E-01
1173	57.3	38.8	4.02	6.082E-06	-6.991E-03	4.480E-01
1174	59.1	9.7	5.22	6.082E-06	-6.991E-03	4.480E-01
1175	63.4	29.7	5.81	6.082E-06	-6.991E-03	4.480E-01
1176	76	29.9	7.71	6.082E-06	-6.991E-03	4.480E-01
1177	24	4.9	6.89	6.082E-06	-6.991E-03	4.480E-01
1178	42.7	53.3	8.77	6.082E-06	-6.991E-03	4.480E-01
1179	81.2	36.8	12.38	6.082E-06	-6.991E-03	4.480E-01
1180	85.8	([a])	12.88	6.082E-06	-6.991E-03	4.480E-01
1181	50.4	([a])	12.56	6.082E-06	-6.991E-03	4.480E-01
1182	45.6	9.1	12.17	6.082E-06	-6.991E-03	4.480E-01
1183	57.4	46.7	13.57	6.082E-06	-6.991E-03	4.480E-01
1184	77.6	53.7	16.08	6.082E-06	-6.991E-03	4.480E-01
1185	89.2	19.2	17.59	6.082E-06	-6.991E-03	4.480E-01
1186	69.4	15.3	17.8	6.082E-06	-6.991E-03	4.480E-01
1187	56.2	36.1	18.12	6.082E-06	-6.991E-03	4.480E-01
1188	67.1	29.4	19.96	6.082E-06	-6.991E-03	4.480E-01
1189	72.5	36.6	20.86	6.082E-06	-6.991E-03	4.480E-01
1190	45.1	5.9	20.96	6.082E-06	-6.991E-03	4.480E-01
1191	41.1	43.2	21.15	6.082E-06	-6.991E-03	4.480E-01
1192	48.2	57.4	22.73	6.082E-06	-6.991E-03	4.480E-01
1193	53.6	36.3	24	6.082E-06	-6.991E-03	4.480E-01
1194	56.9	28.7	24.76	6.082E-06	-6.991E-03	4.480E-01
1195	58.6	15.2	25.16	6.082E-06	-6.991E-03	4.480E-01
1196	34	4.8	25.14	6.082E-06	-6.991E-03	4.480E-01
1197	28.5	([a])	24.67	6.082E-06	-6.991E-03	4.480E-01
1198	28.6	16.6	24.68	6.082E-06	-6.991E-03	4.480E-01
1199	28.3	2.3	24.6	5.416E-06	-6.524E-03	4.641E-01
1200	29	25.8	24.79	4.750E-06	-6.058E-03	4.802E-01
1201	29.5	20.8	24.95	4.084E-06	-5.591E-03	4.963E-01
1202	30.3	31.8	25.18	4.084E-06	-5.591E-03	4.963E-01

1203	31.7	29.4	25.6	4.084E-06	-5.591E-03	4.963E-01
1204	32.7	26.6	25.94	4.084E-06	-5.591E-03	4.963E-01
1205	33.8	20.6	26.27	4.084E-06	-5.591E-03	4.963E-01
1206	34.1	14.2	26.38	4.084E-06	-5.591E-03	4.963E-01
1207	34.3	8.5	26.45	4.084E-06	-5.591E-03	4.963E-01
1208	34.2	7.6	26.41	4.084E-06	-5.591E-03	4.963E-01
1209	34.2	15.7	26.41	4.084E-06	-5.591E-03	4.963E-01
1210	34.9	17	26.6	4.084E-06	-5.591E-03	4.963E-01
1211	35.2	14.2	26.7	4.084E-06	-5.591E-03	4.963E-01
1212	35.2	13.2	26.7	4.084E-06	-5.591E-03	4.963E-01
1213	35.2	7.2	26.72	1.361E-06	-1.864E-03	1.654E-01
1214	34.9	([a])	26.62	-1.361E-06	1.864E-03	-1.654E-01
1215	33.8	([a])	26.32	-4.084E-06	5.591E-03	-4.963E-01
1216	31.6	([a])	25.65	-4.084E-06	5.591E-03	-4.963E-01
1217	29.2	([a])	24.9	-4.084E-06	5.591E-03	-4.963E-01
1218	26.7	([a])	24.15	-4.084E-06	5.591E-03	-4.963E-01
1219	24.4	([a])	23.44	-4.084E-06	5.591E-03	-4.963E-01
1220	22.1	([a])	22.74	-4.084E-06	5.591E-03	-4.963E-01
1221	20	([a])	22.07	-4.084E-06	5.591E-03	-4.963E-01
1222	17.8	([a])	21.41	-4.084E-06	5.591E-03	-4.963E-01
1223	36.2	16.7	20.77	-4.084E-06	5.591E-03	-4.963E-01
1224	36.2	([a])	20.11	-4.084E-06	5.591E-03	-4.963E-01
1225	32.5	([a])	19.26	-4.084E-06	5.591E-03	-4.963E-01
1226	28.3	([a])	18.3	-4.084E-06	5.591E-03	-4.963E-01
1227	22.2	([a])	16.94	-4.084E-06	5.591E-03	-4.963E-01
1228	25.2	13.9	14.9	-4.084E-06	5.591E-03	-4.963E-01
1229	25.8	2	12.71	-4.084E-06	5.591E-03	-4.963E-01
1230	14.1	([a])	11.12	-4.084E-06	5.591E-03	-4.963E-01
1231	10.6	7.4	10.12	-4.084E-06	5.591E-03	-4.963E-01
1232	20.8	0.2	8.74	-4.084E-06	5.591E-03	-4.963E-01
1233	12.3	([a])	8.03	-4.084E-06	5.591E-03	-4.963E-01
1234	10.5	3.1	7.8	-4.084E-06	5.591E-03	-4.963E-01
1235	12.8	9.3	7.68	-4.084E-06	5.591E-03	-4.963E-01
1236	29.4	3.1	7.48	-1.361E-06	1.864E-03	-1.654E-01
1237	37.4	23.4	8.32	1.361E-06	-1.864E-03	1.654E-01
1238	53.5	32.7	9.8	4.084E-06	-5.591E-03	4.963E-01
1239	77.8	51.3	12.04	4.084E-06	-5.591E-03	4.963E-01
1240	80.8	31	13.87	4.084E-06	-5.591E-03	4.963E-01
1241	29.1	2.8	13.62	4.084E-06	-5.591E-03	4.963E-01
1242	38.6	63.7	15.13	4.084E-06	-5.591E-03	4.963E-01
1243	56.9	37.5	18.23	1.361E-06	-1.864E-03	1.654E-01
1244	58.8	([a])	18.63	-1.361E-06	1.864E-03	-1.654E-01
1245	55.1	([a])	18.02	-4.084E-06	5.591E-03	-4.963E-01
1246	51.3	([a])	17.37	-4.084E-06	5.591E-03	-4.963E-01
1247	47.4	([a])	16.71	-4.084E-06	5.591E-03	-4.963E-01
1248	43.4	([a])	16.04	-4.084E-06	5.591E-03	-4.963E-01
1249	38.5	([a])	15.23	-4.084E-06	5.591E-03	-4.963E-01
1250	30.4	([a])	13.88	-4.084E-06	5.591E-03	-4.963E-01
1251	19.7	([a])	12.09	-4.084E-06	5.591E-03	-4.963E-01
1252	11.8	([a])	10.75	-4.084E-06	5.591E-03	-4.963E-01
1253	29.1	16.9	10.16	-1.361E-06	1.864E-03	-1.654E-01
1254	29.1	4.3	10.12	1.361E-06	-1.864E-03	1.654E-01
1255	34.4	24.4	10.75	4.084E-06	-5.591E-03	4.963E-01
1256	46.4	34.7	12.22	4.084E-06	-5.591E-03	4.963E-01
1257	61.2	45.4	14.05	4.084E-06	-5.591E-03	4.963E-01
1258	79.1	53.2	16.27	4.084E-06	-5.591E-03	4.963E-01
1259	95.4	38.8	17.96	4.084E-06	-5.591E-03	4.963E-01
1260	54.9	2.5	17.77	4.084E-06	-5.591E-03	4.963E-01
1261	56.1	5.8	18.16	4.084E-06	-5.591E-03	4.963E-01
1262	55.1	0.8	18	4.084E-06	-5.591E-03	4.963E-01
1263	53.7	0.4	17.76	4.084E-06	-5.591E-03	4.963E-01
1264	52.2	0.1	17.51	1.361E-06	-1.864E-03	1.654E-01
1265	51.4	4.3	17.37	-1.361E-06	1.864E-03	-1.654E-01
1266	48.8	([a])	16.94	-4.084E-06	5.591E-03	-4.963E-01
1267	44.2	([a])	16.19	-4.084E-06	5.591E-03	-4.963E-01
1268	35.3	([a])	14.72	-4.084E-06	5.591E-03	-4.963E-01
1269	23.4	([a])	12.72	-4.084E-06	5.591E-03	-4.963E-01
1270	11.3	([a])	10.68	-4.084E-06	5.591E-03	-4.963E-01
1271	24.3	5.9	9.21	-4.084E-06	5.591E-03	-4.963E-01
1272	10.1	([a])	7.77	-4.084E-06	5.591E-03	-4.963E-01
1273	20	1.1	6.54	-4.084E-06	5.591E-03	-4.963E-01
1274	17.9	11.7	4.66	-4.084E-06	5.591E-03	-4.963E-01

1275	6.3	0.7	2.8	-1.361E-06	1.864E-03	-1.654E-01
1276	9.6	23.3	3.12	1.361E-06	-1.864E-03	1.654E-01
1277	33.1	16.3	4.31	4.084E-06	-5.591E-03	4.963E-01
1278	58.7	18.9	5.6	4.084E-06	-5.591E-03	4.963E-01
1279	87.6	26.5	6.99	4.084E-06	-5.591E-03	4.963E-01
1280	48.5	1.8	6.84	4.084E-06	-5.591E-03	4.963E-01
1281	74.4	41.3	8.63	4.084E-06	-5.591E-03	4.963E-01
1282	64.1	12.5	9.83	4.084E-06	-5.591E-03	4.963E-01
1283	57.1	34.6	10.14	4.084E-06	-5.591E-03	4.963E-01
1284	91	78.4	13.22	4.084E-06	-5.591E-03	4.963E-01
1285	38.6	8.5	13.95	4.084E-06	-5.591E-03	4.963E-01
1286	32.8	40	14.2	4.084E-06	-5.591E-03	4.963E-01
1287	47	74.3	16.52	4.084E-06	-5.591E-03	4.963E-01
1288	64.2	53.9	19.43	4.084E-06	-5.591E-03	4.963E-01
1289	70.4	21.4	20.54	4.084E-06	-5.591E-03	4.963E-01
1290	71.9	7.4	20.81	4.084E-06	-5.591E-03	4.963E-01
1291	39.8	2.4	20.61	4.084E-06	-5.591E-03	4.963E-01
1292	39.6	32	20.81	4.084E-06	-5.591E-03	4.963E-01
1293	42.7	24	21.52	4.084E-06	-5.591E-03	4.963E-01
1294	44.6	20.6	21.98	4.084E-06	-5.591E-03	4.963E-01
1295	47.3	31.6	22.58	4.084E-06	-5.591E-03	4.963E-01
1296	49.9	22.2	23.18	4.084E-06	-5.591E-03	4.963E-01
1297	50.7	9.1	23.38	4.084E-06	-5.591E-03	4.963E-01
1298	50.1	0.8	23.24	4.084E-06	-5.591E-03	4.963E-01
1299	49.4	4.5	23.08	4.084E-06	-5.591E-03	4.963E-01
1300	48	([a])	22.79	1.361E-06	-1.864E-03	1.654E-01
1301	46.9	1.9	22.53	-1.361E-06	1.864E-03	-1.654E-01
1302	45.9	0	22.29	-4.084E-06	5.591E-03	-4.963E-01
1303	44.2	([a])	21.93	-4.084E-06	5.591E-03	-4.963E-01
1304	42.2	([a])	21.47	-4.084E-06	5.591E-03	-4.963E-01
1305	39.1	([a])	20.77	-4.084E-06	5.591E-03	-4.963E-01
1306	33.2	([a])	19.45	-4.084E-06	5.591E-03	-4.963E-01
1307	25.5	([a])	17.72	-4.084E-06	5.591E-03	-4.963E-01
1308	16	3.5	15.24	-4.084E-06	5.591E-03	-4.963E-01
1309	27.1	([a])	12.8	-4.084E-06	5.591E-03	-4.963E-01
1310	8.7	([a])	10.26	-4.084E-06	5.591E-03	-4.963E-01
1311	11.4	5.9	7.19	-4.084E-06	5.591E-03	-4.963E-01
1312	13.8	6.7	5.46	-4.084E-06	5.591E-03	-4.963E-01
1313	14.3	([a])	4.52	-4.084E-06	5.591E-03	-4.963E-01
1314	30	14.9	4.17	-1.361E-06	1.864E-03	-1.654E-01
1315	27.8	0.3	4.06	1.361E-06	-1.864E-03	1.654E-01
1316	41.8	16.8	4.74	4.084E-06	-5.591E-03	4.963E-01
1317	68.8	20.7	6.11	4.084E-06	-5.591E-03	4.963E-01
1318	65.3	16.6	6.88	4.084E-06	-5.591E-03	4.963E-01
1319	50.9	30.1	7.04	4.084E-06	-5.591E-03	4.963E-01
1320	71.4	14.2	8.48	4.084E-06	-5.591E-03	4.963E-01
1321	65.7	16.8	8.79	4.084E-06	-5.591E-03	4.963E-01
1322	41.5	12.7	8.72	4.084E-06	-5.591E-03	4.963E-01
1323	45.3	9	9.08	1.361E-06	-1.864E-03	1.654E-01
1324	47	([a])	9.26	-1.361E-06	1.864E-03	-1.654E-01
1325	41.1	([a])	8.71	-4.084E-06	5.591E-03	-4.963E-01
1326	34.1	([a])	8.06	-4.084E-06	5.591E-03	-4.963E-01
1327	23.5	([a])	7.08	-4.084E-06	5.591E-03	-4.963E-01
1328	8.1	1.2	5.51	-4.084E-06	5.591E-03	-4.963E-01
1329	19.1	9.4	3.49	-4.084E-06	5.591E-03	-4.963E-01
1330	0	0	2.56	-4.084E-06	5.591E-03	-4.963E-01
1331	0.9	7.7	2.34	-1.361E-06	1.864E-03	-1.654E-01
1332	0.7	3.4	2.53	1.361E-06	-1.864E-03	1.654E-01
1333	0	0	2.45	4.084E-06	-5.591E-03	4.963E-01
1334	7.5	17.5	3.02	4.084E-06	-5.591E-03	4.963E-01
1335	22.4	12	3.77	4.084E-06	-5.591E-03	4.963E-01
1336	36	10.8	4.46	4.084E-06	-5.591E-03	4.963E-01
1337	48.2	6.5	5.09	1.361E-06	-1.864E-03	1.654E-01
1338	48	0.2	5.09	-1.361E-06	1.864E-03	-1.654E-01
1339	39.2	([a])	4.65	-4.084E-06	5.591E-03	-4.963E-01
1340	27.4	([a])	4.05	-4.084E-06	5.591E-03	-4.963E-01
1341	15.9	([a])	3.46	-4.084E-06	5.591E-03	-4.963E-01
1342	2	0.2	2.89	-4.084E-06	5.591E-03	-4.963E-01
1343	0.1	3.8	1.88	-4.084E-06	5.591E-03	-4.963E-01
1344	0	0	1.24	-4.084E-06	5.591E-03	-4.963E-01
1345	0	0	0	-4.084E-06	5.591E-03	-4.963E-01
1349	0	0	0	-4.084E-06	5.591E-03	-4.963E-01

1350	0	0	0	2.872E-07	7.170E-04	1.226E-01
1351	0	0	0	4.658E-06	-4.157E-03	7.415E-01
1352	1.1	6.8	0.02	9.029E-06	-9.032E-03	1.360E+00
1353	6.1	21.6	0.65	9.029E-06	-9.032E-03	1.360E+00
1354	6.4	18.5	1.96	9.029E-06	-9.032E-03	1.360E+00
1355	17.4	10.1	2.61	9.029E-06	-9.032E-03	1.360E+00
1356	30.9	7.8	3.11	9.029E-06	-9.032E-03	1.360E+00
1357	44.5	8.4	3.62	9.029E-06	-9.032E-03	1.360E+00
1358	61.1	10.5	4.24	9.029E-06	-9.032E-03	1.360E+00
1359	35.1	0.4	4.33	9.029E-06	-9.032E-03	1.360E+00
1360	52.5	23.7	5.27	9.029E-06	-9.032E-03	1.360E+00
1361	83.5	20.9	6.86	9.029E-06	-9.032E-03	1.360E+00
1362	50.3	0.8	6.89	9.029E-06	-9.032E-03	1.360E+00
1363	68	37.5	8.2	9.029E-06	-9.032E-03	1.360E+00
1364	85.5	25.2	9.88	9.029E-06	-9.032E-03	1.360E+00
1365	52.7	8.2	9.77	9.029E-06	-9.032E-03	1.360E+00
1366	73.4	39.6	11.65	9.029E-06	-9.032E-03	1.360E+00
1367	89.5	27.4	13.24	9.029E-06	-9.032E-03	1.360E+00
1368	53	6	13.1	9.029E-06	-9.032E-03	1.360E+00
1369	63.6	11.9	14.41	9.029E-06	-9.032E-03	1.360E+00
1370	65.6	12.2	14.65	7.296E-06	-7.440E-03	1.057E+00
1371	37.4	1	14.67	5.562E-06	-5.849E-03	7.534E-01
1372	38.7	40	15.19	3.829E-06	-4.257E-03	4.499E-01
1373	45.5	24.5	16.35	3.829E-06	-4.257E-03	4.499E-01
1374	49	17.2	16.95	3.829E-06	-4.257E-03	4.499E-01
1375	51.4	13.6	17.35	3.829E-06	-4.257E-03	4.499E-01
1376	52.5	7.2	17.56	3.829E-06	-4.257E-03	4.499E-01
1377	51.4	([a])	17.38	3.829E-06	-4.257E-03	4.499E-01
1378	48.9	([a])	16.96	3.829E-06	-4.257E-03	4.499E-01
1379	45.8	([a])	16.44	3.829E-06	-4.257E-03	4.499E-01
1380	42.4	([a])	15.88	3.829E-06	-4.257E-03	4.499E-01
1381	38.5	([a])	15.23	3.829E-06	-4.257E-03	4.499E-01
1382	38.6	11.6	15.22	3.829E-06	-4.257E-03	4.499E-01
1383	39.9	6.5	15.44	1.276E-06	-1.419E-03	1.500E-01
1384	39.3	2	15.34	-1.276E-06	1.419E-03	-1.500E-01
1385	37.9	([a])	15.12	-3.829E-06	4.257E-03	-4.499E-01
1386	35.1	([a])	14.65	-3.829E-06	4.257E-03	-4.499E-01
1387	32.2	([a])	14.16	-3.829E-06	4.257E-03	-4.499E-01
1388	27.3	([a])	13.35	-3.829E-06	4.257E-03	-4.499E-01
1389	18.7	([a])	11.92	-3.829E-06	4.257E-03	-4.499E-01
1390	10.4	8.1	9.91	-3.829E-06	4.257E-03	-4.499E-01
1391	14.8	4.6	7.88	-3.829E-06	4.257E-03	-4.499E-01
1392	13.2	3.6	5.88	-3.829E-06	4.257E-03	-4.499E-01
1393	13.6	8.9	3.69	-3.829E-06	4.257E-03	-4.499E-01
1394	0	0	2.44	-5.773E-06	6.214E-03	-9.832E-01
1395	0	0	2.26	-7.717E-06	8.171E-03	-1.516E+00
1396	0.5	9.5	2.01	-3.221E-06	3.376E-03	-6.833E-01
1397	5.4	7.1	1.94	3.221E-06	-3.376E-03	6.833E-01
1398	8.2	9	2.27	9.662E-06	-1.013E-02	2.050E+00
1399	21.2	10.3	2.74	9.662E-06	-1.013E-02	2.050E+00
1400	43.7	13.1	3.58	9.662E-06	-1.013E-02	2.050E+00
1401	68.2	16.2	4.51	9.662E-06	-1.013E-02	2.050E+00
1402	35.2	2	4.36	9.662E-06	-1.013E-02	2.050E+00
1403	67.5	31.5	6.02	9.662E-06	-1.013E-02	2.050E+00
1404	78.2	22.2	7.27	9.662E-06	-1.013E-02	2.050E+00
1405	54	18.5	7.27	9.662E-06	-1.013E-02	2.050E+00
1406	89.3	35.3	9.67	9.662E-06	-1.013E-02	2.050E+00
1407	54.6	0.9	9.76	9.662E-06	-1.013E-02	2.050E+00
1408	64.4	29.5	10.83	9.662E-06	-1.013E-02	2.050E+00
1409	77.2	23.7	12.04	9.662E-06	-1.013E-02	2.050E+00
1410	49	2.1	12.27	9.662E-06	-1.013E-02	2.050E+00
1411	52.1	40.4	12.93	9.662E-06	-1.013E-02	2.050E+00
1412	63.3	18.4	14.36	9.662E-06	-1.013E-02	2.050E+00
1413	62.3	([a])	14.27	9.662E-06	-1.013E-02	2.050E+00
1414	29.7	([a])	13.64	9.662E-06	-1.013E-02	2.050E+00
1415	24.2	([a])	12.82	9.662E-06	-1.013E-02	2.050E+00
1416	18.8	([a])	11.92	9.662E-06	-1.013E-02	2.050E+00
1417	14.1	([a])	11.12	9.662E-06	-1.013E-02	2.050E+00
1418	10.5	([a])	10.5	8.531E-06	-9.269E-03	1.714E+00
1419	11.3	25.6	10.63	7.400E-06	-8.410E-03	1.379E+00
1420	14.9	15.2	11.24	6.269E-06	-7.552E-03	1.044E+00
1421	12.8	([a])	10.9	6.269E-06	-7.552E-03	1.044E+00

1422	25	9.3	9.25	6.269E-06	-7.552E-03	1.044E+00
1423	18.6	9.1	8.81	6.269E-06	-7.552E-03	1.044E+00
1424	24.5	24.4	9.52	6.269E-06	-7.552E-03	1.044E+00
1425	32.7	24.2	10.54	6.269E-06	-7.552E-03	1.044E+00
1426	41.1	24.4	11.59	6.269E-06	-7.552E-03	1.044E+00
1427	50	26	12.69	6.269E-06	-7.552E-03	1.044E+00
1428	58.6	18.7	13.77	6.269E-06	-7.552E-03	1.044E+00
1429	64	25.5	14.44	6.269E-06	-7.552E-03	1.044E+00
1430	37.7	1.4	14.67	6.269E-06	-7.552E-03	1.044E+00
1431	38.4	30.5	15.15	2.090E-06	-2.517E-03	3.478E-01
1432	39.3	([a])	15.34	-2.090E-06	2.517E-03	-3.478E-01
1433	36.4	([a])	14.86	-6.269E-06	7.552E-03	-1.044E+00
1434	33.4	([a])	14.36	-6.269E-06	7.552E-03	-1.044E+00
1435	29.7	([a])	13.74	-6.269E-06	7.552E-03	-1.044E+00
1436	25.8	([a])	13.08	-6.269E-06	7.552E-03	-1.044E+00
1437	21.3	([a])	12.34	-6.269E-06	7.552E-03	-1.044E+00
1438	17.5	([a])	11.69	-6.269E-06	7.552E-03	-1.044E+00
1439	15.1	1.2	11.28	-6.269E-06	7.552E-03	-1.044E+00
1440	14.3	2.3	11.14	-6.269E-06	7.552E-03	-1.044E+00
1441	12.6	([a])	10.86	-6.269E-06	7.552E-03	-1.044E+00
1442	9.9	([a])	10.42	-6.269E-06	7.552E-03	-1.044E+00
1443	27.4	13.6	9.89	-6.269E-06	7.552E-03	-1.044E+00
1444	23	([a])	9.37	-6.269E-06	7.552E-03	-1.044E+00
1445	20.8	3.5	9.09	-6.269E-06	7.552E-03	-1.044E+00
1446	20.5	5.3	9.05	-6.269E-06	7.552E-03	-1.044E+00
1447	18.5	([a])	8.8	-6.269E-06	7.552E-03	-1.044E+00
1448	11.9	([a])	8	-6.269E-06	7.552E-03	-1.044E+00
1449	22.4	6.1	6.71	-6.269E-06	7.552E-03	-1.044E+00
1450	10	8.7	5.21	-6.269E-06	7.552E-03	-1.044E+00
1451	6.7	0.6	2.72	-6.269E-06	7.552E-03	-1.044E+00
1452	0	0	0.95	-6.269E-06	7.552E-03	-1.044E+00
1453	0	0	0	-6.269E-06	7.552E-03	-1.044E+00
1454	0	0	0	-6.269E-06	7.552E-03	-1.044E+00
1455	0	0	0	-1.593E-06	2.190E-03	-8.036E-01
1456	0	0	0	3.083E-06	-3.171E-03	-5.636E-01
1457	0	0	0	7.759E-06	-8.533E-03	-3.236E-01
1518	0	0	0	7.759E-06	-8.533E-03	-3.236E-01
1519	5.1	15	0.14	7.759E-06	-8.533E-03	-3.236E-01
1520	7	25.8	1.71	7.759E-06	-8.533E-03	-3.236E-01
1521	18.1	9.5	2.64	7.759E-06	-8.533E-03	-3.236E-01
1522	28.4	7.1	3.02	7.759E-06	-8.533E-03	-3.236E-01
1523	44.9	9.8	3.64	7.759E-06	-8.533E-03	-3.236E-01
1524	57.8	6.7	4.13	7.759E-06	-8.533E-03	-3.236E-01
1525	33.6	4.5	4.17	7.759E-06	-8.533E-03	-3.236E-01
1526	37.9	12.1	4.56	7.759E-06	-8.533E-03	-3.236E-01
1527	48.5	6.2	5.11	2.586E-06	-2.844E-03	-1.079E-01
1528	49.9	1.3	5.19	-2.586E-06	2.844E-03	1.079E-01
1529	42.5	([a])	4.82	-7.759E-06	8.533E-03	3.236E-01
1530	30.4	([a])	4.2	-7.759E-06	8.533E-03	3.236E-01
1531	18.7	([a])	3.61	-7.759E-06	8.533E-03	3.236E-01
1532	4	0.9	2.85	-7.759E-06	8.533E-03	3.236E-01
1533	0.1	3.9	1.94	-7.759E-06	8.533E-03	3.236E-01
1534	0	0	1.16	-2.586E-06	2.844E-03	1.079E-01
1535	0	0	0	2.586E-06	-2.844E-03	-1.079E-01
1536	0	0	0	7.759E-06	-8.533E-03	-3.236E-01
1560	0	0	0	7.759E-06	-8.533E-03	-3.236E-01
1561	3	5	0	7.759E-06	-8.533E-03	-3.236E-01
1562	7	10	0	7.759E-06	-8.533E-03	-3.236E-01
1563	4.7	8.1	0.62	7.759E-06	-8.533E-03	-3.236E-01
1564	2	6.4	1.04	7.759E-06	-8.533E-03	-3.236E-01
1565	6.2	11.6	1.54	7.759E-06	-8.533E-03	-3.236E-01
1566	8.6	8.9	2.49	7.759E-06	-8.533E-03	-3.236E-01
1567	20.7	5.2	2.98	7.759E-06	-8.533E-03	-3.236E-01
1568	28	1.9	3.28	2.586E-06	-2.844E-03	-1.079E-01
1569	25.6	([a])	3.19	-2.586E-06	2.844E-03	1.079E-01
1570	14.9	([a])	2.75	-7.759E-06	8.533E-03	3.236E-01
1571	0	0	1.3	-2.586E-06	2.844E-03	1.079E-01
1572	0	0	0	2.586E-06	-2.844E-03	-1.079E-01
1573	1.2	6.5	0.05	7.759E-06	-8.533E-03	-3.236E-01
1574	6.8	23.2	1.12	7.759E-06	-8.533E-03	-3.236E-01
1575	16.6	14.1	2.81	7.759E-06	-8.533E-03	-3.236E-01
1576	52.5	14.5	4.24	7.759E-06	-8.533E-03	-3.236E-01

1577	76.9	22.6	5.6	7.759E-06	-8.533E-03	-3.236E-01
1578	52.1	12.3	5.96	7.759E-06	-8.533E-03	-3.236E-01
1579	94.5	27.6	8.32	7.759E-06	-8.533E-03	-3.236E-01
1580	56.4	1	8.63	7.759E-06	-8.533E-03	-3.236E-01
1581	66	5.3	9.37	2.586E-06	-2.844E-03	-1.079E-01
1582	49.2	6.7	9.62	-2.586E-06	2.844E-03	1.079E-01
1583	31.3	([a])	9.11	-7.759E-06	8.533E-03	3.236E-01
1584	22.1	([a])	8.11	-7.759E-06	8.533E-03	3.236E-01
1585	12.1	([a])	7.01	-7.759E-06	8.533E-03	3.236E-01
1586	27.3	8.2	6.04	-7.759E-06	8.533E-03	3.236E-01
1587	16	([a])	5.42	-2.586E-06	2.844E-03	1.079E-01
1588	17.4	10.5	5.5	2.586E-06	-2.844E-03	-1.079E-01
1589	33.7	15.4	6.79	7.759E-06	-8.533E-03	-3.236E-01
1590	43.6	([a])	7.61	7.759E-06	-8.533E-03	-3.236E-01
1591	37.7	([a])	7.15	7.759E-06	-8.533E-03	-3.236E-01
1592	34.8	6.5	6.89	7.759E-06	-8.533E-03	-3.236E-01
1593	60.7	30.4	8.88	7.759E-06	-8.533E-03	-3.236E-01
1594	90.6	21.4	11.28	7.759E-06	-8.533E-03	-3.236E-01
1595	54.9	([a])	11.48	7.759E-06	-8.533E-03	-3.236E-01
1596	48.4	([a])	10.97	7.759E-06	-8.533E-03	-3.236E-01
1597	56.5	19.6	11.78	7.759E-06	-8.533E-03	-3.236E-01
1598	72	21.8	13.47	7.759E-06	-8.533E-03	-3.236E-01
1599	85.8	26.9	14.92	7.759E-06	-8.533E-03	-3.236E-01
1600	32.2	2.2	15.21	7.759E-06	-8.533E-03	-3.236E-01
1601	42.2	31.8	17.03	7.759E-06	-8.533E-03	-3.236E-01
1602	46.5	1.9	17.89	7.759E-06	-8.533E-03	-3.236E-01
1603	57.8	21.7	19.09	2.586E-06	-2.844E-03	-1.079E-01
1604	37.1	4.8	19.37	-2.586E-06	2.844E-03	1.079E-01
1605	36.7	([a])	19.31	-7.759E-06	8.533E-03	3.236E-01
1606	32.8	([a])	18.5	-7.759E-06	8.533E-03	3.236E-01
1607	27.8	([a])	17.4	-7.759E-06	8.533E-03	3.236E-01
1608	22.8	([a])	16.33	-7.759E-06	8.533E-03	3.236E-01
1609	16.5	([a])	14.97	-7.759E-06	8.533E-03	3.236E-01
1610	10.3	7.6	12.74	-7.759E-06	8.533E-03	3.236E-01
1611	12.8	6.4	10.27	-7.759E-06	8.533E-03	3.236E-01
1612	30.4	11.4	8.67	-7.759E-06	8.533E-03	3.236E-01
1613	12.4	([a])	7.07	-7.992E-06	8.661E-03	1.236E+00
1614	0	0	4.45	-8.224E-06	8.788E-03	2.148E+00
1615	1.1	1.4	3.71	-2.819E-06	2.972E-03	1.020E+00
1616	43.1	4.2	5.47	2.819E-06	-2.972E-03	-1.020E+00
1617	54.9	6.5	6.15	8.457E-06	-8.916E-03	-3.061E+00
1618	74.6	17.4	7.24	8.457E-06	-8.916E-03	-3.061E+00
1619	52.3	1.4	8.08	8.457E-06	-8.916E-03	-3.061E+00
1620	67.1	23.5	9.41	8.457E-06	-8.916E-03	-3.061E+00
1621	79.1	1.9	10.43	2.819E-06	-2.972E-03	-1.020E+00
1622	46.4	([a])	10.52	-2.819E-06	2.972E-03	1.020E+00
1623	39	([a])	9.95	-8.457E-06	8.916E-03	3.061E+00
1624	28.8	([a])	8.85	-8.457E-06	8.916E-03	3.061E+00
1625	16.6	([a])	7.52	-8.457E-06	8.916E-03	3.061E+00
1626	20.1	14.2	6.17	-8.457E-06	8.916E-03	3.061E+00
1627	15.4	([a])	5.37	-2.819E-06	2.972E-03	1.020E+00
1628	17.1	10.6	5.48	2.819E-06	-2.972E-03	-1.020E+00
1629	40.8	26.5	7.31	8.457E-06	-8.916E-03	-3.061E+00
1630	69.8	18.3	9.64	8.457E-06	-8.916E-03	-3.061E+00
1631	85.7	13.1	10.91	8.457E-06	-8.916E-03	-3.061E+00
1632	51.9	1.7	11.25	8.457E-06	-8.916E-03	-3.061E+00
1633	72.1	42.7	13.42	8.457E-06	-8.916E-03	-3.061E+00
1634	84.4	29.2	15.77	8.457E-06	-8.916E-03	-3.061E+00
1635	35.6	([a])	15.91	8.457E-06	-8.916E-03	-3.061E+00
1636	40.5	30.3	16.73	8.457E-06	-8.916E-03	-3.061E+00
1637	52.7	44.5	18.91	8.457E-06	-8.916E-03	-3.061E+00
1638	65.4	19.1	21.27	2.819E-06	-2.972E-03	-1.020E+00
1639	67.1	([a])	21.64	-2.819E-06	2.972E-03	1.020E+00
1640	34	([a])	21.56	-8.457E-06	8.916E-03	3.061E+00
1641	31.3	([a])	21.28	-8.457E-06	8.916E-03	3.061E+00
1642	29.3	([a])	20.79	-8.457E-06	8.916E-03	3.061E+00
1643	25.4	([a])	19.83	-8.457E-06	8.916E-03	3.061E+00
1644	19.9	([a])	18.43	-8.457E-06	8.916E-03	3.061E+00
1645	23	5.7	16.06	-8.457E-06	8.916E-03	3.061E+00
1646	8.9	5.7	12.52	-8.457E-06	8.916E-03	3.061E+00
1647	12.4	7.5	8.98	-8.457E-06	8.916E-03	3.061E+00
1648	16.5	2.7	7.22	-8.457E-06	8.916E-03	3.061E+00

1649	25	10.8	5.92	-8.457E-06	8.916E-03	3.061E+00
1650	16.3	4.1	5.43	-2.819E-06	2.972E-03	1.020E+00
1651	41.5	28.9	7.37	2.819E-06	-2.972E-03	-1.020E+00
1652	82.3	43.6	10.55	8.457E-06	-8.916E-03	-3.061E+00
1653	56.9	0.2	11.66	8.457E-06	-8.916E-03	-3.061E+00
1654	70.1	45.2	13.2	8.457E-06	-8.916E-03	-3.061E+00
1655	72.7	29.1	15.78	8.457E-06	-8.916E-03	-3.061E+00
1656	36.9	16.9	16.11	8.457E-06	-8.916E-03	-3.061E+00
1657	42.7	([a])	17.2	2.819E-06	-2.972E-03	-1.020E+00
1658	41.3	([a])	16.96	-2.819E-06	2.972E-03	1.020E+00
1659	37.7	([a])	16.32	-8.457E-06	8.916E-03	3.061E+00
1660	34.5	([a])	15.73	-8.457E-06	8.916E-03	3.061E+00
1661	27	([a])	14.41	-8.457E-06	8.916E-03	3.061E+00
1662	15	([a])	12.23	-8.457E-06	8.916E-03	3.061E+00
1663	11.6	0.1	9.56	-8.457E-06	8.916E-03	3.061E+00
1664	10	([a])	6.48	-8.457E-06	8.916E-03	3.061E+00
1665	15.6	9.8	3.7	-8.457E-06	8.916E-03	3.061E+00
1666	0	0	0.19	-8.457E-06	8.916E-03	3.061E+00
1667	0	0	0	-8.457E-06	8.916E-03	3.061E+00
1668	0	0	0	1.191E-06	-1.811E-04	2.220E+00
1669	0	0	0	1.084E-05	-9.278E-03	1.379E+00
1670	0	0	0	2.049E-05	-1.837E-02	5.378E-01
1678	0	0	0	2.049E-05	-1.837E-02	5.378E-01
1679	1.4	7.2	0.05	2.049E-05	-1.837E-02	5.378E-01
1680	6.6	22.6	0.85	2.049E-05	-1.837E-02	5.378E-01
1681	16.2	15.4	2.8	2.049E-05	-1.837E-02	5.378E-01
1682	59.1	19.5	4.49	2.049E-05	-1.837E-02	5.378E-01
1683	67.4	17.1	5.91	2.049E-05	-1.837E-02	5.378E-01
1684	62.3	17.7	6.54	2.049E-05	-1.837E-02	5.378E-01
1685	77.8	11.5	7.55	2.049E-05	-1.837E-02	5.378E-01
1686	41.8	([a])	7.48	2.049E-05	-1.837E-02	5.378E-01
1687	35.9	([a])	7	2.049E-05	-1.837E-02	5.378E-01
1688	39.3	0.2	7.27	6.829E-06	-6.125E-03	1.793E-01
1689	34.3	([a])	6.88	-6.829E-06	6.125E-03	-1.793E-01
1690	9.5	3.5	4.95	-6.829E-06	6.125E-03	-1.793E-01
1691	0	0	0	6.829E-06	-6.125E-03	1.793E-01
1692	0	0	0	2.049E-05	-1.837E-02	5.378E-01
1693	0	0	0	2.049E-05	-1.837E-02	5.378E-01
1694	0.5	6.5	0.15	2.049E-05	-1.837E-02	5.378E-01
1695	3.6	6.9	0.57	2.049E-05	-1.837E-02	5.378E-01
1696	5.4	9.3	1.14	2.049E-05	-1.837E-02	5.378E-01
1697	5.5	6.2	1.71	2.049E-05	-1.837E-02	5.378E-01
1698	3.1	3.5	2.03	2.049E-05	-1.837E-02	5.378E-01
1699	0	0	2.12	2.049E-05	-1.837E-02	5.378E-01
1700	0	0	1.59	2.049E-05	-1.837E-02	5.378E-01
1701	0	0	0	2.049E-05	-1.837E-02	5.378E-01
1702	3.1	7.4	0.27	2.049E-05	-1.837E-02	5.378E-01
1703	6.8	20.3	1.79	2.049E-05	-1.837E-02	5.378E-01
1704	24.6	12.8	3.14	2.049E-05	-1.837E-02	5.378E-01
1705	64.5	18.2	4.72	2.049E-05	-1.837E-02	5.378E-01
1706	53.8	7.7	5.69	2.049E-05	-1.837E-02	5.378E-01
1707	66.6	27.9	6.75	2.049E-05	-1.837E-02	5.378E-01
1708	72.2	18.5	8.42	2.049E-05	-1.837E-02	5.378E-01
1709	63.5	31.1	9.1	2.049E-05	-1.837E-02	5.378E-01
1710	94.7	29.7	11.46	2.049E-05	-1.837E-02	5.378E-01
1711	55.9	2.1	11.77	2.049E-05	-1.837E-02	5.378E-01
1712	82.9	60.8	14.55	2.049E-05	-1.837E-02	5.378E-01
1713	39.6	4.9	15.87	6.829E-06	-6.125E-03	1.793E-01
1714	38.7	4.2	16.46	-6.829E-06	6.125E-03	-1.793E-01
1715	37.4	([a])	16.26	-2.049E-05	1.837E-02	-5.378E-01
1716	32.9	([a])	15.46	-2.049E-05	1.837E-02	-5.378E-01
1717	27.7	([a])	14.51	-2.049E-05	1.837E-02	-5.378E-01
1718	23.1	([a])	13.67	-2.049E-05	1.837E-02	-5.378E-01
1719	17.1	([a])	12.6	-2.049E-05	1.837E-02	-5.378E-01
1720	9.1	6.4	10.02	-1.891E-05	1.685E-02	4.276E-01
1721	10.6	3	6.37	-6.829E-06	6.125E-03	-1.793E-01
1722	37.5	15.4	7.09	5.248E-06	-4.601E-03	-7.862E-01
1723	73.5	38.4	9.87	1.574E-05	-1.380E-02	-2.358E+00
1724	87.7	20.1	11.51	1.574E-05	-1.380E-02	-2.358E+00
1725	56.6	5.6	11.83	1.574E-05	-1.380E-02	-2.358E+00
1726	85.3	41.3	14.86	1.574E-05	-1.380E-02	-2.358E+00
1727	41.9	7.1	15.88	1.574E-05	-1.380E-02	-2.358E+00

1728	40.7	38.8	16.75	1.574E-05	-1.380E-02	-2.358E+00
1729	51.4	13	18.75	1.574E-05	-1.380E-02	-2.358E+00
1730	51.6	(a)	18.82	1.574E-05	-1.380E-02	-2.358E+00
1731	33.9	(a)	18.77	1.574E-05	-1.380E-02	-2.358E+00
1732	34	(a)	18.71	1.574E-05	-1.380E-02	-2.358E+00
1733	35	1.8	18.92	1.574E-05	-1.380E-02	-2.358E+00
1734	35.6	(a)	19.07	5.248E-06	-4.601E-03	-7.862E-01
1735	33.9	(a)	18.71	-5.248E-06	4.601E-03	7.862E-01
1736	30.3	(a)	17.95	-1.574E-05	1.380E-02	2.358E+00
1737	25.8	(a)	16.97	-1.574E-05	1.380E-02	2.358E+00
1738	21	(a)	15.93	-1.574E-05	1.380E-02	2.358E+00
1739	16.3	(a)	14.9	-1.574E-05	1.380E-02	2.358E+00
1740	11.5	(a)	13.86	-1.574E-05	1.380E-02	2.358E+00
1741	18.5	5.5	12.45	-1.722E-05	1.520E-02	1.428E+00
1742	12.4	8.2	10.28	-1.870E-05	1.660E-02	4.983E-01
1743	24.2	7.3	7.92	-2.018E-05	1.800E-02	-4.318E-01
1744	17	6.9	5.23	-2.018E-05	1.800E-02	-4.318E-01
1745	21.2	11.5	4.36	-6.726E-06	6.000E-03	-1.439E-01
1746	52.4	26	5.94	6.726E-06	-6.000E-03	1.439E-01
1747	89.6	29.8	8.35	2.018E-05	-1.800E-02	4.318E-01
1748	57.8	11.2	8.7	2.018E-05	-1.800E-02	4.318E-01
1749	97.7	41.2	11.46	2.018E-05	-1.800E-02	4.318E-01
1750	55.9	(a)	11.77	2.018E-05	-1.800E-02	4.318E-01
1751	80.7	31.1	14.39	2.018E-05	-1.800E-02	4.318E-01
1752	71.6	28.9	15.8	2.018E-05	-1.800E-02	4.318E-01
1753	37	17	16.13	2.018E-05	-1.800E-02	4.318E-01
1754	41.1	7.7	16.88	2.018E-05	-1.800E-02	4.318E-01
1755	44.3	7.3	17.47	2.018E-05	-1.800E-02	4.318E-01
1756	46.7	(a)	17.93	2.018E-05	-1.800E-02	4.318E-01
1757	30.6	(a)	17.61	2.018E-05	-1.800E-02	4.318E-01
1758	24.8	(a)	16.74	2.018E-05	-1.800E-02	4.318E-01
1759	21.2	(a)	15.93	2.018E-05	-1.800E-02	4.318E-01
1760	21.2	4.1	15.91	2.018E-05	-1.800E-02	4.318E-01
1761	23.4	2.4	16.39	6.726E-06	-6.000E-03	1.439E-01
1762	23.4	(a)	16.42	-6.726E-06	6.000E-03	-1.439E-01
1763	19.7	(a)	15.63	-2.018E-05	1.800E-02	-4.318E-01
1764	13.8	(a)	14.36	-2.018E-05	1.800E-02	-4.318E-01
1765	12.6	9.7	12.98	-2.018E-05	1.800E-02	-4.318E-01
1766	12.5	(a)	11.75	-2.018E-05	1.800E-02	-4.318E-01
1767	15.5	10.3	10.96	-2.018E-05	1.800E-02	-4.318E-01
1768	12.4	(a)	9.99	-2.018E-05	1.800E-02	-4.318E-01
1769	23.1	7.5	7.76	-2.018E-05	1.800E-02	-4.318E-01
1770	20.1	7.4	5.51	-2.018E-05	1.800E-02	-4.318E-01
1771	17.8	5.9	3.84	-6.726E-06	6.000E-03	-1.439E-01
1772	0	0	2.83	-3.978E-06	4.119E-04	-8.900E-02
1773	0.3	4.2	2.6	-1.229E-06	-5.176E-03	-3.405E-02
1774	4.6	13.8	3.25	-1.193E-05	1.236E-03	-2.670E-01
1775	30.1	18.8	4.69	-1.193E-05	1.236E-03	-2.670E-01
1776	65.5	20.4	6.71	-1.193E-05	1.236E-03	-2.670E-01
1777	82.3	18	8.02	-1.193E-05	1.236E-03	-2.670E-01
1778	49	(a)	8.05	-1.193E-05	1.236E-03	-2.670E-01
1779	42.4	(a)	7.53	-1.193E-05	1.236E-03	-2.670E-01
1780	34.8	(a)	6.92	-1.193E-05	1.236E-03	-2.670E-01
1781	29.4	(a)	6.48	-1.193E-05	1.236E-03	-2.670E-01
1782	25.5	(a)	6.17	-1.193E-05	1.236E-03	-2.670E-01
1783	22.5	(a)	5.93	-1.193E-05	1.236E-03	-2.670E-01
1784	18.6	(a)	5.63	-1.193E-05	1.236E-03	-2.670E-01
1785	13.6	(a)	5.22	-1.193E-05	1.236E-03	-2.670E-01
1786	12	9.3	4.97	-1.193E-05	1.236E-03	-2.670E-01
1787	41.9	(a)	5.43	-1.193E-05	1.236E-03	-2.670E-01
1788	35.6	(a)	5.06	-1.193E-05	1.236E-03	-2.670E-01
1789	37.1	2	5.14	-1.193E-05	1.236E-03	-2.670E-01
1790	39.1	0.7	5.25	-1.193E-05	1.236E-03	-2.670E-01
1791	41.4	2	5.38	-1.193E-05	1.236E-03	-2.670E-01
1792	42.3	(a)	5.44	-1.193E-05	1.236E-03	-2.670E-01
1793	39	(a)	5.26	-1.193E-05	1.236E-03	-2.670E-01
1794	36.5	0.4	5.1	-1.193E-05	1.236E-03	-2.670E-01
1795	40.6	4.2	5.33	-1.193E-05	1.236E-03	-2.670E-01
1796	49.4	4.5	5.84	-1.193E-05	1.236E-03	-2.670E-01
1797	55	1	6.17	-1.193E-05	1.236E-03	-2.670E-01
1798	53	(a)	6.06	-1.193E-05	1.236E-03	-2.670E-01
1799	48.6	(a)	5.81	-1.193E-05	1.236E-03	-2.670E-01

1800	49.8	3.9	5.86	-1.193E-05	1.236E-03	-2.670E-01
1801	60.1	4.3	6.45	-1.193E-05	1.236E-03	-2.670E-01
1802	59.2	12.8	6.71	-3.978E-06	4.119E-04	-8.900E-02
1803	35.1	([a])	6.94	3.978E-06	-4.119E-04	8.900E-02
1804	29.4	([a])	6.49	1.193E-05	-1.236E-03	2.670E-01
1805	23.2	([a])	5.99	1.193E-05	-1.236E-03	2.670E-01
1806	13.8	([a])	5.25	1.193E-05	-1.236E-03	2.670E-01
1807	20.3	7.8	3.96	1.193E-05	-1.236E-03	2.670E-01
1808	0	0	3.07	1.193E-05	-1.236E-03	2.670E-01
1809	0	0	2.21	1.193E-05	-1.236E-03	2.670E-01
1810	0	0	0.78	3.978E-06	-4.119E-04	8.900E-02
1811	7.1	19.8	1.71	-3.978E-06	4.119E-04	-8.900E-02
1812	19.5	10.8	2.93	-1.193E-05	1.236E-03	-2.670E-01
1813	43.5	8.5	3.89	-1.193E-05	1.236E-03	-2.670E-01
1814	61.5	5.7	4.64	-1.193E-05	1.236E-03	-2.670E-01
1815	39.7	5.8	4.98	-1.193E-05	1.236E-03	-2.670E-01
1816	33.9	([a])	4.96	-1.193E-05	1.236E-03	-2.670E-01
1817	33	1.1	4.9	-1.193E-05	1.236E-03	-2.670E-01
1818	37.8	3.2	5.17	-1.193E-05	1.236E-03	-2.670E-01
1819	36.2	([a])	5.1	-1.193E-05	1.236E-03	-2.670E-01
1820	36.4	2.4	5.09	-1.193E-05	1.236E-03	-2.670E-01
1821	44	5.4	5.52	-1.193E-05	1.236E-03	-2.670E-01
1822	49	0.9	5.82	-1.193E-05	1.236E-03	-2.670E-01
1823	52.2	2.6	6.01	-1.193E-05	1.236E-03	-2.670E-01
1824	55.4	1.1	6.19	-1.193E-05	1.236E-03	-2.670E-01
1825	58.4	2.2	6.36	-1.193E-05	1.236E-03	-2.670E-01
1826	66.4	9.6	6.81	-1.193E-05	1.236E-03	-2.670E-01
1827	37.6	1.9	7.12	-1.193E-05	1.236E-03	-2.670E-01
1828	37.6	([a])	7.12	-1.193E-05	1.236E-03	-2.670E-01
1829	39.3	1.9	7.26	-1.193E-05	1.236E-03	-2.670E-01
1830	42.6	2.4	7.52	-1.193E-05	1.236E-03	-2.670E-01
1831	44.4	0.2	7.66	-1.193E-05	1.236E-03	-2.670E-01
1832	45.7	0.9	7.77	-1.193E-05	1.236E-03	-2.670E-01
1833	48	1	7.95	-3.978E-06	4.119E-04	-8.900E-02
1834	45	([a])	7.73	3.978E-06	-4.119E-04	8.900E-02
1835	38.7	([a])	7.23	1.193E-05	-1.236E-03	2.670E-01
1836	32.8	([a])	6.76	1.193E-05	-1.236E-03	2.670E-01
1837	25.6	([a])	6.2	1.193E-05	-1.236E-03	2.670E-01
1838	4.9	0.8	4.18	3.978E-06	-4.119E-04	8.900E-02
1839	0.1	3.9	0	-3.978E-06	4.119E-04	-8.900E-02
1840	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1852	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1853	1	6.7	0.15	-1.193E-05	1.236E-03	-2.670E-01
1854	6.8	21.9	1.3	-1.193E-05	1.236E-03	-2.670E-01
1855	17.1	11.1	2.83	-1.193E-05	1.236E-03	-2.670E-01
1856	35	5.6	3.56	-1.193E-05	1.236E-03	-2.670E-01
1857	35.7	([a])	3.61	-1.193E-05	1.236E-03	-2.670E-01
1858	21.8	([a])	3.05	-1.193E-05	1.236E-03	-2.670E-01
1859	0	0	1.16	-1.193E-05	1.236E-03	-2.670E-01
1860	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1865	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1866	2.5	6.8	0.17	-1.193E-05	1.236E-03	-2.670E-01
1867	5.6	12.3	1.42	-1.193E-05	1.236E-03	-2.670E-01
1868	4.4	4.8	1.97	-1.193E-05	1.236E-03	-2.670E-01
1869	0	0	1.94	-1.193E-05	1.236E-03	-2.670E-01
1870	0	0	0.16	-1.193E-05	1.236E-03	-2.670E-01
1871	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1872	1.6	6.5	0.17	-1.193E-05	1.236E-03	-2.670E-01
1873	5.1	9.6	1.08	-1.193E-05	1.236E-03	-2.670E-01
1874	3.4	5.8	1.54	-1.193E-05	1.236E-03	-2.670E-01
1875	0	0	1.56	-1.193E-05	1.236E-03	-2.670E-01
1876	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1878	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1879	1.3	6.6	0.18	-1.193E-05	1.236E-03	-2.670E-01
1880	4.8	7.7	0.88	-1.193E-05	1.236E-03	-2.670E-01
1881	0.8	5.4	1.29	-1.193E-05	1.236E-03	-2.670E-01
1882	0	0	1.67	-1.193E-05	1.236E-03	-2.670E-01
1883	0.3	4.4	2.01	-1.193E-05	1.236E-03	-2.670E-01
1884	0	0	2.09	-1.193E-05	1.236E-03	-2.670E-01
1885	0	0	2.14	-1.193E-05	1.236E-03	-2.670E-01
1886	0	0	2.12	-1.193E-05	1.236E-03	-2.670E-01
1887	0	0	1.9	-1.193E-05	1.236E-03	-2.670E-01

1888	0	0	0.4	-1.193E-05	1.236E-03	-2.670E-01
1889	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1899	0	0	0	-1.193E-05	1.236E-03	-2.670E-01
1900	0	0	0	-7.980E-06	-5.261E-04	6.348E-01
1901	0	0	0	-4.026E-06	-2.288E-03	1.537E+00
1902	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2135	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2136	51.7	18.5	4.1	-7.340E-08	-4.050E-03	2.438E+00
2137	10.6	6.5	3.04	-7.340E-08	-4.050E-03	2.438E+00
2138	0	0	2.62	-7.340E-08	-4.050E-03	2.438E+00
2139	18.6	7.7	3.59	-7.340E-08	-4.050E-03	2.438E+00
2140	6.2	0.7	2.95	-7.340E-08	-4.050E-03	2.438E+00
2141	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2167	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2168	7.1	34.5	0.61	-7.340E-08	-4.050E-03	2.438E+00
2169	10.6	19.6	2.34	-7.340E-08	-4.050E-03	2.438E+00
2170	29.3	11.2	3.07	-7.340E-08	-4.050E-03	2.438E+00
2171	41.5	3.5	3.52	-7.340E-08	-4.050E-03	2.438E+00
2172	37	([a])	3.36	-7.340E-08	-4.050E-03	2.438E+00
2173	22.1	([a])	2.8	-7.340E-08	-4.050E-03	2.438E+00
2174	2.6	0.5	1.82	-7.340E-08	-4.050E-03	2.438E+00
2175	0.1	2.5	0	-7.340E-08	-4.050E-03	2.438E+00
2176	8.3	41.2	1.26	-7.340E-08	-4.050E-03	2.438E+00
2177	27	19.8	2.97	-7.340E-08	-4.050E-03	2.438E+00
2178	48.7	11.1	3.78	-7.340E-08	-4.050E-03	2.438E+00
2179	61.9	9.8	4.28	-7.340E-08	-4.050E-03	2.438E+00
2180	30.5	2.3	4.11	-7.340E-08	-4.050E-03	2.438E+00
2181	25.4	([a])	3.95	-7.340E-08	-4.050E-03	2.438E+00
2182	5.8	0.5	2.82	-7.340E-08	-4.050E-03	2.438E+00
2183	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2192	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2193	0.9	7.1	0.05	-7.340E-08	-4.050E-03	2.438E+00
2194	8.1	40.6	1.58	-7.340E-08	-4.050E-03	2.438E+00
2195	27.4	18.8	2.99	-7.340E-08	-4.050E-03	2.438E+00
2196	46.8	10	3.71	-7.340E-08	-4.050E-03	2.438E+00
2197	54.8	2	4.02	-7.340E-08	-4.050E-03	2.438E+00
2198	54.2	1.2	4	-7.340E-08	-4.050E-03	2.438E+00
2199	50.7	2.7	3.87	-7.340E-08	-4.050E-03	2.438E+00
2200	50.4	4.4	3.85	-7.340E-08	-4.050E-03	2.438E+00
2201	53.4	4	3.97	-7.340E-08	-4.050E-03	2.438E+00
2202	56.1	3.1	4.07	-7.340E-08	-4.050E-03	2.438E+00
2203	34.8	6.4	4.13	-7.340E-08	-4.050E-03	2.438E+00
2204	31.5	2.3	4.25	-7.340E-08	-4.050E-03	2.438E+00
2205	32.1	2.4	4.28	-7.340E-08	-4.050E-03	2.438E+00
2206	31.4	2.7	4.24	-7.340E-08	-4.050E-03	2.438E+00
2207	31.4	2.4	4.24	-7.340E-08	-4.050E-03	2.438E+00
2208	32.5	2.3	4.3	-7.340E-08	-4.050E-03	2.438E+00
2209	31.8	1.5	4.27	-7.340E-08	-4.050E-03	2.438E+00
2210	29.8	([a])	4.17	-7.340E-08	-4.050E-03	2.438E+00
2211	21.4	([a])	3.74	-7.340E-08	-4.050E-03	2.438E+00
2212	8.8	0.5	3.11	-7.340E-08	-4.050E-03	2.438E+00
2213	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2222	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2223	3.6	10.8	0.05	-7.340E-08	-4.050E-03	2.438E+00
2224	6.7	25.7	1.52	-7.340E-08	-4.050E-03	2.438E+00
2225	14.1	13.6	2.48	-7.340E-08	-4.050E-03	2.438E+00
2226	27.4	8	3	-7.340E-08	-4.050E-03	2.438E+00
2227	44	10.3	3.6	-7.340E-08	-4.050E-03	2.438E+00
2228	59	7.6	4.17	-7.340E-08	-4.050E-03	2.438E+00
2229	33.4	1.8	4.21	-7.340E-08	-4.050E-03	2.438E+00
2230	39.5	11.1	4.64	-7.340E-08	-4.050E-03	2.438E+00
2231	47.5	4.3	5.06	-7.340E-08	-4.050E-03	2.438E+00
2232	43.9	([a])	4.89	-7.340E-08	-4.050E-03	2.438E+00
2233	33.7	([a])	4.37	-7.340E-08	-4.050E-03	2.438E+00
2234	21.6	([a])	3.76	-7.340E-08	-4.050E-03	2.438E+00
2235	10.3	([a])	3.18	-7.340E-08	-4.050E-03	2.438E+00
2236	0	0	2.52	-7.340E-08	-4.050E-03	2.438E+00
2237	0	0	0.23	-7.340E-08	-4.050E-03	2.438E+00
2238	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2239	0	0	0	-7.340E-08	-4.050E-03	2.438E+00
2240	0	0	0	2.707E-06	-6.116E-03	2.089E+00
2241	0	0	0	5.488E-06	-8.182E-03	1.740E+00

2242	0	0	0	8.269E-06	-1.025E-02	1.390E+00
2298	0	0	0	8.269E-06	-1.025E-02	1.390E+00
2299	2.1	7.2	0	8.269E-06	-1.025E-02	1.390E+00
2300	8.7	49.6	1.87	8.269E-06	-1.025E-02	1.390E+00
2301	51.5	35.1	3.84	8.269E-06	-1.025E-02	1.390E+00
2302	68.4	21.2	5.23	8.269E-06	-1.025E-02	1.390E+00
2303	72.7	25.8	6.26	8.269E-06	-1.025E-02	1.390E+00
2304	57.9	7.7	7.16	8.269E-06	-1.025E-02	1.390E+00
2305	58.4	36.2	7.53	8.269E-06	-1.025E-02	1.390E+00
2306	106.4	37.8	10.52	8.269E-06	-1.025E-02	1.390E+00
2307	32.6	2.2	10.28	8.269E-06	-1.025E-02	1.390E+00
2308	42.1	98.8	11.65	8.269E-06	-1.025E-02	1.390E+00
2309	64.9	21	14.54	2.756E-06	-3.416E-03	4.635E-01
2310	65	0.2	14.6	-2.756E-06	3.416E-03	-4.635E-01
2311	36.2	([a])	14.29	-8.269E-06	1.025E-02	-1.390E+00
2312	29.8	([a])	13.76	-8.269E-06	1.025E-02	-1.390E+00
2313	25.8	([a])	13.08	-8.269E-06	1.025E-02	-1.390E+00
2314	22.5	([a])	12.52	-8.269E-06	1.025E-02	-1.390E+00
2315	19.3	([a])	11.99	-8.269E-06	1.025E-02	-1.390E+00
2316	17	([a])	11.6	-8.269E-06	1.025E-02	-1.390E+00
2317	15.4	4.1	11.32	-8.269E-06	1.025E-02	-1.390E+00
2318	14.4	1.5	11.15	-8.269E-06	1.025E-02	-1.390E+00
2319	12.9	([a])	10.91	-8.269E-06	1.025E-02	-1.390E+00
2320	11.6	8.8	10.11	-8.269E-06	1.025E-02	-1.390E+00
2321	24.3	1.8	9.3	-8.269E-06	1.025E-02	-1.390E+00
2322	18.2	([a])	8.77	-8.269E-06	1.025E-02	-1.390E+00
2323	14.3	([a])	8.28	-8.269E-06	1.025E-02	-1.390E+00
2324	9.9	([a])	7.75	-8.269E-06	1.025E-02	-1.390E+00
2325	10.9	3	5.41	-8.269E-06	1.025E-02	-1.390E+00
2326	5.6	0.7	2.62	-8.269E-06	1.025E-02	-1.390E+00
2327	0	0	1.42	-8.269E-06	1.025E-02	-1.390E+00
2328	3.4	7	1.3	-2.756E-06	3.416E-03	-4.635E-01
2329	6.3	10.9	2.04	2.756E-06	-3.416E-03	4.635E-01
2330	6.2	3.5	2.17	8.269E-06	-1.025E-02	1.390E+00
2331	0	0	1.97	8.269E-06	-1.025E-02	1.390E+00
2332	0	0	1.16	8.269E-06	-1.025E-02	1.390E+00
2333	8.7	36.1	1.99	8.269E-06	-1.025E-02	1.390E+00
2334	47.4	34.5	3.7	8.269E-06	-1.025E-02	1.390E+00
2335	74.6	30.1	4.78	8.269E-06	-1.025E-02	1.390E+00
2336	38.3	1.3	4.59	8.269E-06	-1.025E-02	1.390E+00
2337	88.1	38	7.02	8.269E-06	-1.025E-02	1.390E+00
2338	50.5	0.8	6.88	8.269E-06	-1.025E-02	1.390E+00
2339	68.9	46.4	8.24	8.269E-06	-1.025E-02	1.390E+00
2340	69.6	16.4	9.79	8.269E-06	-1.025E-02	1.390E+00
2341	55.1	35.9	9.94	8.269E-06	-1.025E-02	1.390E+00
2342	83.9	29.4	12.63	8.269E-06	-1.025E-02	1.390E+00
2343	87.2	12.3	12.98	8.269E-06	-1.025E-02	1.390E+00
2344	58.8	6.3	13.3	8.269E-06	-1.025E-02	1.390E+00
2345	59.1	52.5	13.78	8.269E-06	-1.025E-02	1.390E+00
2346	85.8	67.1	17.03	8.269E-06	-1.025E-02	1.390E+00
2347	67.4	11.5	18.36	8.269E-06	-1.025E-02	1.390E+00
2348	56.8	47.6	18.22	8.269E-06	-1.025E-02	1.390E+00
2349	69.9	76.1	20.33	8.269E-06	-1.025E-02	1.390E+00
2350	86.8	76.3	23.13	8.269E-06	-1.025E-02	1.390E+00
2351	49.1	0.6	22.57	8.269E-06	-1.025E-02	1.390E+00
2352	45.4	64.4	22.1	8.269E-06	-1.025E-02	1.390E+00
2353	51.4	80.2	23.4	8.269E-06	-1.025E-02	1.390E+00
2354	60.2	89.5	25.38	8.269E-06	-1.025E-02	1.390E+00
2355	69.5	87.4	27.47	8.269E-06	-1.025E-02	1.390E+00
2356	77.8	85.8	29.37	8.269E-06	-1.025E-02	1.390E+00
2357	48.5	7.2	29.12	8.269E-06	-1.025E-02	1.390E+00
2358	40.2	50.8	28.2	8.269E-06	-1.025E-02	1.390E+00
2359	42	78.2	28.69	8.269E-06	-1.025E-02	1.390E+00
2360	45.9	91.3	29.83	8.269E-06	-1.025E-02	1.390E+00
2361	50.4	95.9	31.2	8.269E-06	-1.025E-02	1.390E+00
2362	50.7	6.9	31.45	8.269E-06	-1.025E-02	1.390E+00
2363	48.4	11.9	30.75	2.756E-06	-3.416E-03	4.635E-01
2364	49.2	([a])	31.06	-2.756E-06	3.416E-03	-4.635E-01
2365	45.8	([a])	30.05	-8.269E-06	1.025E-02	-1.390E+00
2366	44.2	([a])	29.49	-8.269E-06	1.025E-02	-1.390E+00
2367	41.5	([a])	28.7	-8.269E-06	1.025E-02	-1.390E+00
2368	38.7	([a])	27.84	-8.269E-06	1.025E-02	-1.390E+00

2369	36.4	(a)	27.12	-8.269E-06	1.025E-02	-1.390E+00
2370	34.2	(a)	26.47	-8.269E-06	1.025E-02	-1.390E+00
2371	33.2	(a)	26.14	-8.269E-06	1.025E-02	-1.390E+00
2372	31.5	(a)	25.6	-8.269E-06	1.025E-02	-1.390E+00
2373	30.4	(a)	25.27	-8.269E-06	1.025E-02	-1.390E+00
2374	29.3	13.2	24.91	-8.269E-06	1.025E-02	-1.390E+00
2375	28.7	(a)	24.76	-8.269E-06	1.025E-02	-1.390E+00
2376	23.6	(a)	23.24	-8.269E-06	1.025E-02	-1.390E+00
2377	16.8	3.9	20.72	-8.269E-06	1.025E-02	-1.390E+00
2378	36	(a)	20.05	-8.269E-06	1.025E-02	-1.390E+00
2379	36.6	(a)	20.21	-8.269E-06	1.025E-02	-1.390E+00
2380	32.9	(a)	19.43	-8.269E-06	1.025E-02	-1.390E+00
2381	26.9	(a)	18.01	-8.269E-06	1.025E-02	-1.390E+00
2382	26.4	(a)	17.88	-8.269E-06	1.025E-02	-1.390E+00
2383	25.6	(a)	17.73	-8.269E-06	1.025E-02	-1.390E+00
2384	18.1	(a)	16.06	-8.269E-06	1.025E-02	-1.390E+00
2385	33	5.8	13.87	-8.269E-06	1.025E-02	-1.390E+00
2386	19.4	(a)	12.07	-8.269E-06	1.025E-02	-1.390E+00
2387	9.8	4.3	10.05	-8.269E-06	1.025E-02	-1.390E+00
2388	20.7	1.1	8.91	-8.269E-06	1.025E-02	-1.390E+00
2389	18.7	(a)	8.83	-8.269E-06	1.025E-02	-1.390E+00
2390	13.9	(a)	8.25	-8.269E-06	1.025E-02	-1.390E+00
2391	12.8	(a)	8.1	-2.756E-06	3.416E-03	-4.635E-01
2392	14.2	(a)	8.27	2.756E-06	-3.416E-03	4.635E-01
2393	16.4	4.2	8.54	8.269E-06	-1.025E-02	1.390E+00
2394	21.4	9.2	9.15	8.269E-06	-1.025E-02	1.390E+00
2395	23.7	4.3	9.45	8.269E-06	-1.025E-02	1.390E+00
2396	24.9	5.7	9.59	8.269E-06	-1.025E-02	1.390E+00
2397	27.2	6.4	9.87	8.269E-06	-1.025E-02	1.390E+00
2398	29.1	10.6	10.11	8.269E-06	-1.025E-02	1.390E+00
2399	34.4	19.3	10.75	8.269E-06	-1.025E-02	1.390E+00
2400	44.5	25.5	12	8.269E-06	-1.025E-02	1.390E+00
2401	55.9	22	13.43	8.269E-06	-1.025E-02	1.390E+00
2402	58	4.2	13.72	8.269E-06	-1.025E-02	1.390E+00
2403	50.3	14.9	13.98	8.269E-06	-1.025E-02	1.390E+00
2404	31.4	31.9	13.97	8.269E-06	-1.025E-02	1.390E+00
2405	38.9	18.9	15.25	8.269E-06	-1.025E-02	1.390E+00
2406	39.4	(a)	15.36	8.269E-06	-1.025E-02	1.390E+00
2407	36.4	(a)	14.87	8.269E-06	-1.025E-02	1.390E+00
2408	31.3	(a)	14.03	8.269E-06	-1.025E-02	1.390E+00
2409	24.5	(a)	12.87	8.269E-06	-1.025E-02	1.390E+00
2410	18.6	(a)	11.89	8.269E-06	-1.025E-02	1.390E+00
2411	14.9	(a)	11.27	8.269E-06	-1.025E-02	1.390E+00
2412	8.9	(a)	10.3	8.269E-06	-1.025E-02	1.390E+00
2413	33	6	10.6	8.269E-06	-1.025E-02	1.390E+00
2414	36.4	28.9	11.01	8.269E-06	-1.025E-02	1.390E+00
2415	45.1	24.4	12.08	8.269E-06	-1.025E-02	1.390E+00
2416	50.9	12.1	12.82	8.269E-06	-1.025E-02	1.390E+00
2417	54.2	6.3	13.24	8.269E-06	-1.025E-02	1.390E+00
2418	53.3	(a)	13.14	8.269E-06	-1.025E-02	1.390E+00
2419	52.5	3.6	13.04	8.269E-06	-1.025E-02	1.390E+00
2420	53.9	6.8	13.2	8.269E-06	-1.025E-02	1.390E+00
2421	54.2	7.5	13.24	8.269E-06	-1.025E-02	1.390E+00
2422	53	6	13.09	8.269E-06	-1.025E-02	1.390E+00
2423	54.2	7.9	13.24	8.269E-06	-1.025E-02	1.390E+00
2424	57.8	8.1	13.69	8.269E-06	-1.025E-02	1.390E+00
2425	61.4	14	14.12	8.269E-06	-1.025E-02	1.390E+00
2426	34.1	1	14.14	8.269E-06	-1.025E-02	1.390E+00
2427	38.7	56.4	15.16	8.269E-06	-1.025E-02	1.390E+00
2428	57.6	68.8	18.28	8.269E-06	-1.025E-02	1.390E+00
2429	68.9	33.9	20.25	4.866E-06	-6.427E-03	5.912E-01
2430	79.9	55.8	22.04	1.464E-06	-2.605E-03	-2.080E-01
2431	72.1	21.5	23.5	-1.939E-06	1.217E-03	-1.007E+00
2432	51.1	43.7	23.42	-1.939E-06	1.217E-03	-1.007E+00
2433	59.3	80.6	25.21	-1.939E-06	1.217E-03	-1.007E+00
2434	71.3	82	27.89	-1.939E-06	1.217E-03	-1.007E+00
2435	78.4	27.2	29.63	-1.939E-06	1.217E-03	-1.007E+00
2436	45.9	2.1	29.47	-1.939E-06	1.217E-03	-1.007E+00
2437	46.3	70.5	30.03	-1.939E-06	1.217E-03	-1.007E+00
2438	52.4	83.4	31.83	-1.939E-06	1.217E-03	-1.007E+00
2439	59.1	50.7	33.93	-1.939E-06	1.217E-03	-1.007E+00
2440	59.6	21.4	34.17	-1.939E-06	1.217E-03	-1.007E+00

2441	61.4	19	34.46	-1.939E-06	1.217E-03	-1.007E+00
2442	30.4	2.9	34.14	-1.939E-06	1.217E-03	-1.007E+00
2443	31	36.2	34.54	-1.939E-06	1.217E-03	-1.007E+00
2444	31.7	30.6	34.83	-1.939E-06	1.217E-03	-1.007E+00
2445	32.1	13	35.01	-1.939E-06	1.217E-03	-1.007E+00
2446	32.1	22	35	-1.939E-06	1.217E-03	-1.007E+00
2447	31.8	([a])	34.93	-1.939E-06	1.217E-03	-1.007E+00
2448	31.2	17.8	34.64	-1.939E-06	1.217E-03	-1.007E+00
2449	30.8	([a])	34.51	-1.939E-06	1.217E-03	-1.007E+00
2450	29.5	([a])	33.99	-1.939E-06	1.217E-03	-1.007E+00
2451	28.4	([a])	33.51	-1.939E-06	1.217E-03	-1.007E+00
2452	28.4	28.8	33.46	-1.939E-06	1.217E-03	-1.007E+00
2453	29.1	23.2	33.77	-1.939E-06	1.217E-03	-1.007E+00
2454	29.8	21.1	34.07	-1.939E-06	1.217E-03	-1.007E+00
2455	30.6	19.6	34.4	-1.939E-06	1.217E-03	-1.007E+00
2456	31.6	15	34.8	-1.939E-06	1.217E-03	-1.007E+00
2457	32.4	7.4	35.18	-1.939E-06	1.217E-03	-1.007E+00
2458	33.4	7.3	35.58	-1.939E-06	1.217E-03	-1.007E+00
2459	34.2	([a])	35.94	-1.939E-06	1.217E-03	-1.007E+00
2460	35	([a])	36.27	-1.939E-06	1.217E-03	-1.007E+00
2461	35.8	([a])	36.6	-1.939E-06	1.217E-03	-1.007E+00
2462	36	([a])	36.71	-1.939E-06	1.217E-03	-1.007E+00
2463	35.9	([a])	36.64	-1.939E-06	1.217E-03	-1.007E+00
2464	35.6	([a])	36.51	-1.939E-06	1.217E-03	-1.007E+00
2465	34.9	([a])	36.22	-1.939E-06	1.217E-03	-1.007E+00
2466	34	([a])	35.86	-1.939E-06	1.217E-03	-1.007E+00
2467	33.3	16.5	35.53	-1.939E-06	1.217E-03	-1.007E+00
2468	33.2	14.2	35.51	-1.939E-06	1.217E-03	-1.007E+00
2469	33.6	38.9	35.61	-1.939E-06	1.217E-03	-1.007E+00
2470	34.4	47.8	35.93	-1.939E-06	1.217E-03	-1.007E+00
2471	34.9	38.6	36.15	-1.939E-06	1.217E-03	-1.007E+00
2472	34.8	40.6	36.09	-1.939E-06	1.217E-03	-1.007E+00
2473	34.7	45.1	36.05	-1.939E-06	1.217E-03	-1.007E+00
2474	34.3	38.1	35.92	-1.939E-06	1.217E-03	-1.007E+00
2475	34.4	60.8	35.91	-1.939E-06	1.217E-03	-1.007E+00
2476	33.6	([a])	35.69	-1.939E-06	1.217E-03	-1.007E+00
2477	30.3	1	34.29	-1.939E-06	1.217E-03	-1.007E+00
2478	28.4	([a])	33.5	-1.939E-06	1.217E-03	-1.007E+00
2479	26.7	11.3	32.79	-1.939E-06	1.217E-03	-1.007E+00
2480	26.4	37.8	32.61	-1.939E-06	1.217E-03	-1.007E+00
2481	27.2	60.2	32.93	-1.939E-06	1.217E-03	-1.007E+00
2482	30	78.9	34.07	-1.939E-06	1.217E-03	-1.007E+00
2483	32	65.3	34.93	-1.939E-06	1.217E-03	-1.007E+00
2484	33.1	11.8	35.46	-1.939E-06	1.217E-03	-1.007E+00
2485	33.4	25.9	35.55	-1.939E-06	1.217E-03	-1.007E+00
2486	34.1	31	35.85	-1.939E-06	1.217E-03	-1.007E+00
2487	34.2	0.5	35.92	-1.939E-06	1.217E-03	-1.007E+00
2488	34.9	47.5	36.12	-1.939E-06	1.217E-03	-1.007E+00
2489	36.9	39.9	37	-1.939E-06	1.217E-03	-1.007E+00
2490	38.1	44.3	37.5	-1.939E-06	1.217E-03	-1.007E+00
2491	40.2	62.9	38.31	-1.939E-06	1.217E-03	-1.007E+00
2492	42.4	52.1	39.27	-1.939E-06	1.217E-03	-1.007E+00
2493	42.9	4.8	39.53	-1.939E-06	1.217E-03	-1.007E+00
2494	42.5	12.5	39.36	-1.939E-06	1.217E-03	-1.007E+00
2495	42.5	17	39.34	-1.939E-06	1.217E-03	-1.007E+00
2496	42.7	28	39.43	-1.939E-06	1.217E-03	-1.007E+00
2497	42.8	15	39.5	-1.939E-06	1.217E-03	-1.007E+00
2498	42.9	17.8	39.51	-1.939E-06	1.217E-03	-1.007E+00
2499	43	21.5	39.57	-1.939E-06	1.217E-03	-1.007E+00
2500	43.2	20	39.64	-1.939E-06	1.217E-03	-1.007E+00
2501	43.5	24.6	39.76	-1.939E-06	1.217E-03	-1.007E+00
2502	44.2	31.9	40.02	-1.939E-06	1.217E-03	-1.007E+00
2503	44.1	4.6	40.03	-1.939E-06	1.217E-03	-1.007E+00
2504	44	24.5	39.98	-1.939E-06	1.217E-03	-1.007E+00
2505	44	8.7	39.99	-1.939E-06	1.217E-03	-1.007E+00
2506	43.4	4.4	39.75	-1.939E-06	1.217E-03	-1.007E+00
2507	43.1	14	39.6	-1.939E-06	1.217E-03	-1.007E+00
2508	42.6	4.2	39.43	-1.939E-06	1.217E-03	-1.007E+00
2509	41.7	([a])	39.05	-1.939E-06	1.217E-03	-1.007E+00
2510	41.2	13.6	38.82	-1.939E-06	1.217E-03	-1.007E+00
2511	40.8	6.5	38.69	-1.939E-06	1.217E-03	-1.007E+00
2512	40.7	20.3	38.62	-1.939E-06	1.217E-03	-1.007E+00

2513	39.8	(a)	38.3	-1.939E-06	1.217E-03	-1.007E+00
2514	39	14.7	37.92	-1.939E-06	1.217E-03	-1.007E+00
2515	39.3	24.9	37.99	-1.939E-06	1.217E-03	-1.007E+00
2516	38.9	(a)	37.87	-1.939E-06	1.217E-03	-1.007E+00
2517	38.5	15.5	37.69	-1.939E-06	1.217E-03	-1.007E+00
2518	38	(a)	37.49	-1.939E-06	1.217E-03	-1.007E+00
2519	37.3	7	37.22	-1.939E-06	1.217E-03	-1.007E+00
2520	36.4	(a)	36.84	-1.939E-06	1.217E-03	-1.007E+00
2521	35.3	(a)	36.4	-1.939E-06	1.217E-03	-1.007E+00
2522	34.1	(a)	35.89	-1.939E-06	1.217E-03	-1.007E+00
2523	32.8	(a)	35.34	-1.939E-06	1.217E-03	-1.007E+00
2524	30.7	(a)	34.5	-1.939E-06	1.217E-03	-1.007E+00
2525	28.9	(a)	33.74	-1.939E-06	1.217E-03	-1.007E+00
2526	27.8	(a)	33.25	-1.939E-06	1.217E-03	-1.007E+00
2527	26.7	(a)	32.79	-1.939E-06	1.217E-03	-1.007E+00
2528	26.4	20	32.65	-1.939E-06	1.217E-03	-1.007E+00
2529	26.8	24.1	32.81	-1.939E-06	1.217E-03	-1.007E+00
2530	27.1	15.6	32.94	-1.939E-06	1.217E-03	-1.007E+00
2531	27.6	29.9	33.13	-1.939E-06	1.217E-03	-1.007E+00
2532	28.3	31.9	33.43	-1.939E-06	1.217E-03	-1.007E+00
2533	28.6	14.2	33.58	-1.939E-06	1.217E-03	-1.007E+00
2534	29.3	37.8	33.83	-1.939E-06	1.217E-03	-1.007E+00
2535	30.6	43.6	34.36	-1.939E-06	1.217E-03	-1.007E+00
2536	31.9	34.4	34.91	-1.939E-06	1.217E-03	-1.007E+00
2537	31.6	0.9	34.86	-1.939E-06	1.217E-03	-1.007E+00
2538	32.1	38.6	35	-1.939E-06	1.217E-03	-1.007E+00
2539	32.6	0.8	35.28	-1.939E-06	1.217E-03	-1.007E+00
2540	32	(a)	35.02	-1.939E-06	1.217E-03	-1.007E+00
2541	32	20	34.99	-1.939E-06	1.217E-03	-1.007E+00
2542	32.1	2.5	35.06	-1.939E-06	1.217E-03	-1.007E+00
2543	31.3	(a)	34.72	-1.939E-06	1.217E-03	-1.007E+00
2544	30.3	(a)	34.3	-1.939E-06	1.217E-03	-1.007E+00
2545	29.5	(a)	34.06	-1.939E-06	1.217E-03	-1.007E+00
2546	27.9	(a)	33.4	-1.939E-06	1.217E-03	-1.007E+00
2547	26.1	(a)	32.58	-1.939E-06	1.217E-03	-1.007E+00
2548	24.8	(a)	32.04	-1.939E-06	1.217E-03	-1.007E+00
2549	23.1	39.1	31.24	-1.939E-06	1.217E-03	-1.007E+00
2550	22.3	56.9	30.88	-1.939E-06	1.217E-03	-1.007E+00
2551	24.3	68.3	31.7	-1.939E-06	1.217E-03	-1.007E+00
2552	25.9	40.5	32.4	-1.939E-06	1.217E-03	-1.007E+00
2553	26.8	24.7	32.8	-1.939E-06	1.217E-03	-1.007E+00
2554	27.5	38.9	33.07	-1.939E-06	1.217E-03	-1.007E+00
2555	28.3	44.5	33.4	-1.939E-06	1.217E-03	-1.007E+00
2556	29	26	33.71	-1.939E-06	1.217E-03	-1.007E+00
2557	29.3	28.1	33.82	-1.939E-06	1.217E-03	-1.007E+00
2558	29.8	33.5	34.06	-1.939E-06	1.217E-03	-1.007E+00
2559	30.4	16.3	34.31	-1.939E-06	1.217E-03	-1.007E+00
2560	30.5	17.6	34.34	-1.939E-06	1.217E-03	-1.007E+00
2561	30.4	9.3	34.34	-1.939E-06	1.217E-03	-1.007E+00
2562	30	1	34.16	-1.939E-06	1.217E-03	-1.007E+00
2563	29.1	(a)	33.82	-1.939E-06	1.217E-03	-1.007E+00
2564	28.4	11.9	33.48	-1.939E-06	1.217E-03	-1.007E+00
2565	28.1	(a)	33.38	-1.939E-06	1.217E-03	-1.007E+00
2566	28.1	30.8	33.33	-1.939E-06	1.217E-03	-1.007E+00
2567	29.1	37.6	33.75	-1.939E-06	1.217E-03	-1.007E+00
2568	30.3	40.6	34.26	-1.939E-06	1.217E-03	-1.007E+00
2569	31.5	24.7	34.77	-1.939E-06	1.217E-03	-1.007E+00
2570	32.4	37.8	35.1	-1.939E-06	1.217E-03	-1.007E+00
2571	33.7	44.2	35.63	-1.939E-06	1.217E-03	-1.007E+00
2572	35.1	37.5	36.22	-1.939E-06	1.217E-03	-1.007E+00
2573	36.2	38.5	36.7	-1.939E-06	1.217E-03	-1.007E+00
2574	36.2	(a)	36.77	-1.939E-06	1.217E-03	-1.007E+00
2575	36.2	31	36.7	-1.939E-06	1.217E-03	-1.007E+00
2576	36.8	24.9	36.96	-1.939E-06	1.217E-03	-1.007E+00
2577	37.4	26.1	37.21	-1.939E-06	1.217E-03	-1.007E+00
2578	37.8	25.3	37.4	-1.939E-06	1.217E-03	-1.007E+00
2579	38	15.1	37.48	-1.939E-06	1.217E-03	-1.007E+00
2580	38.1	20.9	37.5	-1.939E-06	1.217E-03	-1.007E+00
2581	38.2	18.4	37.56	-1.939E-06	1.217E-03	-1.007E+00
2582	37.7	(a)	37.37	-1.939E-06	1.217E-03	-1.007E+00
2583	37.7	29.6	37.34	-1.939E-06	1.217E-03	-1.007E+00
2584	38.4	21.6	37.63	-1.939E-06	1.217E-03	-1.007E+00

2585	38.7	19.5	37.75	-1.939E-06	1.217E-03	-1.007E+00
2586	39.2	28.1	37.96	-1.939E-06	1.217E-03	-1.007E+00
2587	39.8	27.4	38.21	-1.939E-06	1.217E-03	-1.007E+00
2588	40.2	21.7	38.41	-1.939E-06	1.217E-03	-1.007E+00
2589	40.4	21.5	38.48	-1.939E-06	1.217E-03	-1.007E+00
2590	40.9	32.8	38.66	-1.939E-06	1.217E-03	-1.007E+00
2591	41.7	44.7	38.99	-1.939E-06	1.217E-03	-1.007E+00
2592	41.5	([a])	38.97	-1.939E-06	1.217E-03	-1.007E+00
2593	41	29.5	38.69	-1.939E-06	1.217E-03	-1.007E+00
2594	40.4	12.9	38.48	-1.939E-06	1.217E-03	-1.007E+00
2595	39.7	22.7	38.17	-1.939E-06	1.217E-03	-1.007E+00
2596	39.3	22.7	38	-1.939E-06	1.217E-03	-1.007E+00
2597	38.8	21.6	37.81	-1.939E-06	1.217E-03	-1.007E+00
2598	38.5	34.9	37.67	-1.939E-06	1.217E-03	-1.007E+00
2599	38.4	21.9	37.65	-2.270E-06	1.516E-03	-9.082E-01
2600	38.6	31.5	37.73	-2.601E-06	1.815E-03	-8.092E-01
2601	39.1	10.7	37.96	-2.932E-06	2.115E-03	-7.102E-01
2602	39	9.8	37.89	-2.932E-06	2.115E-03	-7.102E-01
2603	38.9	4.6	37.88	-2.932E-06	2.115E-03	-7.102E-01
2604	40	37.2	38.27	-2.932E-06	2.115E-03	-7.102E-01
2605	40.2	([a])	38.45	-2.932E-06	2.115E-03	-7.102E-01
2606	41	41.4	38.69	-2.932E-06	2.115E-03	-7.102E-01
2607	42.9	36	39.48	-2.932E-06	2.115E-03	-7.102E-01
2608	42.5	([a])	39.39	-2.932E-06	2.115E-03	-7.102E-01
2609	41.2	([a])	38.87	-2.932E-06	2.115E-03	-7.102E-01
2610	40.9	23.2	38.69	-2.932E-06	2.115E-03	-7.102E-01
2611	40.9	8.6	38.71	-2.932E-06	2.115E-03	-7.102E-01
2612	40.4	7.5	38.49	-2.932E-06	2.115E-03	-7.102E-01
2613	40.2	13.8	38.42	-2.932E-06	2.115E-03	-7.102E-01
2614	40.4	23.4	38.48	-2.932E-06	2.115E-03	-7.102E-01
2615	40.9	31.8	38.65	-2.932E-06	2.115E-03	-7.102E-01
2616	41.1	21.4	38.77	-2.932E-06	2.115E-03	-7.102E-01
2617	41.8	39	39.02	-2.932E-06	2.115E-03	-7.102E-01
2618	43.1	38.6	39.58	-2.932E-06	2.115E-03	-7.102E-01
2619	43.1	5.1	39.63	-2.932E-06	2.115E-03	-7.102E-01
2620	43.6	42.2	39.79	-2.932E-06	2.115E-03	-7.102E-01
2621	44.9	40.6	40.32	-2.932E-06	2.115E-03	-7.102E-01
2622	44.2	([a])	40.09	-2.932E-06	2.115E-03	-7.102E-01
2623	42.8	([a])	39.52	-2.932E-06	2.115E-03	-7.102E-01
2624	42.2	29.3	39.22	-2.932E-06	2.115E-03	-7.102E-01
2625	41.8	13.5	39.06	-2.932E-06	2.115E-03	-7.102E-01
2626	41.4	30.6	38.86	-2.932E-06	2.115E-03	-7.102E-01
2627	41.2	15.3	38.8	-2.932E-06	2.115E-03	-7.102E-01
2628	40.8	26.4	38.62	-2.932E-06	2.115E-03	-7.102E-01
2629	40.3	21.9	38.44	-2.932E-06	2.115E-03	-7.102E-01
2630	40.2	30.7	38.39	-2.932E-06	2.115E-03	-7.102E-01
2631	40.2	28.1	38.4	-2.932E-06	2.115E-03	-7.102E-01
2632	40	26.8	38.31	-2.932E-06	2.115E-03	-7.102E-01
2633	40.2	36	38.38	-2.932E-06	2.115E-03	-7.102E-01
2634	40.4	30.7	38.46	-2.932E-06	2.115E-03	-7.102E-01
2635	40.7	38.9	38.58	-2.932E-06	2.115E-03	-7.102E-01
2636	41.2	36.4	38.79	-2.932E-06	2.115E-03	-7.102E-01
2637	41.5	36.5	38.93	-2.932E-06	2.115E-03	-7.102E-01
2638	41.8	35.6	39.02	-2.932E-06	2.115E-03	-7.102E-01
2639	42	35.8	39.1	-2.932E-06	2.115E-03	-7.102E-01
2640	41.6	13.2	38.99	-2.932E-06	2.115E-03	-7.102E-01
2641	41	22.6	38.73	-2.932E-06	2.115E-03	-7.102E-01
2642	41.2	36.5	38.77	-2.932E-06	2.115E-03	-7.102E-01
2643	41.4	29.7	38.88	-2.932E-06	2.115E-03	-7.102E-01
2644	41.5	21.1	38.92	-2.932E-06	2.115E-03	-7.102E-01
2645	41.4	21.8	38.91	-2.932E-06	2.115E-03	-7.102E-01
2646	41.5	20.2	38.92	-2.932E-06	2.115E-03	-7.102E-01
2647	41.6	24	38.96	-2.932E-06	2.115E-03	-7.102E-01
2648	41.7	21.9	39.03	-2.932E-06	2.115E-03	-7.102E-01
2649	41.9	25.3	39.07	-2.932E-06	2.115E-03	-7.102E-01
2650	41	([a])	38.79	-2.932E-06	2.115E-03	-7.102E-01
2651	40.9	36.6	38.67	-2.932E-06	2.115E-03	-7.102E-01
2652	41.2	14.7	38.82	-2.932E-06	2.115E-03	-7.102E-01
2653	41.5	32.6	38.9	-2.932E-06	2.115E-03	-7.102E-01
2654	41.8	21.5	39.05	-2.932E-06	2.115E-03	-7.102E-01
2655	41.8	24.1	39.07	-2.932E-06	2.115E-03	-7.102E-01
2656	42	26.5	39.13	-2.932E-06	2.115E-03	-7.102E-01

2657	42	16.9	39.15	-2.932E-06	2.115E-03	-7.102E-01
2658	41.6	18.7	38.98	-2.932E-06	2.115E-03	-7.102E-01
2659	41.6	33.4	38.93	-2.932E-06	2.115E-03	-7.102E-01
2660	42	42.5	39.1	-2.932E-06	2.115E-03	-7.102E-01
2661	43.5	72	39.66	-2.932E-06	2.115E-03	-7.102E-01
2662	45.9	51.3	40.71	-2.932E-06	2.115E-03	-7.102E-01
2663	45.4	(a)	40.61	-2.932E-06	2.115E-03	-7.102E-01
2664	46.1	46.3	40.8	-2.932E-06	2.115E-03	-7.102E-01
2665	47.1	(a)	41.32	-2.932E-06	2.115E-03	-7.102E-01
2666	46.7	9.4	41.11	-2.932E-06	2.115E-03	-7.102E-01
2667	45.7	(a)	40.74	-2.932E-06	2.115E-03	-7.102E-01
2668	44.4	0.1	40.2	-2.932E-06	2.115E-03	-7.102E-01
2669	43.2	(a)	39.7	-2.932E-06	2.115E-03	-7.102E-01
2670	42.5	5.9	39.38	-2.932E-06	2.115E-03	-7.102E-01
2671	42.6	7	39.41	-2.932E-06	2.115E-03	-7.102E-01
2672	42.8	8.9	39.52	-2.932E-06	2.115E-03	-7.102E-01
2673	43.2	(a)	39.69	-2.932E-06	2.115E-03	-7.102E-01
2674	43.4	(a)	39.78	-2.932E-06	2.115E-03	-7.102E-01
2675	43.7	(a)	39.91	-2.932E-06	2.115E-03	-7.102E-01
2676	44.2	(a)	40.1	-2.932E-06	2.115E-03	-7.102E-01
2677	43.3	(a)	39.81	-2.932E-06	2.115E-03	-7.102E-01
2678	42	(a)	39.24	-2.932E-06	2.115E-03	-7.102E-01
2679	40.9	(a)	38.77	-2.932E-06	2.115E-03	-7.102E-01
2680	41	(a)	38.78	-9.772E-07	7.048E-04	-2.367E-01
2681	40.5	(a)	38.59	9.772E-07	-7.048E-04	2.367E-01
2682	39	(a)	37.99	2.932E-06	-2.115E-03	7.102E-01
2683	37.6	(a)	37.38	2.932E-06	-2.115E-03	7.102E-01
2684	36	(a)	36.67	2.932E-06	-2.115E-03	7.102E-01
2685	33.2	(a)	35.53	2.932E-06	-2.115E-03	7.102E-01
2686	32.2	(a)	35.18	2.932E-06	-2.115E-03	7.102E-01
2687	29.5	(a)	34.02	2.932E-06	-2.115E-03	7.102E-01
2688	27.2	(a)	33.01	2.932E-06	-2.115E-03	7.102E-01
2689	24.5	(a)	31.93	2.932E-06	-2.115E-03	7.102E-01
2690	21.5	(a)	30.64	2.932E-06	-2.115E-03	7.102E-01
2691	17.9	(a)	29.19	2.932E-06	-2.115E-03	7.102E-01
2692	37.6	9.6	26.34	2.932E-06	-2.115E-03	7.102E-01
2693	24.4	(a)	23.47	2.932E-06	-2.115E-03	7.102E-01
2694	19.8	(a)	22.01	2.932E-06	-2.115E-03	7.102E-01
2695	16.8	15.6	21.07	2.932E-06	-2.115E-03	7.102E-01
2696	38.2	4.6	20.04	2.932E-06	-2.115E-03	7.102E-01
2697	35.3	53.2	19.82	2.932E-06	-2.115E-03	7.102E-01
2698	34.8	(a)	19.79	2.932E-06	-2.115E-03	7.102E-01
2699	28	(a)	18.28	2.932E-06	-2.115E-03	7.102E-01
2700	18.9	(a)	16.18	2.932E-06	-2.115E-03	7.102E-01
2701	40.1	12.9	14.95	2.932E-06	-2.115E-03	7.102E-01
2702	28.6	(a)	13.58	2.932E-06	-2.115E-03	7.102E-01
2703	16.4	(a)	11.53	2.932E-06	-2.115E-03	7.102E-01
2704	10.4	(a)	10.49	2.932E-06	-2.115E-03	7.102E-01
2705	33.4	9.5	10.27	2.932E-06	-2.115E-03	7.102E-01
2706	28.5	3.5	10.04	2.932E-06	-2.115E-03	7.102E-01
2707	29.1	14.7	10.11	9.772E-07	-7.048E-04	2.367E-01
2708	36.1	19.7	10.96	-9.772E-07	7.048E-04	-2.367E-01
2709	43.7	21.1	11.91	-2.932E-06	2.115E-03	-7.102E-01
2710	51.1	14.7	12.84	-2.932E-06	2.115E-03	-7.102E-01
2711	55.9	21.4	13.43	-2.932E-06	2.115E-03	-7.102E-01
2712	66.5	34.1	14.71	-2.932E-06	2.115E-03	-7.102E-01
2713	68.3	19.9	15.86	-2.932E-06	2.115E-03	-7.102E-01
2714	40.6	23.4	15.53	-2.932E-06	2.115E-03	-7.102E-01
2715	53.5	75.5	17.59	-2.932E-06	2.115E-03	-7.102E-01
2716	63.9	17.2	19.44	-2.932E-06	2.115E-03	-7.102E-01
2717	64.5	11.6	19.56	-2.932E-06	2.115E-03	-7.102E-01
2718	36.4	2.4	19.47	-2.932E-06	2.115E-03	-7.102E-01
2719	34.5	50	19.63	-2.932E-06	2.115E-03	-7.102E-01
2720	39.1	24	20.72	-2.932E-06	2.115E-03	-7.102E-01
2721	41.7	26.3	21.3	-2.932E-06	2.115E-03	-7.102E-01
2722	43.6	20.8	21.75	-2.932E-06	2.115E-03	-7.102E-01
2723	45.5	28.8	22.16	-2.932E-06	2.115E-03	-7.102E-01
2724	47.5	27.2	22.62	-2.932E-06	2.115E-03	-7.102E-01
2725	47.6	20.8	22.65	-2.932E-06	2.115E-03	-7.102E-01
2726	48.4	30.2	22.8	-2.932E-06	2.115E-03	-7.102E-01
2727	48.3	20.1	22.8	-2.932E-06	2.115E-03	-7.102E-01
2728	50.2	(a)	23.3	-9.772E-07	7.048E-04	-2.367E-01

2729	49.6	([a])	23.19	9.772E-07	-7.048E-04	2.367E-01
2730	46.6	([a])	22.46	2.932E-06	-2.115E-03	7.102E-01
2731	44.7	([a])	22.03	2.932E-06	-2.115E-03	7.102E-01
2732	43.1	([a])	21.67	2.932E-06	-2.115E-03	7.102E-01
2733	41.2	([a])	21.23	2.932E-06	-2.115E-03	7.102E-01
2734	40.1	1.5	20.97	2.932E-06	-2.115E-03	7.102E-01
2735	39.5	([a])	20.86	2.932E-06	-2.115E-03	7.102E-01
2736	37.2	([a])	20.33	2.932E-06	-2.115E-03	7.102E-01
2737	34.7	([a])	19.76	2.932E-06	-2.115E-03	7.102E-01
2738	29.9	([a])	18.71	2.932E-06	-2.115E-03	7.102E-01
2739	21.9	([a])	16.9	2.932E-06	-2.115E-03	7.102E-01
2740	27.2	14.2	14.92	2.932E-06	-2.115E-03	7.102E-01
2741	29.7	0.3	13.71	2.932E-06	-2.115E-03	7.102E-01
2742	24.4	([a])	12.88	2.932E-06	-2.115E-03	7.102E-01
2743	10.1	([a])	10.5	2.932E-06	-2.115E-03	7.102E-01
2744	10.4	([a])	7.5	2.932E-06	-2.115E-03	7.102E-01
2745	16.1	11.8	5.02	2.932E-06	-2.115E-03	7.102E-01
2746	16.5	9.6	3.25	2.932E-06	-2.115E-03	7.102E-01
2747	0	0	0.16	2.932E-06	-2.115E-03	7.102E-01
2748	0	0	0	2.932E-06	-2.115E-03	7.102E-01
2749	0	0	0	2.932E-06	-2.115E-03	7.102E-01
2750	0	0	0	2.537E-06	-2.528E-03	-2.959E-02
2751	0	0	0	2.143E-06	-2.941E-03	-7.694E-01
2752	0	0	0	1.749E-06	-3.354E-03	-1.509E+00
2754	0	0	0	1.749E-06	-3.354E-03	-1.509E+00
2755	5.6	23	0.1	1.749E-06	-3.354E-03	-1.509E+00
2756	19.9	33.9	2.7	1.749E-06	-3.354E-03	-1.509E+00
2757	74.4	32.9	4.69	1.749E-06	-3.354E-03	-1.509E+00
2758	60.9	1	5.72	1.749E-06	-3.354E-03	-1.509E+00
2759	97.8	33.1	7.34	1.749E-06	-3.354E-03	-1.509E+00
2760	55.9	2.2	7.4	1.749E-06	-3.354E-03	-1.509E+00
2761	89.4	50.7	9.63	1.749E-06	-3.354E-03	-1.509E+00
2762	54.9	1.2	9.81	1.749E-06	-3.354E-03	-1.509E+00
2763	71.2	57.1	11.41	1.749E-06	-3.354E-03	-1.509E+00
2764	90.9	17.2	13.4	1.749E-06	-3.354E-03	-1.509E+00
2765	55.2	0.8	13.37	1.749E-06	-3.354E-03	-1.509E+00
2766	75	77.5	15.71	1.749E-06	-3.354E-03	-1.509E+00
2767	85.3	20.8	17.87	1.749E-06	-3.354E-03	-1.509E+00
2768	52.8	13.4	17.59	1.749E-06	-3.354E-03	-1.509E+00
2769	65.9	80.7	19.67	1.749E-06	-3.354E-03	-1.509E+00
2770	85.7	74.1	22.96	1.749E-06	-3.354E-03	-1.509E+00
2771	53.9	0.2	23.66	1.749E-06	-3.354E-03	-1.509E+00
2772	55.1	62.4	24.3	1.749E-06	-3.354E-03	-1.509E+00
2773	65.1	77	26.51	1.749E-06	-3.354E-03	-1.509E+00
2774	77.2	83	29.24	1.749E-06	-3.354E-03	-1.509E+00
2775	51.1	6.5	29.99	1.749E-06	-3.354E-03	-1.509E+00
2776	46.7	52.1	30.18	1.749E-06	-3.354E-03	-1.509E+00
2777	51.7	78.3	31.64	1.749E-06	-3.354E-03	-1.509E+00
2778	58.5	62.4	33.74	1.749E-06	-3.354E-03	-1.509E+00
2779	60.8	33.9	34.5	1.749E-06	-3.354E-03	-1.509E+00
2780	62	48.1	34.83	1.749E-06	-3.354E-03	-1.509E+00
2781	65.4	41.7	35.89	1.749E-06	-3.354E-03	-1.509E+00
2782	67.2	23.3	36.47	1.749E-06	-3.354E-03	-1.509E+00
2783	68.2	10.3	37	1.749E-06	-3.354E-03	-1.509E+00
2784	36.5	3.2	36.85	1.749E-06	-3.354E-03	-1.509E+00
2785	36	7.7	36.65	1.749E-06	-3.354E-03	-1.509E+00
2786	36	27.9	36.64	1.749E-06	-3.354E-03	-1.509E+00
2787	36.5	14.5	36.86	1.749E-06	-3.354E-03	-1.509E+00
2788	35.9	([a])	36.64	1.749E-06	-3.354E-03	-1.509E+00
2789	34.7	([a])	36.15	1.749E-06	-3.354E-03	-1.509E+00
2790	33.3	([a])	35.59	1.749E-06	-3.354E-03	-1.509E+00
2791	32	([a])	35.04	1.749E-06	-3.354E-03	-1.509E+00
2792	30.6	([a])	34.44	1.749E-06	-3.354E-03	-1.509E+00
2793	29.2	([a])	33.85	1.749E-06	-3.354E-03	-1.509E+00
2794	29.2	39.4	33.79	1.749E-06	-3.354E-03	-1.509E+00
2795	30	([a])	34.16	1.749E-06	-3.354E-03	-1.509E+00
2796	30	36.7	34.11	1.749E-06	-3.354E-03	-1.509E+00
2797	32.3	24.1	35.11	1.749E-06	-3.354E-03	-1.509E+00
2798	33.2	37.9	35.47	1.749E-06	-3.354E-03	-1.509E+00
2799	33.8	53.5	35.68	1.749E-06	-3.354E-03	-1.509E+00
2800	35.7	53.5	36.45	1.749E-06	-3.354E-03	-1.509E+00
2801	36.9	29	37.02	1.749E-06	-3.354E-03	-1.509E+00

2802	37.2	26.9	37.15	1.749E-06	-3.354E-03	-1.509E+00
2803	37.8	1.8	37.44	1.749E-06	-3.354E-03	-1.509E+00
2804	37.4	17.4	37.25	1.749E-06	-3.354E-03	-1.509E+00
2805	37.4	9.8	37.26	1.749E-06	-3.354E-03	-1.509E+00
2806	37.6	16.8	37.3	1.749E-06	-3.354E-03	-1.509E+00
2807	38.5	36.7	37.66	1.749E-06	-3.354E-03	-1.509E+00
2808	38.8	0.3	37.86	1.749E-06	-3.354E-03	-1.509E+00
2809	39.5	(a)	38.14	1.749E-06	-3.354E-03	-1.509E+00
2810	40.2	(a)	38.46	1.749E-06	-3.354E-03	-1.509E+00
2811	41.3	38.9	38.82	1.749E-06	-3.354E-03	-1.509E+00
2812	42	59.2	39.1	1.749E-06	-3.354E-03	-1.509E+00
2813	42.8	83.1	39.37	1.749E-06	-3.354E-03	-1.509E+00
2814	44.5	93.3	40.07	1.749E-06	-3.354E-03	-1.509E+00
2815	45.6	19.9	40.66	1.749E-06	-3.354E-03	-1.509E+00
2816	46.3	40.8	40.89	5.830E-07	-1.118E-03	-5.031E-01
2817	45.6	(a)	40.72	-5.830E-07	1.118E-03	5.031E-01
2818	43.7	(a)	39.89	-1.749E-06	3.354E-03	1.509E+00
2819	42.4	10.3	39.33	-1.749E-06	3.354E-03	1.509E+00
2820	41.8	20	39.06	-1.749E-06	3.354E-03	1.509E+00
2821	41.6	36.9	38.94	-1.749E-06	3.354E-03	1.509E+00
2822	41	30.8	38.71	-1.749E-06	3.354E-03	1.509E+00
2823	38.3	(a)	37.68	-1.749E-06	3.354E-03	1.509E+00
2824	35.1	(a)	36.3	-1.749E-06	3.354E-03	1.509E+00
2825	32.5	5	35.22	-1.749E-06	3.354E-03	1.509E+00
2826	31.5	(a)	34.89	-1.749E-06	3.354E-03	1.509E+00
2827	29.4	(a)	34.01	-1.749E-06	3.354E-03	1.509E+00
2828	27.3	17.8	33.02	-1.749E-06	3.354E-03	1.509E+00
2829	26	(a)	32.53	-1.749E-06	3.354E-03	1.509E+00
2830	24.1	(a)	31.76	-1.749E-06	3.354E-03	1.509E+00
2831	21.2	2.8	30.51	-1.749E-06	3.354E-03	1.509E+00
2832	18.8	18.7	29.5	-1.749E-06	3.354E-03	1.509E+00
2833	17.5	(a)	28.98	-1.749E-06	3.354E-03	1.509E+00
2834	37.4	20.4	28.34	-1.749E-06	3.354E-03	1.509E+00
2835	36.9	(a)	27.3	-1.749E-06	3.354E-03	1.509E+00
2836	31.3	(a)	25.61	-1.749E-06	3.354E-03	1.509E+00
2837	25.4	(a)	23.8	-1.749E-06	3.354E-03	1.509E+00
2838	22.2	(a)	22.76	-1.749E-06	3.354E-03	1.509E+00
2839	20.2	(a)	22.13	-1.749E-06	3.354E-03	1.509E+00
2840	17.8	(a)	21.41	-1.749E-06	3.354E-03	1.509E+00
2841	39.4	19.9	20.54	-1.749E-06	3.354E-03	1.509E+00
2842	30.1	(a)	18.82	-1.749E-06	3.354E-03	1.509E+00
2843	23.8	(a)	17.32	-1.749E-06	3.354E-03	1.509E+00
2844	18	0.7	15.96	-1.749E-06	3.354E-03	1.509E+00
2845	40.1	10.2	14.79	-1.749E-06	3.354E-03	1.509E+00
2846	30.6	20.8	13.86	-1.749E-06	3.354E-03	1.509E+00
2847	26.2	(a)	13.15	-1.749E-06	3.354E-03	1.509E+00
2848	22.5	(a)	12.52	-1.749E-06	3.354E-03	1.509E+00
2849	20.6	(a)	12.22	-1.749E-06	3.354E-03	1.509E+00
2850	18.4	(a)	11.84	-1.749E-06	3.354E-03	1.509E+00
2851	17.5	(a)	11.7	-5.830E-07	1.118E-03	5.031E-01
2852	19	(a)	11.94	5.830E-07	-1.118E-03	-5.031E-01
2853	21.8	3.9	12.39	1.749E-06	-3.354E-03	-1.509E+00
2854	28.5	24.2	13.5	1.749E-06	-3.354E-03	-1.509E+00
2855	36.5	10	14.85	1.749E-06	-3.354E-03	-1.509E+00
2856	44.9	26	16.23	1.749E-06	-3.354E-03	-1.509E+00
2857	56.8	27.8	18.22	1.749E-06	-3.354E-03	-1.509E+00
2858	61.9	(a)	19.16	1.749E-06	-3.354E-03	-1.509E+00
2859	55.5	13.5	19.76	1.749E-06	-3.354E-03	-1.509E+00
2860	38.2	(a)	20.55	1.749E-06	-3.354E-03	-1.509E+00
2861	40.9	(a)	21.16	1.749E-06	-3.354E-03	-1.509E+00
2862	43.5	(a)	21.76	1.749E-06	-3.354E-03	-1.509E+00
2863	44.3	(a)	21.97	1.749E-06	-3.354E-03	-1.509E+00
2864	41.6	(a)	21.39	1.749E-06	-3.354E-03	-1.509E+00
2865	39.5	(a)	20.87	1.749E-06	-3.354E-03	-1.509E+00
2866	37.3	(a)	20.39	1.749E-06	-3.354E-03	-1.509E+00
2867	37	(a)	20.28	1.749E-06	-3.354E-03	-1.509E+00
2868	37.4	(a)	20.38	1.749E-06	-3.354E-03	-1.509E+00
2869	37.7	(a)	20.44	1.749E-06	-3.354E-03	-1.509E+00
2870	38.8	(a)	20.69	1.749E-06	-3.354E-03	-1.509E+00
2871	39	(a)	20.75	1.749E-06	-3.354E-03	-1.509E+00
2872	38.5	(a)	20.63	1.749E-06	-3.354E-03	-1.509E+00
2873	38.5	(a)	20.63	1.749E-06	-3.354E-03	-1.509E+00

2874	38.7	(a)	20.67	1.749E-06	-3.354E-03	-1.509E+00
2875	38.6	(a)	20.64	1.749E-06	-3.354E-03	-1.509E+00
2876	41	7.9	21.18	1.749E-06	-3.354E-03	-1.509E+00
2877	41.1	(a)	21.21	1.749E-06	-3.354E-03	-1.509E+00
2878	42.5	18.9	21.5	1.749E-06	-3.354E-03	-1.509E+00
2879	46.9	37.1	22.46	1.749E-06	-3.354E-03	-1.509E+00
2880	54	59.6	24.02	1.749E-06	-3.354E-03	-1.509E+00
2881	59.1	32.2	25.23	1.749E-06	-3.354E-03	-1.509E+00
2882	64.1	48.6	26.33	1.749E-06	-3.354E-03	-1.509E+00
2883	71.8	61.2	28.08	1.749E-06	-3.354E-03	-1.509E+00
2884	88.5	48.4	30.11	1.749E-06	-3.354E-03	-1.509E+00
2885	46.5	2.9	29.79	1.749E-06	-3.354E-03	-1.509E+00
2886	47.6	80.3	30.43	1.749E-06	-3.354E-03	-1.509E+00
2887	53.5	84.4	32.17	1.749E-06	-3.354E-03	-1.509E+00
2888	60.7	91.2	34.34	1.749E-06	-3.354E-03	-1.509E+00
2889	68	89.5	36.57	1.749E-06	-3.354E-03	-1.509E+00
2890	83.8	30	38.16	1.749E-06	-3.354E-03	-1.509E+00
2891	38.8	3.1	37.86	1.749E-06	-3.354E-03	-1.509E+00
2892	40.5	84.5	38.44	1.749E-06	-3.354E-03	-1.509E+00
2893	43.8	87.5	39.75	1.749E-06	-3.354E-03	-1.509E+00
2894	47.6	94.8	41.35	1.749E-06	-3.354E-03	-1.509E+00
2895	51.6	97.2	43.01	1.749E-06	-3.354E-03	-1.509E+00
2896	55.2	89.3	44.52	1.749E-06	-3.354E-03	-1.509E+00
2897	57.4	71.7	45.47	1.749E-06	-3.354E-03	-1.509E+00
2898	59.1	71.9	46.15	1.749E-06	-3.354E-03	-1.509E+00
2899	61	85.6	46.91	8.186E-08	-1.400E-03	-1.640E+00
2900	62.4	77.7	47.54	-1.585E-06	5.535E-04	-1.771E+00
2901	63.3	66.2	47.93	-3.252E-06	2.507E-03	-1.901E+00
2902	63.7	57.5	48.09	-3.252E-06	2.507E-03	-1.901E+00
2903	64.8	12.5	48.73	-3.252E-06	2.507E-03	-1.901E+00
2904	36.2	0.2	48.99	-3.252E-06	2.507E-03	-1.901E+00
2905	36.1	40.1	48.91	-3.252E-06	2.507E-03	-1.901E+00
2906	36.4	53.8	49.02	-3.252E-06	2.507E-03	-1.901E+00
2907	37.2	62.7	49.46	-3.252E-06	2.507E-03	-1.901E+00
2908	38.3	67.1	50.09	-3.252E-06	2.507E-03	-1.901E+00
2909	39.6	51.8	50.81	-3.252E-06	2.507E-03	-1.901E+00
2910	40.1	54.1	51.09	-3.252E-06	2.507E-03	-1.901E+00
2911	40.1	34.6	51.12	-3.252E-06	2.507E-03	-1.901E+00
2912	39.8	40.2	50.96	-3.252E-06	2.507E-03	-1.901E+00
2913	40.8	56.1	51.48	-3.252E-06	2.507E-03	-1.901E+00
2914	40.3	37.3	51.21	-3.252E-06	2.507E-03	-1.901E+00
2915	40.6	45.8	51.36	-3.252E-06	2.507E-03	-1.901E+00
2916	40.6	(a)	51.47	-3.252E-06	2.507E-03	-1.901E+00
2917	40	11.8	51.13	-3.252E-06	2.507E-03	-1.901E+00
2918	40.1	18.5	51.14	-3.252E-06	2.507E-03	-1.901E+00
2919	39.2	25.2	50.64	-3.252E-06	2.507E-03	-1.901E+00
2920	38.8	40.6	50.38	-3.252E-06	2.507E-03	-1.901E+00
2921	39	38.4	50.51	-3.252E-06	2.507E-03	-1.901E+00
2922	39	40	50.51	-3.252E-06	2.507E-03	-1.901E+00
2923	38.6	71.7	50.24	-3.252E-06	2.507E-03	-1.901E+00
2924	38.9	89.2	50.37	-3.252E-06	2.507E-03	-1.901E+00
2925	40.1	18.1	51.15	-3.252E-06	2.507E-03	-1.901E+00
2926	40.5	(a)	51.42	-3.252E-06	2.507E-03	-1.901E+00
2927	40.5	(a)	51.4	-1.084E-06	8.357E-04	-6.338E-01
2928	40.1	(a)	51.2	1.084E-06	-8.357E-04	6.338E-01
2929	38.6	(a)	50.4	3.252E-06	-2.507E-03	1.901E+00
2930	36.9	(a)	49.46	3.252E-06	-2.507E-03	1.901E+00
2931	35.6	(a)	48.7	3.252E-06	-2.507E-03	1.901E+00
2932	34.3	(a)	47.97	3.252E-06	-2.507E-03	1.901E+00
2933	33.2	(a)	47.36	3.252E-06	-2.507E-03	1.901E+00
2934	32.4	7.6	46.87	3.252E-06	-2.507E-03	1.901E+00
2935	32.2	(a)	46.78	3.252E-06	-2.507E-03	1.901E+00
2936	31.3	30.2	46.25	3.252E-06	-2.507E-03	1.901E+00
2937	31.9	21.1	46.58	3.252E-06	-2.507E-03	1.901E+00
2938	31.2	8.6	46.21	3.252E-06	-2.507E-03	1.901E+00
2939	31.2	34.6	46.2	3.252E-06	-2.507E-03	1.901E+00
2940	31.4	5.8	46.33	3.252E-06	-2.507E-03	1.901E+00
2941	30.6	(a)	45.9	3.252E-06	-2.507E-03	1.901E+00
2942	29.8	(a)	45.44	3.252E-06	-2.507E-03	1.901E+00
2943	29.4	37.9	45.2	3.252E-06	-2.507E-03	1.901E+00
2944	30.2	66.9	45.55	3.252E-06	-2.507E-03	1.901E+00
2945	30.9	44.1	46.01	3.252E-06	-2.507E-03	1.901E+00

2946	31.1	35.5	46.15	3.252E-06	-2.507E-03	1.901E+00
2947	31.1	9.2	46.18	3.252E-06	-2.507E-03	1.901E+00
2948	30.4	20.2	45.75	3.252E-06	-2.507E-03	1.901E+00
2949	30.5	38.2	45.79	3.252E-06	-2.507E-03	1.901E+00
2950	31	51.1	46.04	3.252E-06	-2.507E-03	1.901E+00
2951	32.1	79.8	46.62	3.252E-06	-2.507E-03	1.901E+00
2952	32.8	30.1	47.1	3.252E-06	-2.507E-03	1.901E+00
2953	32.1	0.1	46.75	3.252E-06	-2.507E-03	1.901E+00
2954	31.2	([a])	46.21	3.252E-06	-2.507E-03	1.901E+00
2955	30.1	([a])	45.66	3.252E-06	-2.507E-03	1.901E+00
2956	29	([a])	45.04	3.252E-06	-2.507E-03	1.901E+00
2957	28.1	0.8	44.54	3.252E-06	-2.507E-03	1.901E+00
2958	28	19.9	44.41	3.252E-06	-2.507E-03	1.901E+00
2959	27.8	22	44.32	3.252E-06	-2.507E-03	1.901E+00
2960	27.4	([a])	44.13	3.252E-06	-2.507E-03	1.901E+00
2961	26.2	([a])	43.49	3.252E-06	-2.507E-03	1.901E+00
2962	25.3	([a])	42.96	3.252E-06	-2.507E-03	1.901E+00
2963	24.7	14.5	42.59	3.252E-06	-2.507E-03	1.901E+00
2964	24.4	34.1	42.43	3.252E-06	-2.507E-03	1.901E+00
2965	24.6	47.9	42.51	3.252E-06	-2.507E-03	1.901E+00
2966	25	59.8	42.68	3.252E-06	-2.507E-03	1.901E+00
2967	25	57.9	42.7	3.252E-06	-2.507E-03	1.901E+00
2968	24.6	66.1	42.5	3.252E-06	-2.507E-03	1.901E+00
2969	24	22.9	42.21	3.252E-06	-2.507E-03	1.901E+00
2970	21.8	40	40.98	3.252E-06	-2.507E-03	1.901E+00
2971	21.7	68.7	40.86	3.252E-06	-2.507E-03	1.901E+00
2972	22.8	([a])	41.59	3.252E-06	-2.507E-03	1.901E+00
2973	21.1	([a])	40.72	3.252E-06	-2.507E-03	1.901E+00
2974	18.3	([a])	39.16	3.252E-06	-2.507E-03	1.901E+00
2975	20.6	10.1	38.09	3.252E-06	-2.507E-03	1.901E+00
2976	40.2	3.7	37.78	1.084E-06	-8.357E-04	6.338E-01
2977	39.6	62.7	38.09	-1.084E-06	8.357E-04	-6.338E-01
2978	41.5	38.1	38.92	-3.252E-06	2.507E-03	-1.901E+00
2979	41.8	11.7	39.06	-3.252E-06	2.507E-03	-1.901E+00
2980	41.6	([a])	39.04	-3.252E-06	2.507E-03	-1.901E+00
2981	39.9	([a])	38.34	-3.252E-06	2.507E-03	-1.901E+00
2982	38.9	([a])	37.87	-3.252E-06	2.507E-03	-1.901E+00
2983	38.2	12.5	37.57	-3.252E-06	2.507E-03	-1.901E+00
2984	37.8	27	37.4	-3.252E-06	2.507E-03	-1.901E+00
2985	38.3	25.4	37.6	-3.252E-06	2.507E-03	-1.901E+00
2986	39	21	37.9	-3.252E-06	2.507E-03	-1.901E+00
2987	39.9	17.6	38.29	-3.252E-06	2.507E-03	-1.901E+00
2988	40.7	36.7	38.56	-3.252E-06	2.507E-03	-1.901E+00
2989	41.1	47.3	38.74	-3.252E-06	2.507E-03	-1.901E+00
2990	40.5	34.5	38.48	-3.252E-06	2.507E-03	-1.901E+00
2991	40.6	3.8	38.57	-3.252E-06	2.507E-03	-1.901E+00
2992	40.2	([a])	38.45	-3.252E-06	2.507E-03	-1.901E+00
2993	40	([a])	38.35	-3.252E-06	2.507E-03	-1.901E+00
2994	40.4	18.4	38.47	-3.252E-06	2.507E-03	-1.901E+00
2995	41.7	30.6	39	-3.252E-06	2.507E-03	-1.901E+00
2996	42.6	27.8	39.37	-3.252E-06	2.507E-03	-1.901E+00
2997	43.4	18.8	39.73	-3.252E-06	2.507E-03	-1.901E+00
2998	43.2	15.5	39.66	-3.252E-06	2.507E-03	-1.901E+00
2999	43.5	21.1	39.76	-2.595E-06	1.697E-03	-2.144E+00
3000	43.9	16.5	39.95	-1.937E-06	8.875E-04	-2.387E+00
3001	44.1	11	40.03	-1.279E-06	7.771E-05	-2.629E+00
3002	43.6	0.9	39.83	-1.279E-06	7.771E-05	-2.629E+00
3003	42.8	2.5	39.49	-1.279E-06	7.771E-05	-2.629E+00
3004	42.4	31.4	39.28	-1.279E-06	7.771E-05	-2.629E+00
3005	43.2	48.8	39.59	-1.279E-06	7.771E-05	-2.629E+00
3006	44.3	39.9	40.05	-1.279E-06	7.771E-05	-2.629E+00
3007	44.9	41.2	40.32	-1.279E-06	7.771E-05	-2.629E+00
3008	45.2	46.6	40.41	-1.279E-06	7.771E-05	-2.629E+00
3009	45.7	53.4	40.63	-1.279E-06	7.771E-05	-2.629E+00
3010	46.7	44.3	41.06	-1.279E-06	7.771E-05	-2.629E+00
3011	47.4	40.7	41.35	-1.279E-06	7.771E-05	-2.629E+00
3012	47.7	21.3	41.53	-1.279E-06	7.771E-05	-2.629E+00
3013	46.5	10.7	41.02	-1.279E-06	7.771E-05	-2.629E+00
3014	45.9	14	40.8	-1.279E-06	7.771E-05	-2.629E+00
3015	45.5	12.2	40.6	-1.279E-06	7.771E-05	-2.629E+00
3016	45.4	9.7	40.57	-1.279E-06	7.771E-05	-2.629E+00
3017	45	8.3	40.43	-1.279E-06	7.771E-05	-2.629E+00

3018	44.3	37.6	40.07	-1.279E-06	7.771E-05	-2.629E+00
3019	43.8	63.1	39.82	-1.279E-06	7.771E-05	-2.629E+00
3020	44.9	85.9	40.24	-1.279E-06	7.771E-05	-2.629E+00
3021	48.1	94.1	41.54	-1.279E-06	7.771E-05	-2.629E+00
3022	51	50.2	42.85	-1.279E-06	7.771E-05	-2.629E+00
3023	52.9	22.7	43.67	-1.279E-06	7.771E-05	-2.629E+00
3024	53.3	0.9	43.88	-1.279E-06	7.771E-05	-2.629E+00
3025	52.8	3.9	43.66	-1.279E-06	7.771E-05	-2.629E+00
3026	52.1	([a])	43.4	-1.279E-06	7.771E-05	-2.629E+00
3027	51.5	([a])	43.16	-1.279E-06	7.771E-05	-2.629E+00
3028	50.8	([a])	42.86	-1.279E-06	7.771E-05	-2.629E+00
3029	49.9	([a])	42.45	-1.279E-06	7.771E-05	-2.629E+00
3030	48.4	20.6	41.79	-1.279E-06	7.771E-05	-2.629E+00
3031	47.7	33.2	41.51	-1.279E-06	7.771E-05	-2.629E+00
3032	48.2	1.7	41.74	-1.279E-06	7.771E-05	-2.629E+00
3033	48.7	([a])	42.03	-1.279E-06	7.771E-05	-2.629E+00
3034	47.7	([a])	41.57	-1.279E-06	7.771E-05	-2.629E+00
3035	45.6	38.3	40.62	-1.279E-06	7.771E-05	-2.629E+00
3036	45.8	49.5	40.69	-1.279E-06	7.771E-05	-2.629E+00
3037	47	([a])	41.29	-1.279E-06	7.771E-05	-2.629E+00
3038	47.1	6.7	41.29	-1.279E-06	7.771E-05	-2.629E+00
3039	46.7	12.3	41.12	-1.279E-06	7.771E-05	-2.629E+00
3040	46.4	20.6	40.99	-1.279E-06	7.771E-05	-2.629E+00
3041	46.6	32.4	41.02	-1.279E-06	7.771E-05	-2.629E+00
3042	47.3	11.8	41.34	-1.279E-06	7.771E-05	-2.629E+00
3043	46.3	([a])	41	-1.279E-06	7.771E-05	-2.629E+00
3044	44.9	([a])	40.4	-1.279E-06	7.771E-05	-2.629E+00
3045	43.6	15.7	39.84	-1.279E-06	7.771E-05	-2.629E+00
3046	44	29.1	39.95	-1.279E-06	7.771E-05	-2.629E+00
3047	44.4	17.1	40.16	-1.279E-06	7.771E-05	-2.629E+00
3048	44.8	23	40.3	-1.279E-06	7.771E-05	-2.629E+00
3049	44.9	21.9	40.35	-1.279E-06	7.771E-05	-2.629E+00
3050	45.1	21.5	40.44	-1.279E-06	7.771E-05	-2.629E+00
3051	44.8	36.8	40.28	-1.279E-06	7.771E-05	-2.629E+00
3052	44.8	40	40.29	-1.279E-06	7.771E-05	-2.629E+00
3053	45.4	8.4	40.57	-1.279E-06	7.771E-05	-2.629E+00
3054	44.5	22.7	40.19	-1.279E-06	7.771E-05	-2.629E+00
3055	44	43	39.92	-1.279E-06	7.771E-05	-2.629E+00
3056	45.2	16.5	40.48	-1.279E-06	7.771E-05	-2.629E+00
3057	45.5	([a])	40.62	-1.279E-06	7.771E-05	-2.629E+00
3058	45	4	40.43	-4.265E-07	2.590E-05	-8.763E-01
3059	47	12.5	41.24	4.265E-07	-2.590E-05	8.763E-01
3060	45.8	([a])	40.82	1.279E-06	-7.771E-05	2.629E+00
3061	45.6	([a])	40.72	1.279E-06	-7.771E-05	2.629E+00
3062	45.2	([a])	40.56	1.279E-06	-7.771E-05	2.629E+00
3063	44.2	([a])	40.13	1.279E-06	-7.771E-05	2.629E+00
3064	42.6	([a])	39.45	1.279E-06	-7.771E-05	2.629E+00
3065	41.2	([a])	38.88	1.279E-06	-7.771E-05	2.629E+00
3066	39.6	([a])	38.22	1.279E-06	-7.771E-05	2.629E+00
3067	37.3	([a])	37.22	1.279E-06	-7.771E-05	2.629E+00
3068	35.6	([a])	36.53	1.279E-06	-7.771E-05	2.629E+00
3069	34.6	([a])	36.11	1.279E-06	-7.771E-05	2.629E+00
3070	33.4	([a])	35.63	1.279E-06	-7.771E-05	2.629E+00
3071	31.9	([a])	34.99	1.279E-06	-7.771E-05	2.629E+00
3072	29.8	([a])	34.12	1.279E-06	-7.771E-05	2.629E+00
3073	28.2	2.7	33.44	1.279E-06	-7.771E-05	2.629E+00
3074	28.7	25	33.59	1.279E-06	-7.771E-05	2.629E+00
3075	28	([a])	33.36	1.279E-06	-7.771E-05	2.629E+00
3076	27.2	([a])	33.07	1.279E-06	-7.771E-05	2.629E+00
3077	24.8	([a])	32.09	1.279E-06	-7.771E-05	2.629E+00
3078	21.8	([a])	30.8	1.279E-06	-7.771E-05	2.629E+00
3079	19.5	([a])	29.84	1.279E-06	-7.771E-05	2.629E+00
3080	17.4	([a])	28.96	1.279E-06	-7.771E-05	2.629E+00
3081	41.9	19.2	28.16	1.279E-06	-7.771E-05	2.629E+00
3082	38	([a])	27.61	1.279E-06	-7.771E-05	2.629E+00
3083	35.2	([a])	26.78	1.279E-06	-7.771E-05	2.629E+00
3084	31.2	([a])	25.54	1.279E-06	-7.771E-05	2.629E+00
3085	27.6	3	24.41	1.279E-06	-7.771E-05	2.629E+00
3086	29.3	42.9	24.87	1.279E-06	-7.771E-05	2.629E+00
3087	29.7	38.8	24.98	1.279E-06	-7.771E-05	2.629E+00
3088	27	([a])	24.23	1.279E-06	-7.771E-05	2.629E+00
3089	25.1	([a])	23.7	1.279E-06	-7.771E-05	2.629E+00

3090	20	([a])	22.18	1.279E-06	-7.771E-05	2.629E+00
3091	34.3	15.3	19.97	1.279E-06	-7.771E-05	2.629E+00
3092	25.8	([a])	17.8	1.279E-06	-7.771E-05	2.629E+00
3093	22.1	([a])	16.89	1.279E-06	-7.771E-05	2.629E+00
3094	20.7	([a])	16.57	1.279E-06	-7.771E-05	2.629E+00
3095	19	([a])	16.19	1.279E-06	-7.771E-05	2.629E+00
3096	34	17.2	15.05	1.279E-06	-7.771E-05	2.629E+00
3097	26.1	1.2	13.21	1.279E-06	-7.771E-05	2.629E+00
3098	11.7	7.9	8.67	1.279E-06	-7.771E-05	2.629E+00
3099	14.6	7.5	4.71	1.279E-06	-7.771E-05	2.629E+00
3100	2.1	0.3	2.23	1.279E-06	-7.771E-05	2.629E+00
3101	0.1	2.1	0.64	4.265E-07	-2.590E-05	8.763E-01
3102	0	0	0	-4.265E-07	2.590E-05	-8.763E-01
3103	0	0	0	-1.279E-06	7.771E-05	-2.629E+00
3124	0	0	0	-1.279E-06	7.771E-05	-2.629E+00
3125	0.6	10.4	0.19	-1.279E-06	7.771E-05	-2.629E+00
3126	7.6	32.5	1.28	-1.279E-06	7.771E-05	-2.629E+00
3127	14.8	14.4	2.8	-1.279E-06	7.771E-05	-2.629E+00
3128	33.9	8.5	3.61	-1.279E-06	7.771E-05	-2.629E+00
3129	57.6	11.5	4.62	-1.279E-06	7.771E-05	-2.629E+00
3130	66.3	12.2	5.82	-1.279E-06	7.771E-05	-2.629E+00
3131	71.7	30.5	6.74	-1.279E-06	7.771E-05	-2.629E+00
3132	44.1	5.8	8.12	-1.279E-06	7.771E-05	-2.629E+00
3133	53.4	37.5	9.38	-1.279E-06	7.771E-05	-2.629E+00
3134	106.1	78.9	13.44	-1.279E-06	7.771E-05	-2.629E+00
3135	43.8	1.9	13.76	-1.279E-06	7.771E-05	-2.629E+00
3136	60	59.6	16.08	-1.279E-06	7.771E-05	-2.629E+00
3137	90.4	70.2	20.49	-1.279E-06	7.771E-05	-2.629E+00
3138	62.1	1.8	20.87	-1.279E-06	7.771E-05	-2.629E+00
3139	71.3	61.6	22.66	-1.279E-06	7.771E-05	-2.629E+00
3140	85.2	26.5	25.16	-1.279E-06	7.771E-05	-2.629E+00
3141	54.6	20.2	25.48	-1.279E-06	7.771E-05	-2.629E+00
3142	64.1	71.4	27.67	-1.279E-06	7.771E-05	-2.629E+00
3143	76.1	46.3	30.65	-1.279E-06	7.771E-05	-2.629E+00
3144	51.8	0.8	31.12	-1.279E-06	7.771E-05	-2.629E+00
3145	50.9	([a])	31.4	-1.279E-06	7.771E-05	-2.629E+00
3146	51.3	([a])	31.52	-1.279E-06	7.771E-05	-2.629E+00
3147	51.6	([a])	31.63	-1.279E-06	7.771E-05	-2.629E+00
3148	51.9	([a])	31.73	-1.279E-06	7.771E-05	-2.629E+00
3149	51.9	([a])	31.71	-1.279E-06	7.771E-05	-2.629E+00
3150	51.4	([a])	31.57	-1.279E-06	7.771E-05	-2.629E+00
3151	50.2	([a])	31.23	-1.279E-06	7.771E-05	-2.629E+00
3152	48.6	([a])	30.73	-1.279E-06	7.771E-05	-2.629E+00
3153	47.3	([a])	30.3	-1.279E-06	7.771E-05	-2.629E+00
3154	47.1	([a])	30.21	-1.279E-06	7.771E-05	-2.629E+00
3155	47.9	4.9	30.46	-1.279E-06	7.771E-05	-2.629E+00
3156	49.6	14	30.96	-1.279E-06	7.771E-05	-2.629E+00
3157	52.5	26	31.86	-1.279E-06	7.771E-05	-2.629E+00
3158	54.8	14.1	32.6	-1.279E-06	7.771E-05	-2.629E+00
3159	56.1	5.8	33.02	-1.279E-06	7.771E-05	-2.629E+00
3160	57	3.4	33.28	-1.279E-06	7.771E-05	-2.629E+00
3161	57.9	5.5	33.57	-1.279E-06	7.771E-05	-2.629E+00
3162	58	7.5	33.87	-1.279E-06	7.771E-05	-2.629E+00
3163	34.6	([a])	33.8	-1.279E-06	7.771E-05	-2.629E+00
3164	34.3	([a])	33.67	-1.279E-06	7.771E-05	-2.629E+00
3165	34.2	20.5	33.61	-1.279E-06	7.771E-05	-2.629E+00
3166	34.8	25.1	33.83	-1.279E-06	7.771E-05	-2.629E+00
3167	35.3	24.8	34.04	-1.279E-06	7.771E-05	-2.629E+00
3168	36.1	30.5	34.35	-1.279E-06	7.771E-05	-2.629E+00
3169	37.2	32.4	34.77	-3.252E-07	-6.690E-04	-2.393E+00
3170	38.1	28.6	35.16	6.290E-07	-1.416E-03	-2.157E+00
3171	38.8	25.7	35.44	1.583E-06	-2.162E-03	-1.921E+00
3172	39.5	26.4	35.7	1.583E-06	-2.162E-03	-1.921E+00
3173	40.2	27	36	1.583E-06	-2.162E-03	-1.921E+00
3174	40.9	23.3	36.27	1.583E-06	-2.162E-03	-1.921E+00
3175	41.2	21.8	36.4	1.583E-06	-2.162E-03	-1.921E+00
3176	42	32.6	36.67	1.583E-06	-2.162E-03	-1.921E+00
3177	43.4	41.2	37.21	1.583E-06	-2.162E-03	-1.921E+00
3178	46.2	74.3	38.28	1.583E-06	-2.162E-03	-1.921E+00
3179	50.5	90.2	39.97	1.583E-06	-2.162E-03	-1.921E+00
3180	53.9	41.2	41.41	1.583E-06	-2.162E-03	-1.921E+00
3181	54.1	13.4	41.56	5.277E-07	-7.208E-04	-6.402E-01

3182	53.5	([a])	41.33	-5.277E-07	7.208E-04	6.402E-01
3183	51.9	([a])	40.72	-1.583E-06	2.162E-03	1.921E+00
3184	50.3	([a])	40.07	-1.583E-06	2.162E-03	1.921E+00
3185	48.4	([a])	39.34	-1.583E-06	2.162E-03	1.921E+00
3186	47	([a])	38.75	-1.583E-06	2.162E-03	1.921E+00
3187	46	([a])	38.34	-1.583E-06	2.162E-03	1.921E+00
3188	44.6	([a])	37.79	-1.583E-06	2.162E-03	1.921E+00
3189	42.5	([a])	37.02	-1.583E-06	2.162E-03	1.921E+00
3190	38.1	([a])	35.28	-1.583E-06	2.162E-03	1.921E+00
3191	35.1	([a])	34.03	-1.583E-06	2.162E-03	1.921E+00
3192	33	([a])	33.19	-1.583E-06	2.162E-03	1.921E+00
3193	31.5	([a])	32.55	-1.583E-06	2.162E-03	1.921E+00
3194	30.8	11.8	32.27	-1.583E-06	2.162E-03	1.921E+00
3195	30.8	15.6	32.23	-1.583E-06	2.162E-03	1.921E+00
3196	30.6	([a])	32.19	-1.583E-06	2.162E-03	1.921E+00
3197	28	([a])	31.26	-1.583E-06	2.162E-03	1.921E+00
3198	21.4	([a])	28.69	-1.583E-06	2.162E-03	1.921E+00
3199	33.8	6	25.33	-1.583E-06	2.162E-03	1.921E+00
3200	20.7	([a])	22.12	-1.583E-06	2.162E-03	1.921E+00
3201	32	8.3	19.64	-1.583E-06	2.162E-03	1.921E+00
3202	24	([a])	18.09	-1.583E-06	2.162E-03	1.921E+00
3203	19.9	([a])	17.06	-1.583E-06	2.162E-03	1.921E+00
3204	40.2	16.1	16.91	-1.583E-06	2.162E-03	1.921E+00
3205	43.3	26	17.48	-1.583E-06	2.162E-03	1.921E+00
3206	49.5	24.1	18.65	-1.583E-06	2.162E-03	1.921E+00
3207	52.6	16.2	19.24	-1.583E-06	2.162E-03	1.921E+00
3208	56.1	16.8	19.91	-1.583E-06	2.162E-03	1.921E+00
3209	57.4	1.5	20.18	-1.583E-06	2.162E-03	1.921E+00
3210	54.3	([a])	19.61	-1.583E-06	2.162E-03	1.921E+00
3211	51	([a])	18.99	-1.583E-06	2.162E-03	1.921E+00
3212	47.8	([a])	18.39	-1.583E-06	2.162E-03	1.921E+00
3213	44.7	([a])	17.8	-1.583E-06	2.162E-03	1.921E+00
3214	41	([a])	17.12	-1.583E-06	2.162E-03	1.921E+00
3215	37.3	([a])	16.42	-1.583E-06	2.162E-03	1.921E+00
3216	31.4	([a])	15.33	-1.583E-06	2.162E-03	1.921E+00
3217	20.8	([a])	13.35	-1.583E-06	2.162E-03	1.921E+00
3218	34.5	10.9	12.3	-1.583E-06	2.162E-03	1.921E+00
3219	29	([a])	11.67	-1.583E-06	2.162E-03	1.921E+00
3220	22.3	([a])	10.68	-1.583E-06	2.162E-03	1.921E+00
3221	13.8	([a])	9.44	-1.583E-06	2.162E-03	1.921E+00
3222	21.9	6.8	8.17	-1.583E-06	2.162E-03	1.921E+00
3223	16.8	6.7	7.78	-1.583E-06	2.162E-03	1.921E+00
3224	18.1	12.5	7.93	-1.583E-06	2.162E-03	1.921E+00
3225	19.5	9.6	8.1	-1.583E-06	2.162E-03	1.921E+00
3226	20.9	10.3	8.26	-1.583E-06	2.162E-03	1.921E+00
3227	21.1	4.8	8.28	-1.583E-06	2.162E-03	1.921E+00
3228	16.2	([a])	7.74	-1.583E-06	2.162E-03	1.921E+00
3229	19.6	9.3	6.1	-1.583E-06	2.162E-03	1.921E+00
3230	13.5	1.1	4.38	-1.583E-06	2.162E-03	1.921E+00
3231	18.2	([a])	3.83	-1.583E-06	2.162E-03	1.921E+00
3232	13.9	6.2	3.58	-5.277E-07	7.208E-04	6.402E-01
3233	20.5	14.6	3.94	5.277E-07	-7.208E-04	-6.402E-01
3234	33.4	9.2	4.66	1.583E-06	-2.162E-03	-1.921E+00
3235	43.5	8	5.23	1.583E-06	-2.162E-03	-1.921E+00
3236	54.4	8.7	5.84	1.583E-06	-2.162E-03	-1.921E+00
3237	66.2	9.2	6.5	1.583E-06	-2.162E-03	-1.921E+00
3238	43.1	1	6.49	1.583E-06	-2.162E-03	-1.921E+00
3239	54	16.4	7.41	1.583E-06	-2.162E-03	-1.921E+00
3240	69.3	13.6	8.51	1.583E-06	-2.162E-03	-1.921E+00
3241	65.5	13.2	8.99	1.583E-06	-2.162E-03	-1.921E+00
3242	50	26.4	9.1	1.583E-06	-2.162E-03	-1.921E+00
3243	62.2	8.9	10.26	1.583E-06	-2.162E-03	-1.921E+00
3244	60.4	4.5	10.19	1.583E-06	-2.162E-03	-1.921E+00
3245	33.7	([a])	9.77	1.583E-06	-2.162E-03	-1.921E+00
3246	27.5	([a])	9.05	1.583E-06	-2.162E-03	-1.921E+00
3247	16.4	([a])	7.78	1.583E-06	-2.162E-03	-1.921E+00
3248	23.9	6.8	6.52	1.583E-06	-2.162E-03	-1.921E+00
3249	13.5	([a])	5.82	2.099E-06	-3.681E-03	-1.983E+00
3250	21.9	1	4.99	2.615E-06	-5.199E-03	-2.046E+00
3251	15.2	8.3	4.66	3.131E-06	-6.718E-03	-2.109E+00
3252	24.2	16.5	5.29	3.131E-06	-6.718E-03	-2.109E+00
3253	35.3	10.4	6.09	3.131E-06	-6.718E-03	-2.109E+00

3254	41.6	5.6	6.54	3.131E-06	-6.718E-03	-2.109E+00
3255	39.6	([a])	6.41	3.131E-06	-6.718E-03	-2.109E+00
3256	37.9	3.5	6.29	3.131E-06	-6.718E-03	-2.109E+00
3257	40.2	5.7	6.44	3.131E-06	-6.718E-03	-2.109E+00
3258	43.8	5.7	6.7	3.131E-06	-6.718E-03	-2.109E+00
3259	47	5.1	6.93	3.131E-06	-6.718E-03	-2.109E+00
3260	51.7	7.4	7.26	3.131E-06	-6.718E-03	-2.109E+00
3261	60.2	10.7	7.86	3.131E-06	-6.718E-03	-2.109E+00
3262	69.7	10	8.54	3.131E-06	-6.718E-03	-2.109E+00
3263	45	0.1	8.49	3.131E-06	-6.718E-03	-2.109E+00
3264	37	([a])	7.97	3.131E-06	-6.718E-03	-2.109E+00
3265	29.3	([a])	7.28	3.131E-06	-6.718E-03	-2.109E+00
3266	20.4	([a])	6.46	3.131E-06	-6.718E-03	-2.109E+00
3267	12.8	([a])	5.76	3.131E-06	-6.718E-03	-2.109E+00
3268	30.2	4.2	5.62	3.131E-06	-6.718E-03	-2.109E+00
3269	45.6	23.4	6.79	3.131E-06	-6.718E-03	-2.109E+00
3270	66.8	15.6	8.32	1.044E-06	-2.239E-03	-7.030E-01
3271	77.2	13.6	9.08	-1.044E-06	2.239E-03	7.030E-01
3272	48.2	2.2	8.93	-3.131E-06	6.718E-03	2.109E+00
3273	41.3	([a])	8.38	-3.131E-06	6.718E-03	2.109E+00
3274	33.5	([a])	7.66	-3.131E-06	6.718E-03	2.109E+00
3275	26	([a])	6.97	-3.131E-06	6.718E-03	2.109E+00
3276	18.7	([a])	6.3	-3.131E-06	6.718E-03	2.109E+00
3277	12.2	0.2	5.74	-3.131E-06	6.718E-03	2.109E+00
3278	20.9	([a])	4.92	-3.131E-06	6.718E-03	2.109E+00
3279	12.8	6.5	3.34	-3.131E-06	6.718E-03	2.109E+00
3280	0	0	0.54	-1.044E-06	2.239E-03	7.030E-01
3281	0	0	0	1.044E-06	-2.239E-03	-7.030E-01
3282	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3556	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3557	0.6	11.9	0	3.131E-06	-6.718E-03	-2.109E+00
3558	6.5	28.8	0.49	3.131E-06	-6.718E-03	-2.109E+00
3559	7.2	27	2	3.131E-06	-6.718E-03	-2.109E+00
3560	15.7	15	2.83	3.131E-06	-6.718E-03	-2.109E+00
3561	34.4	12.3	3.62	3.131E-06	-6.718E-03	-2.109E+00
3562	64.6	16.7	4.91	3.131E-06	-6.718E-03	-2.109E+00
3563	50.3	4.6	5.41	3.131E-06	-6.718E-03	-2.109E+00
3564	65.3	30.7	6.38	3.131E-06	-6.718E-03	-2.109E+00
3565	47.8	14.2	7.69	3.131E-06	-6.718E-03	-2.109E+00
3566	38.7	32.5	8.06	3.131E-06	-6.718E-03	-2.109E+00
3567	84.4	74.8	12.11	3.131E-06	-6.718E-03	-2.109E+00
3568	42.8	4.5	13.12	3.131E-06	-6.718E-03	-2.109E+00
3569	44	39.1	13.79	1.044E-06	-2.239E-03	-7.030E-01
3570	45.5	([a])	14.11	-1.044E-06	2.239E-03	7.030E-01
3571	39.2	([a])	13.18	-3.131E-06	6.718E-03	2.109E+00
3572	30.6	([a])	11.93	-3.131E-06	6.718E-03	2.109E+00
3573	13.5	0.7	9.43	-3.131E-06	6.718E-03	2.109E+00
3574	14.7	7.9	5.1	-3.131E-06	6.718E-03	2.109E+00
3575	1.2	([a])	2.51	-3.131E-06	6.718E-03	2.109E+00
3576	0.1	5.8	1.8	-1.044E-06	2.239E-03	7.030E-01
3577	4.1	10.8	1.74	1.044E-06	-2.239E-03	-7.030E-01
3578	6.8	10.2	2.16	3.131E-06	-6.718E-03	-2.109E+00
3579	5.3	4.6	2.17	3.131E-06	-6.718E-03	-2.109E+00
3580	0.9	5.4	2	3.131E-06	-6.718E-03	-2.109E+00
3581	0.3	10.6	2.03	3.131E-06	-6.718E-03	-2.109E+00
3582	6.1	12.3	2.12	3.131E-06	-6.718E-03	-2.109E+00
3583	14.3	15.2	2.77	3.131E-06	-6.718E-03	-2.109E+00
3584	27.3	8.3	3.33	3.131E-06	-6.718E-03	-2.109E+00
3585	33.1	3.6	3.59	3.131E-06	-6.718E-03	-2.109E+00
3586	31.1	2.5	3.51	3.131E-06	-6.718E-03	-2.109E+00
3587	33.3	5.1	3.59	3.131E-06	-6.718E-03	-2.109E+00
3588	40.7	5.2	3.91	3.131E-06	-6.718E-03	-2.109E+00
3589	43.5	2.3	4.04	3.131E-06	-6.718E-03	-2.109E+00
3590	38.6	1.8	3.83	3.131E-06	-6.718E-03	-2.109E+00
3591	44.8	6.7	4.09	3.131E-06	-6.718E-03	-2.109E+00
3592	57.6	8.2	4.63	3.131E-06	-6.718E-03	-2.109E+00
3593	49.5	10.2	4.96	3.131E-06	-6.718E-03	-2.109E+00
3594	44.3	16.7	5.26	3.131E-06	-6.718E-03	-2.109E+00
3595	73.3	20.3	6.86	3.131E-06	-6.718E-03	-2.109E+00
3596	46.1	13	7.63	3.131E-06	-6.718E-03	-2.109E+00
3597	38.4	32.8	8.03	3.131E-06	-6.718E-03	-2.109E+00
3598	75	46	11.34	3.131E-06	-6.718E-03	-2.109E+00

3599	48.3	13.8	12.5	3.131E-06	-6.718E-03	-2.109E+00
3600	36.9	36.6	12.76	3.131E-06	-6.718E-03	-2.109E+00
3601	59.4	72.6	15.98	3.131E-06	-6.718E-03	-2.109E+00
3602	82.2	57.1	19.37	3.131E-06	-6.718E-03	-2.109E+00
3603	59.9	2.7	20.07	3.131E-06	-6.718E-03	-2.109E+00
3604	60.4	43.6	20.65	1.044E-06	-2.239E-03	-7.030E-01
3605	59.8	([a])	20.68	-1.044E-06	2.239E-03	7.030E-01
3606	47.9	([a])	18.48	-3.131E-06	6.718E-03	2.109E+00
3607	35.5	([a])	16.12	-3.131E-06	6.718E-03	2.109E+00
3608	26.5	([a])	14.4	-3.131E-06	6.718E-03	2.109E+00
3609	21.3	([a])	13.41	-3.131E-06	6.718E-03	2.109E+00
3610	33	7.2	11.79	-3.131E-06	6.718E-03	2.109E+00
3611	11.3	([a])	9.06	-3.131E-06	6.718E-03	2.109E+00
3612	19.5	12.5	6.43	-3.131E-06	6.718E-03	2.109E+00
3613	13.9	([a])	4.34	-3.131E-06	6.718E-03	2.109E+00
3614	0	0	2.11	-1.044E-06	2.239E-03	7.030E-01
3615	0	0	0	1.044E-06	-2.239E-03	-7.030E-01
3616	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3631	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3632	1.1	7.1	0	3.131E-06	-6.718E-03	-2.109E+00
3633	4.3	13.6	0.11	3.131E-06	-6.718E-03	-2.109E+00
3634	6.3	22.9	1.02	3.131E-06	-6.718E-03	-2.109E+00
3635	6.6	17	1.96	3.131E-06	-6.718E-03	-2.109E+00
3636	6.4	9.9	2.33	3.131E-06	-6.718E-03	-2.109E+00
3637	7.9	9.9	2.5	3.131E-06	-6.718E-03	-2.109E+00
3638	15.2	14	2.81	3.131E-06	-6.718E-03	-2.109E+00
3639	31.5	9.6	3.51	3.131E-06	-6.718E-03	-2.109E+00
3640	46.2	8.1	4.14	3.131E-06	-6.718E-03	-2.109E+00
3641	68.3	14.2	5.08	3.131E-06	-6.718E-03	-2.109E+00
3642	44.3	1.2	5.14	3.131E-06	-6.718E-03	-2.109E+00
3643	75.6	38.8	6.93	3.131E-06	-6.718E-03	-2.109E+00
3644	46	8.5	8.06	3.131E-06	-6.718E-03	-2.109E+00
3645	45	33.7	8.63	3.131E-06	-6.718E-03	-2.109E+00
3646	89.9	66.8	12.65	3.131E-06	-6.718E-03	-2.109E+00
3647	40.7	0.4	13.06	3.131E-06	-6.718E-03	-2.109E+00
3648	46	48	14.06	3.131E-06	-6.718E-03	-2.109E+00
3649	72.2	82.4	17.83	3.131E-06	-6.718E-03	-2.109E+00
3650	75.6	17.4	20.25	3.131E-06	-6.718E-03	-2.109E+00
3651	58.3	36	20.27	3.131E-06	-6.718E-03	-2.109E+00
3652	71.6	75	22.69	3.131E-06	-6.718E-03	-2.109E+00
3653	83.1	25.7	24.95	3.131E-06	-6.718E-03	-2.109E+00
3654	51.8	20.3	24.78	3.131E-06	-6.718E-03	-2.109E+00
3655	59.3	70.8	26.5	3.131E-06	-6.718E-03	-2.109E+00
3656	70.7	80.1	29.27	3.131E-06	-6.718E-03	-2.109E+00
3657	76.9	26.6	30.86	3.131E-06	-6.718E-03	-2.109E+00
3658	49.2	2.5	30.59	3.131E-06	-6.718E-03	-2.109E+00
3659	49.7	15.4	31	1.044E-06	-2.239E-03	-7.030E-01
3660	49.1	([a])	30.84	-1.044E-06	2.239E-03	7.030E-01
3661	47.5	([a])	30.33	-3.131E-06	6.718E-03	2.109E+00
3662	46.3	([a])	29.98	-3.131E-06	6.718E-03	2.109E+00
3663	44	([a])	29.27	-3.131E-06	6.718E-03	2.109E+00
3664	39.4	([a])	27.91	-3.131E-06	6.718E-03	2.109E+00
3665	33.2	([a])	25.96	-3.131E-06	6.718E-03	2.109E+00
3666	28.7	([a])	24.56	-3.131E-06	6.718E-03	2.109E+00
3667	23.1	([a])	22.84	-3.131E-06	6.718E-03	2.109E+00
3668	33.7	13.1	20.96	-3.131E-06	6.718E-03	2.109E+00
3669	30.5	([a])	19.66	-3.131E-06	6.718E-03	2.109E+00
3670	24.9	([a])	18.32	-3.131E-06	6.718E-03	2.109E+00
3671	28.2	13.5	15.79	-3.131E-06	6.718E-03	2.109E+00
3672	22.4	4.6	12.51	-3.131E-06	6.718E-03	2.109E+00
3673	16.2	2.1	9.73	-3.131E-06	6.718E-03	2.109E+00
3674	16.5	5.1	7.5	-3.131E-06	6.718E-03	2.109E+00
3675	14	7.2	5.34	-3.131E-06	6.718E-03	2.109E+00
3676	13.5	5.4	3.39	-3.131E-06	6.718E-03	2.109E+00
3677	0	0	2.14	-3.131E-06	6.718E-03	2.109E+00
3678	0	0	0.73	-1.044E-06	2.239E-03	7.030E-01
3679	0	0	0	1.044E-06	-2.239E-03	-7.030E-01
3680	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3681	0	0	0	3.131E-06	-6.718E-03	-2.109E+00
3682	6	24.4	0.26	3.131E-06	-6.718E-03	-2.109E+00
3683	7.7	33.4	2.05	3.131E-06	-6.718E-03	-2.109E+00
3684	25.5	15.4	3.24	3.131E-06	-6.718E-03	-2.109E+00

3685	50.1	13	4.29	3.131E-06	-6.718E-03	-2.109E+00
3686	77	16.7	5.45	3.131E-06	-6.718E-03	-2.109E+00
3687	45.5	1.1	5.36	3.131E-06	-6.718E-03	-2.109E+00
3688	96	52.9	7.76	3.131E-06	-6.718E-03	-2.109E+00
3689	34.5	2.6	7.59	3.131E-06	-6.718E-03	-2.109E+00
3690	59.4	53.3	9.89	3.131E-06	-6.718E-03	-2.109E+00
3691	89.5	33.2	13.3	3.131E-06	-6.718E-03	-2.109E+00
3692	39.2	2	13.14	3.131E-06	-6.718E-03	-2.109E+00
3693	56.1	63.8	15.5	3.131E-06	-6.718E-03	-2.109E+00
3694	83.3	70	19.5	3.131E-06	-6.718E-03	-2.109E+00
3695	59.2	0.3	20.13	3.131E-06	-6.718E-03	-2.109E+00
3696	61.6	50.6	20.86	3.131E-06	-6.718E-03	-2.109E+00
3697	77.6	83.9	23.79	3.131E-06	-6.718E-03	-2.109E+00
3698	57.3	6	24.88	3.131E-06	-6.718E-03	-2.109E+00
3699	53.5	43.8	25.15	3.131E-06	-6.718E-03	-2.109E+00
3700	62.9	79.6	27.36	3.131E-06	-6.718E-03	-2.109E+00
3701	75	95.3	30.28	3.131E-06	-6.718E-03	-2.109E+00
3702	53.6	4.6	31.04	3.131E-06	-6.718E-03	-2.109E+00
3703	50.6	46.1	31.22	3.131E-06	-6.718E-03	-2.109E+00
3704	56.4	79.9	32.96	3.131E-06	-6.718E-03	-2.109E+00
3705	64	93.9	35.29	3.131E-06	-6.718E-03	-2.109E+00
3706	69.6	37.6	37.14	3.131E-06	-6.718E-03	-2.109E+00
3707	70.6	21.5	37.49	3.131E-06	-6.718E-03	-2.109E+00
3708	68	11.4	37.47	3.131E-06	-6.718E-03	-2.109E+00
3709	43	12.2	37.14	3.131E-06	-6.718E-03	-2.109E+00
3710	44.5	29.6	37.67	3.131E-06	-6.718E-03	-2.109E+00
3711	44.4	10.1	37.68	1.044E-06	-2.239E-03	-7.030E-01
3712	44	7	37.52	-1.044E-06	2.239E-03	7.030E-01
3713	43.1	2	37.2	-3.131E-06	6.718E-03	2.109E+00
3714	42.3	1.1	36.88	-3.131E-06	6.718E-03	2.109E+00
3715	41.2	([a])	36.45	-3.131E-06	6.718E-03	2.109E+00
3716	40	([a])	35.98	-3.131E-06	6.718E-03	2.109E+00
3717	38.7	([a])	35.45	-3.131E-06	6.718E-03	2.109E+00
3718	37.5	([a])	34.98	-3.131E-06	6.718E-03	2.109E+00
3719	36	([a])	34.35	-3.131E-06	6.718E-03	2.109E+00
3720	34.9	([a])	33.94	-3.131E-06	6.718E-03	2.109E+00
3721	32.8	([a])	33.13	-3.131E-06	6.718E-03	2.109E+00
3722	29.5	([a])	31.82	-3.131E-06	6.718E-03	2.109E+00
3723	25.9	([a])	30.38	-3.131E-06	6.718E-03	2.109E+00
3724	22.6	([a])	29.06	-3.131E-06	6.718E-03	2.109E+00
3725	19.9	([a])	27.94	-3.131E-06	6.718E-03	2.109E+00
3726	37	7.2	27.13	-3.131E-06	6.718E-03	2.109E+00
3727	32.7	([a])	25.82	-3.131E-06	6.718E-03	2.109E+00
3728	25.5	([a])	23.6	-3.131E-06	6.718E-03	2.109E+00
3729	19.6	4.9	21.48	-3.131E-06	6.718E-03	2.109E+00
3730	31.1	([a])	19.84	-3.131E-06	6.718E-03	2.109E+00
3731	25.9	([a])	18.54	-3.131E-06	6.718E-03	2.109E+00
3732	22.1	([a])	17.61	-3.131E-06	6.718E-03	2.109E+00
3733	36.9	12.8	16.17	-3.131E-06	6.718E-03	2.109E+00
3734	23.5	([a])	13.88	-3.131E-06	6.718E-03	2.109E+00
3735	30.2	6.8	11.44	-3.131E-06	6.718E-03	2.109E+00
3736	15.8	([a])	9.74	-3.131E-06	6.718E-03	2.109E+00
3737	22.3	3.5	8.06	-3.131E-06	6.718E-03	2.109E+00
3738	19.3	15.3	6.77	-3.131E-06	6.718E-03	2.109E+00
3739	15.8	9.3	5.41	-3.131E-06	6.718E-03	2.109E+00
3740	16.9	8.5	4.04	-3.131E-06	6.718E-03	2.109E+00
3741	0	0	2.53	-3.131E-06	6.718E-03	2.109E+00
3742	0	0	1.29	-1.044E-06	2.239E-03	7.030E-01
3743	0	0	0	1.044E-06	-2.239E-03	-7.030E-01
3744	1.7	9.1	0.06	3.131E-06	-6.718E-03	-2.109E+00
3745	7.1	31.5	1.17	3.131E-06	-6.718E-03	-2.109E+00
3746	10.3	21.5	2.59	3.131E-06	-6.718E-03	-2.109E+00
3747	43	17.4	3.98	3.131E-06	-6.718E-03	-2.109E+00
3748	89.3	31.2	5.76	3.131E-06	-6.718E-03	-2.109E+00
3749	52.3	1.8	5.74	3.131E-06	-6.718E-03	-2.109E+00
3750	101.6	65.3	8.02	3.131E-06	-6.718E-03	-2.109E+00
3751	38	1.8	7.95	3.131E-06	-6.718E-03	-2.109E+00
3752	65.1	55.2	10.4	3.131E-06	-6.718E-03	-2.109E+00
3753	78.5	29.8	13.35	3.131E-06	-6.718E-03	-2.109E+00
3754	40.6	15.2	13.34	3.131E-06	-6.718E-03	-2.109E+00
3755	60.4	67.5	16.13	3.131E-06	-6.718E-03	-2.109E+00
3756	90	70.2	20.44	3.131E-06	-6.718E-03	-2.109E+00

3757	60.3	2.3	20.41	3.131E-06	-6.718E-03	-2.109E+00
3758	66.9	60.6	21.82	3.131E-06	-6.718E-03	-2.109E+00
3759	79.2	30	24.21	3.131E-06	-6.718E-03	-2.109E+00
3760	51.3	1.2	24.25	3.131E-06	-6.718E-03	-2.109E+00
3761	53.4	47.7	25.13	3.131E-06	-6.718E-03	-2.109E+00
3762	55.7	8.4	25.76	3.131E-06	-6.718E-03	-2.109E+00
3763	55.4	([a])	25.7	3.131E-06	-6.718E-03	-2.109E+00
3764	54.3	1.4	25.43	3.131E-06	-6.718E-03	-2.109E+00
3765	53.9	4.1	25.33	3.131E-06	-6.718E-03	-2.109E+00
3766	54.1	9.3	25.38	3.131E-06	-6.718E-03	-2.109E+00
3767	55.6	18.5	25.7	3.131E-06	-6.718E-03	-2.109E+00
3768	59.3	36.6	26.57	3.131E-06	-6.718E-03	-2.109E+00
3769	63.8	30.1	27.69	3.131E-06	-6.718E-03	-2.109E+00
3770	66.4	18.2	28.36	3.131E-06	-6.718E-03	-2.109E+00
3771	43.1	0.4	28.38	3.131E-06	-6.718E-03	-2.109E+00
3772	43	51.1	28.85	3.131E-06	-6.718E-03	-2.109E+00
3773	49.6	81	30.82	3.131E-06	-6.718E-03	-2.109E+00
3774	55.1	49	32.61	-4.060E-06	-1.596E-03	-2.202E+00
3775	58.9	44.6	33.79	-1.125E-05	3.526E-03	-2.294E+00
3776	62.5	46.7	34.91	-1.844E-05	8.648E-03	-2.387E+00
3777	64.9	25.7	35.71	-1.844E-05	8.648E-03	-2.387E+00
3778	65.7	13.7	35.98	-1.844E-05	8.648E-03	-2.387E+00
3779	41.7	0.4	35.85	-1.844E-05	8.648E-03	-2.387E+00
3780	40.5	31.8	36.07	-1.844E-05	8.648E-03	-2.387E+00
3781	41.2	21	36.4	-1.844E-05	8.648E-03	-2.387E+00
3782	41.2	7.1	36.43	-1.844E-05	8.648E-03	-2.387E+00
3783	41.2	11.4	36.39	-1.844E-05	8.648E-03	-2.387E+00
3784	41.6	20.9	36.54	-1.844E-05	8.648E-03	-2.387E+00
3785	42.2	21.1	36.79	-1.844E-05	8.648E-03	-2.387E+00
3786	42.8	19.8	37.01	-1.844E-05	8.648E-03	-2.387E+00
3787	43.8	30.5	37.39	-1.844E-05	8.648E-03	-2.387E+00
3788	44.4	17.7	37.66	-1.844E-05	8.648E-03	-2.387E+00
3789	45.2	27.6	37.98	-1.844E-05	8.648E-03	-2.387E+00
3790	45.7	16.6	38.18	-1.844E-05	8.648E-03	-2.387E+00
3791	46.7	31.9	38.56	-1.844E-05	8.648E-03	-2.387E+00
3792	47.7	27.1	38.96	-1.844E-05	8.648E-03	-2.387E+00
3793	49.1	37.5	39.52	-1.844E-05	8.648E-03	-2.387E+00
3794	50.8	40.8	40.19	-1.844E-05	8.648E-03	-2.387E+00
3795	52.7	45.9	40.94	-1.844E-05	8.648E-03	-2.387E+00
3796	54.7	44.6	41.74	-1.844E-05	8.648E-03	-2.387E+00
3797	56.7	46.3	42.52	-1.844E-05	8.648E-03	-2.387E+00
3798	58.9	52.6	43.37	-1.844E-05	8.648E-03	-2.387E+00
3799	60.1	16.2	43.94	-1.844E-05	8.648E-03	-2.387E+00
3800	58	([a])	43.21	-1.844E-05	8.648E-03	-2.387E+00
3801	34.9	([a])	42.38	-1.844E-05	8.648E-03	-2.387E+00
3802	32.8	3.8	41.99	-1.844E-05	8.648E-03	-2.387E+00
3803	32.2	([a])	41.68	-1.844E-05	8.648E-03	-2.387E+00
3804	31.2	([a])	41.2	-1.844E-05	8.648E-03	-2.387E+00
3805	29.8	([a])	40.52	-1.844E-05	8.648E-03	-2.387E+00
3806	28.7	([a])	39.92	-1.844E-05	8.648E-03	-2.387E+00
3807	27.3	([a])	39.25	-1.844E-05	8.648E-03	-2.387E+00
3808	25.7	([a])	38.45	-1.844E-05	8.648E-03	-2.387E+00
3809	24.9	([a])	37.98	-1.844E-05	8.648E-03	-2.387E+00
3810	23.7	([a])	37.42	-1.844E-05	8.648E-03	-2.387E+00
3811	22.7	([a])	36.9	-1.844E-05	8.648E-03	-2.387E+00
3812	21.9	([a])	36.47	-1.844E-05	8.648E-03	-2.387E+00
3813	20.7	([a])	35.88	-1.844E-05	8.648E-03	-2.387E+00
3814	19.4	([a])	35.48	-1.844E-05	8.648E-03	-2.387E+00
3815	38.2	1.1	35.24	-1.844E-05	8.648E-03	-2.387E+00
3816	38.1	22.8	35.17	-1.844E-05	8.648E-03	-2.387E+00
3817	39.7	39.3	35.76	-1.844E-05	8.648E-03	-2.387E+00
3818	41.4	29.7	36.43	-1.844E-05	8.648E-03	-2.387E+00
3819	41.8	14.7	36.65	-1.342E-05	6.645E-03	-2.027E+00
3820	41.9	12.7	36.69	-8.405E-06	4.643E-03	-1.667E+00
3821	42.2	21.3	36.77	-3.386E-06	2.640E-03	-1.307E+00
3822	43.4	31.2	37.26	-3.386E-06	2.640E-03	-1.307E+00
3823	44.2	21	37.59	-3.386E-06	2.640E-03	-1.307E+00
3824	44.7	18.6	37.78	-3.386E-06	2.640E-03	-1.307E+00
3825	45.1	17.6	37.96	-3.386E-06	2.640E-03	-1.307E+00
3826	45.4	16.8	38.05	-3.386E-06	2.640E-03	-1.307E+00
3827	45.9	18.5	38.25	-3.386E-06	2.640E-03	-1.307E+00
3828	46	13	38.32	-3.386E-06	2.640E-03	-1.307E+00

3829	46	14.4	38.33	-3.386E-06	2.640E-03	-1.307E+00
3830	46.4	10.9	38.46	-3.386E-06	2.640E-03	-1.307E+00
3831	45.5	(a)	38.15	-3.386E-06	2.640E-03	-1.307E+00
3832	44.4	(a)	37.72	-3.386E-06	2.640E-03	-1.307E+00
3833	42.8	(a)	37.08	-3.386E-06	2.640E-03	-1.307E+00
3834	41.1	(a)	36.43	-3.386E-06	2.640E-03	-1.307E+00
3835	39.2	(a)	35.66	-3.386E-06	2.640E-03	-1.307E+00
3836	38.1	(a)	35.2	-3.386E-06	2.640E-03	-1.307E+00
3837	37.9	10.9	35.1	-3.386E-06	2.640E-03	-1.307E+00
3838	37.9	12.9	35.1	-3.386E-06	2.640E-03	-1.307E+00
3839	38.3	17.9	35.22	-3.386E-06	2.640E-03	-1.307E+00
3840	38.7	8.5	35.4	-3.386E-06	2.640E-03	-1.307E+00
3841	37.6	(a)	35.02	-3.386E-06	2.640E-03	-1.307E+00
3842	37.6	14.5	34.95	-3.386E-06	2.640E-03	-1.307E+00
3843	37.5	8.5	34.93	-3.386E-06	2.640E-03	-1.307E+00
3844	37.4	7.6	34.88	-3.386E-06	2.640E-03	-1.307E+00
3845	36.9	5.2	34.72	-3.386E-06	2.640E-03	-1.307E+00
3846	36.9	13.2	34.69	-3.386E-06	2.640E-03	-1.307E+00
3847	37.2	13.9	34.8	-3.386E-06	2.640E-03	-1.307E+00
3848	37	6.9	34.75	-3.386E-06	2.640E-03	-1.307E+00
3849	36.8	2.4	34.65	-3.386E-06	2.640E-03	-1.307E+00
3850	35.8	(a)	34.27	-3.386E-06	2.640E-03	-1.307E+00
3851	35.2	3.1	34.02	-3.386E-06	2.640E-03	-1.307E+00
3852	34.6	2.3	33.78	-3.386E-06	2.640E-03	-1.307E+00
3853	34.4	10.4	33.7	-3.386E-06	2.640E-03	-1.307E+00
3854	34.5	10.5	33.71	-3.386E-06	2.640E-03	-1.307E+00
3855	34.3	6.5	33.64	-3.386E-06	2.640E-03	-1.307E+00
3856	34	4.6	33.52	-3.386E-06	2.640E-03	-1.307E+00
3857	33.5	6	33.34	-3.386E-06	2.640E-03	-1.307E+00
3858	33.8	20.3	33.42	-3.386E-06	2.640E-03	-1.307E+00
3859	34.7	28.4	33.77	-3.386E-06	2.640E-03	-1.307E+00
3860	35.8	31.3	34.24	-3.386E-06	2.640E-03	-1.307E+00
3861	37.2	29.8	34.76	-3.386E-06	2.640E-03	-1.307E+00
3862	37.8	18.2	35.05	-3.386E-06	2.640E-03	-1.307E+00
3863	38.1	14.9	35.16	-3.386E-06	2.640E-03	-1.307E+00
3864	38.4	11.4	35.28	-3.386E-06	2.640E-03	-1.307E+00
3865	37.6	(a)	35.01	-3.386E-06	2.640E-03	-1.307E+00
3866	37.1	1.7	34.79	-3.386E-06	2.640E-03	-1.307E+00
3867	36.2	(a)	34.42	-3.386E-06	2.640E-03	-1.307E+00
3868	35.2	(a)	34.03	-3.386E-06	2.640E-03	-1.307E+00
3869	34.4	(a)	33.69	-3.386E-06	2.640E-03	-1.307E+00
3870	34.1	10.8	33.59	-3.386E-06	2.640E-03	-1.307E+00
3871	34.3	14.3	33.65	-3.386E-06	2.640E-03	-1.307E+00
3872	34.5	13.3	33.72	-3.386E-06	2.640E-03	-1.307E+00
3873	34.6	12.7	33.78	-3.386E-06	2.640E-03	-1.307E+00
3874	34.7	12.1	33.8	-3.386E-06	2.640E-03	-1.307E+00
3875	34.9	19.8	33.88	-3.386E-06	2.640E-03	-1.307E+00
3876	36.2	30.9	34.36	-3.386E-06	2.640E-03	-1.307E+00
3877	36.6	15.7	34.57	-3.386E-06	2.640E-03	-1.307E+00
3878	37.1	13.5	34.77	-1.129E-06	8.799E-04	-4.358E-01
3879	36.2	(a)	34.44	1.129E-06	-8.799E-04	4.358E-01
3880	33.1	(a)	33.26	3.386E-06	-2.640E-03	1.307E+00
3881	29	(a)	31.65	3.386E-06	-2.640E-03	1.307E+00
3882	24.8	(a)	29.96	3.386E-06	-2.640E-03	1.307E+00
3883	21.1	(a)	28.47	3.386E-06	-2.640E-03	1.307E+00
3884	38.5	15.7	27.48	3.386E-06	-2.640E-03	1.307E+00
3885	35.8	(a)	26.73	3.386E-06	-2.640E-03	1.307E+00
3886	33.7	(a)	26.07	3.386E-06	-2.640E-03	1.307E+00
3887	30.7	(a)	25.15	3.386E-06	-2.640E-03	1.307E+00
3888	27.3	(a)	24.1	3.386E-06	-2.640E-03	1.307E+00
3889	26.6	13.3	23.83	3.386E-06	-2.640E-03	1.307E+00
3890	27.9	30.6	24.19	3.386E-06	-2.640E-03	1.307E+00
3891	30.7	41.6	25.07	3.386E-06	-2.640E-03	1.307E+00
3892	32.5	15.8	25.65	3.386E-06	-2.640E-03	1.307E+00
3893	31.9	(a)	25.51	3.386E-06	-2.640E-03	1.307E+00
3894	21.8	(a)	22.52	3.386E-06	-2.640E-03	1.307E+00
3895	25.6	4.2	17.98	3.386E-06	-2.640E-03	1.307E+00
3896	26.8	3.8	14.07	3.386E-06	-2.640E-03	1.307E+00
3897	20.2	2.5	10.09	3.386E-06	-2.640E-03	1.307E+00
3898	14.3	2.8	5.72	3.386E-06	-2.640E-03	1.307E+00
3899	11.3	6.7	3.24	3.386E-06	-2.640E-03	1.307E+00
3900	0	0	0.61	3.386E-06	-2.640E-03	1.307E+00

3901	0	0	0	3.386E-06	-2.640E-03	1.307E+00
3906	0	0	0	3.386E-06	-2.640E-03	1.307E+00
3907	0	0	0	6.559E-06	-6.283E-03	3.321E+00
3908	0	0	0	9.732E-06	-9.925E-03	5.334E+00
3909	0	0	0	1.291E-05	-1.357E-02	7.347E+00
3918	0	0	0	1.291E-05	-1.357E-02	7.347E+00
3919	3	5	0	1.291E-05	-1.357E-02	7.347E+00
3920	7	10	0	1.291E-05	-1.357E-02	7.347E+00
3921	6.7	32.8	0.66	1.291E-05	-1.357E-02	7.347E+00
3922	6.3	35	1.59	1.291E-05	-1.357E-02	7.347E+00
3923	5.8	25.2	2.33	1.291E-05	-1.357E-02	7.347E+00
3924	6.1	10.4	2.69	1.291E-05	-1.357E-02	7.347E+00
3925	0	0	2.52	1.291E-05	-1.357E-02	7.347E+00
3926	0.1	5.8	1.77	1.291E-05	-1.357E-02	7.347E+00
3927	0	0	0.66	1.291E-05	-1.357E-02	7.347E+00
3928	0	0	0	1.291E-05	-1.357E-02	7.347E+00
3929	0	0	0	1.291E-05	-1.357E-02	7.347E+00
3930	1.3	9.6	0	1.291E-05	-1.357E-02	7.347E+00
3931	6.3	36.6	0.32	1.291E-05	-1.357E-02	7.347E+00
3932	6.5	48.5	1.27	1.291E-05	-1.357E-02	7.347E+00
3933	5.9	38.4	2.24	1.291E-05	-1.357E-02	7.347E+00
3934	9.7	20.5	2.84	1.291E-05	-1.357E-02	7.347E+00
3935	17.5	14.9	3.17	1.291E-05	-1.357E-02	7.347E+00
3936	22.2	9	3.37	1.291E-05	-1.357E-02	7.347E+00
3937	22.6	4.6	3.39	1.291E-05	-1.357E-02	7.347E+00
3938	17.2	3.2	3.16	1.291E-05	-1.357E-02	7.347E+00
3939	10.7	([a])	2.89	1.291E-05	-1.357E-02	7.347E+00
3940	0	0	2.72	1.291E-05	-1.357E-02	7.347E+00
3941	0	0	2.11	1.291E-05	-1.357E-02	7.347E+00
3942	0	0	1.33	1.291E-05	-1.357E-02	7.347E+00
3943	0	0	0.85	1.291E-05	-1.357E-02	7.347E+00
3944	0	0	0.42	1.291E-05	-1.357E-02	7.347E+00
3945	0	0	0	1.291E-05	-1.357E-02	7.347E+00
4069	0	0	0	1.291E-05	-1.357E-02	7.347E+00
4070	1.2	9.5	0	1.291E-05	-1.357E-02	7.347E+00
4071	5.2	20.5	0.02	1.291E-05	-1.357E-02	7.347E+00
4072	5	20.8	0.43	1.291E-05	-1.357E-02	7.347E+00
4073	5.4	23.1	0.8	1.291E-05	-1.357E-02	7.347E+00
4074	5.1	18.1	1.22	1.291E-05	-1.357E-02	7.347E+00
4075	4.3	8.7	1.37	1.291E-05	-1.357E-02	7.347E+00
4076	0	0	1.34	1.291E-05	-1.357E-02	7.347E+00
4077	0	0	1.03	1.291E-05	-1.357E-02	7.347E+00
4078	0.8	6.4	0.65	1.291E-05	-1.357E-02	7.347E+00
4079	5.3	18.7	0.3	1.291E-05	-1.357E-02	7.347E+00
4080	4.8	19.6	0.26	1.291E-05	-1.357E-02	7.347E+00
4081	5.5	29.5	0.31	1.291E-05	-1.357E-02	7.347E+00
4082	6	38.2	0.92	1.291E-05	-1.357E-02	7.347E+00
4083	4.3	14.8	1.84	1.291E-05	-1.357E-02	7.347E+00
4084	4.3	8.7	1.92	1.291E-05	-1.357E-02	7.347E+00
4085	0.1	7.5	2.03	1.291E-05	-1.357E-02	7.347E+00
4086	0.1	5.9	2.46	1.291E-05	-1.357E-02	7.347E+00
4087	0.7	5.8	2.47	1.291E-05	-1.357E-02	7.347E+00
4088	0	0	2.68	1.291E-05	-1.357E-02	7.347E+00
4089	0	0	2.3	1.291E-05	-1.357E-02	7.347E+00
4090	0	0	1.2	1.291E-05	-1.357E-02	7.347E+00
4091	0	0	0.41	1.291E-05	-1.357E-02	7.347E+00
4092	0	0	0	1.291E-05	-1.357E-02	7.347E+00
4099	0	0	0	1.291E-05	-1.357E-02	7.347E+00
4100	0	0	0	1.174E-05	-1.229E-02	6.551E+00
4101	0	0	0	1.057E-05	-1.102E-02	5.754E+00
4102	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4107	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4108	0.9	5.4	0	9.395E-06	-9.748E-03	4.957E+00
4109	0.5	5.7	0	9.395E-06	-9.748E-03	4.957E+00
4110	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4113	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4114	0.3	10	0	9.395E-06	-9.748E-03	4.957E+00
4115	1.1	9.9	0	9.395E-06	-9.748E-03	4.957E+00
4116	1.6	9.7	0	9.395E-06	-9.748E-03	4.957E+00
4117	2.8	9.3	0	9.395E-06	-9.748E-03	4.957E+00
4118	2.3	9	0	9.395E-06	-9.748E-03	4.957E+00
4119	0.8	9.8	0	9.395E-06	-9.748E-03	4.957E+00

4120	1.4	9.6	0	9.395E-06	-9.748E-03	4.957E+00
4121	4.6	14	0.05	9.395E-06	-9.748E-03	4.957E+00
4122	4.5	13.1	0.2	9.395E-06	-9.748E-03	4.957E+00
4123	4.8	16	0.38	9.395E-06	-9.748E-03	4.957E+00
4124	5.1	18.8	0.54	9.395E-06	-9.748E-03	4.957E+00
4125	6	31.2	0.73	9.395E-06	-9.748E-03	4.957E+00
4126	7.1	52.5	1.23	9.395E-06	-9.748E-03	4.957E+00
4127	6	46	2.1	9.395E-06	-9.748E-03	4.957E+00
4128	9.5	25.5	2.83	9.395E-06	-9.748E-03	4.957E+00
4129	21.1	18.5	3.31	9.395E-06	-9.748E-03	4.957E+00
4130	32.1	12.2	3.78	9.395E-06	-9.748E-03	4.957E+00
4131	42	7.6	4.19	9.395E-06	-9.748E-03	4.957E+00
4132	48	9.1	4.44	9.395E-06	-9.748E-03	4.957E+00
4133	55.9	9.4	4.77	9.395E-06	-9.748E-03	4.957E+00
4134	33.8	14.3	4.64	9.395E-06	-9.748E-03	4.957E+00
4135	21.5	25	4.56	9.395E-06	-9.748E-03	4.957E+00
4136	24.7	9.1	4.75	9.395E-06	-9.748E-03	4.957E+00
4137	25.5	4.5	4.8	9.395E-06	-9.748E-03	4.957E+00
4138	28.7	9.9	4.98	9.395E-06	-9.748E-03	4.957E+00
4139	34.4	10.7	5.31	9.395E-06	-9.748E-03	4.957E+00
4140	40.5	4.7	5.65	9.395E-06	-9.748E-03	4.957E+00
4141	42.8	3.3	5.79	9.395E-06	-9.748E-03	4.957E+00
4142	43.4	0	5.82	9.395E-06	-9.748E-03	4.957E+00
4143	39.5	([a])	5.61	9.395E-06	-9.748E-03	4.957E+00
4144	34.1	([a])	5.3	9.395E-06	-9.748E-03	4.957E+00
4145	22	([a])	4.62	9.395E-06	-9.748E-03	4.957E+00
4146	0	0	2.84	9.395E-06	-9.748E-03	4.957E+00
4147	0	0	1.03	9.395E-06	-9.748E-03	4.957E+00
4148	0	0	0.44	9.395E-06	-9.748E-03	4.957E+00
4149	1.1	10.1	0.44	9.395E-06	-9.748E-03	4.957E+00
4150	7.2	38.5	1.04	9.395E-06	-9.748E-03	4.957E+00
4151	6.5	34.3	2.07	9.395E-06	-9.748E-03	4.957E+00
4152	6.2	18	2.69	9.395E-06	-9.748E-03	4.957E+00
4153	13.3	18.5	2.99	9.395E-06	-9.748E-03	4.957E+00
4154	21.3	13.1	3.32	9.395E-06	-9.748E-03	4.957E+00
4155	25.8	8.2	3.52	9.395E-06	-9.748E-03	4.957E+00
4156	27.2	6.2	3.57	9.395E-06	-9.748E-03	4.957E+00
4157	29.8	3	3.69	9.395E-06	-9.748E-03	4.957E+00
4158	29.7	3.6	3.68	9.395E-06	-9.748E-03	4.957E+00
4159	31.4	4.4	3.75	9.395E-06	-9.748E-03	4.957E+00
4160	31	5.6	3.73	9.395E-06	-9.748E-03	4.957E+00
4161	29.2	4.6	3.66	9.395E-06	-9.748E-03	4.957E+00
4162	27	5.2	3.57	9.395E-06	-9.748E-03	4.957E+00
4163	24	7.4	3.44	9.395E-06	-9.748E-03	4.957E+00
4164	22.2	8.8	3.37	9.395E-06	-9.748E-03	4.957E+00
4165	21.8	9	3.35	9.395E-06	-9.748E-03	4.957E+00
4166	23.2	8.6	3.41	9.395E-06	-9.748E-03	4.957E+00
4167	23.3	8.9	3.41	9.395E-06	-9.748E-03	4.957E+00
4168	21.2	6.4	3.33	9.395E-06	-9.748E-03	4.957E+00
4169	18.2	3.9	3.2	9.395E-06	-9.748E-03	4.957E+00
4170	13.7	7.6	3.01	9.395E-06	-9.748E-03	4.957E+00
4171	10.5	10.9	2.88	9.395E-06	-9.748E-03	4.957E+00
4172	9.9	7.9	2.85	9.395E-06	-9.748E-03	4.957E+00
4173	5.2	0.5	2.66	9.395E-06	-9.748E-03	4.957E+00
4174	0	0	2.19	9.395E-06	-9.748E-03	4.957E+00
4175	0	0	1.22	9.395E-06	-9.748E-03	4.957E+00
4176	0	0	0.53	9.395E-06	-9.748E-03	4.957E+00
4177	2.7	10	0.26	9.395E-06	-9.748E-03	4.957E+00
4178	5.1	19.6	0.04	9.395E-06	-9.748E-03	4.957E+00
4179	6.8	47.4	0.82	9.395E-06	-9.748E-03	4.957E+00
4180	6.2	45.8	1.96	9.395E-06	-9.748E-03	4.957E+00
4181	5.9	29.5	2.65	9.395E-06	-9.748E-03	4.957E+00
4182	10.2	15.6	2.86	9.395E-06	-9.748E-03	4.957E+00
4183	12.9	13.2	2.98	9.395E-06	-9.748E-03	4.957E+00
4184	13.8	17.7	3.01	9.395E-06	-9.748E-03	4.957E+00
4185	18.1	7.9	3.2	9.395E-06	-9.748E-03	4.957E+00
4186	17.3	3.6	3.16	9.395E-06	-9.748E-03	4.957E+00
4187	13.9	2.4	3.02	9.395E-06	-9.748E-03	4.957E+00
4188	12.6	0.6	2.97	9.395E-06	-9.748E-03	4.957E+00
4189	10.6	([a])	2.89	9.395E-06	-9.748E-03	4.957E+00
4190	8.1	4.3	2.77	9.395E-06	-9.748E-03	4.957E+00
4191	0	0	2.48	9.395E-06	-9.748E-03	4.957E+00

4192	0	0	1.81	9.395E-06	-9.748E-03	4.957E+00
4193	0	0	1.27	9.395E-06	-9.748E-03	4.957E+00
4194	0.8	8.7	1.01	9.395E-06	-9.748E-03	4.957E+00
4195	6.5	25	0.93	9.395E-06	-9.748E-03	4.957E+00
4196	6.3	28.5	1.41	9.395E-06	-9.748E-03	4.957E+00
4197	5.7	19.5	2	9.395E-06	-9.748E-03	4.957E+00
4198	5.4	10.8	2.3	9.395E-06	-9.748E-03	4.957E+00
4199	5.7	10.2	2.32	9.395E-06	-9.748E-03	4.957E+00
4200	6.6	16.4	2.4	9.395E-06	-9.748E-03	4.957E+00
4201	6.9	13.9	2.69	9.395E-06	-9.748E-03	4.957E+00
4202	0	0	2.58	9.395E-06	-9.748E-03	4.957E+00
4203	0	0	2.18	9.395E-06	-9.748E-03	4.957E+00
4204	0	0	1.79	9.395E-06	-9.748E-03	4.957E+00
4205	0	0	1.59	9.395E-06	-9.748E-03	4.957E+00
4206	0.2	5.8	1.44	9.395E-06	-9.748E-03	4.957E+00
4207	0.4	5.8	1.29	9.395E-06	-9.748E-03	4.957E+00
4208	0.7	10	1.24	9.395E-06	-9.748E-03	4.957E+00
4209	0.5	9.9	1.21	9.395E-06	-9.748E-03	4.957E+00
4210	0.1	5.9	1.01	9.395E-06	-9.748E-03	4.957E+00
4211	0	0	0.45	9.395E-06	-9.748E-03	4.957E+00
4212	0.6	8.4	0.07	9.395E-06	-9.748E-03	4.957E+00
4213	4.5	13.9	0	9.395E-06	-9.748E-03	4.957E+00
4214	4.9	19.7	0.06	9.395E-06	-9.748E-03	4.957E+00
4215	4.9	23.1	0.24	9.395E-06	-9.748E-03	4.957E+00
4216	4.7	22	0.44	9.395E-06	-9.748E-03	4.957E+00
4217	4.7	20.2	0.64	9.395E-06	-9.748E-03	4.957E+00
4218	4.4	15.3	0.78	9.395E-06	-9.748E-03	4.957E+00
4219	0	0	0.74	9.395E-06	-9.748E-03	4.957E+00
4220	1.3	9.9	0.72	9.395E-06	-9.748E-03	4.957E+00
4221	5.6	16.9	0.81	9.395E-06	-9.748E-03	4.957E+00
4222	5.3	14.9	1.05	9.395E-06	-9.748E-03	4.957E+00
4223	0.3	8.4	1.06	9.395E-06	-9.748E-03	4.957E+00
4224	0	0	1.04	9.395E-06	-9.748E-03	4.957E+00
4225	0.3	6.2	0.99	9.395E-06	-9.748E-03	4.957E+00
4226	0.1	5.8	0.88	9.395E-06	-9.748E-03	4.957E+00
4227	0	0	1.12	9.395E-06	-9.748E-03	4.957E+00
4228	0	0	1.03	9.395E-06	-9.748E-03	4.957E+00
4229	0	0	0.55	9.395E-06	-9.748E-03	4.957E+00
4230	0.6	8.3	0.01	9.395E-06	-9.748E-03	4.957E+00
4231	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4249	0	0	0	9.395E-06	-9.748E-03	4.957E+00
4250	0	0	0	9.571E-06	-9.949E-03	4.821E+00
4251	0	0	0	9.747E-06	-1.015E-02	4.685E+00
4252	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4871	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4872	0.9	7.3	0	9.923E-06	-1.035E-02	4.549E+00
4873	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4874	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4875	1.1	6.6	0	9.923E-06	-1.035E-02	4.549E+00
4876	5.1	19.6	0	9.923E-06	-1.035E-02	4.549E+00
4877	6.3	42.9	0.4	9.923E-06	-1.035E-02	4.549E+00
4878	5.6	42.1	1.15	9.923E-06	-1.035E-02	4.549E+00
4879	5.1	28.9	1.82	9.923E-06	-1.035E-02	4.549E+00
4880	5.8	26.2	2.12	9.923E-06	-1.035E-02	4.549E+00
4881	6.1	23.6	2.56	9.923E-06	-1.035E-02	4.549E+00
4882	9.3	12.8	2.83	9.923E-06	-1.035E-02	4.549E+00
4883	12.1	12.2	2.94	9.923E-06	-1.035E-02	4.549E+00
4884	16.8	15.6	3.14	9.923E-06	-1.035E-02	4.549E+00
4885	26	16.1	3.52	9.923E-06	-1.035E-02	4.549E+00
4886	39.2	15.2	4.07	9.923E-06	-1.035E-02	4.549E+00
4887	55.7	15.4	4.76	9.923E-06	-1.035E-02	4.549E+00
4888	43.9	13.3	5.16	9.923E-06	-1.035E-02	4.549E+00
4889	36.9	23.2	5.44	9.923E-06	-1.035E-02	4.549E+00
4890	48	11.8	6.08	9.923E-06	-1.035E-02	4.549E+00
4891	55.2	13.7	6.49	9.923E-06	-1.035E-02	4.549E+00
4892	64.8	10.6	7.04	9.923E-06	-1.035E-02	4.549E+00
4893	33.1	0.7	7.06	9.923E-06	-1.035E-02	4.549E+00
4894	34.1	6.1	7.3	9.923E-06	-1.035E-02	4.549E+00
4895	32.1	([a])	7.15	9.923E-06	-1.035E-02	4.549E+00
4896	27.4	([a])	6.79	9.923E-06	-1.035E-02	4.549E+00
4897	18.5	([a])	6.08	9.923E-06	-1.035E-02	4.549E+00
4898	6.8	0.8	5.2	9.923E-06	-1.035E-02	4.549E+00

4899	0	0	4	9.923E-06	-1.035E-02	4.549E+00
4900	0	0	2.69	9.923E-06	-1.035E-02	4.549E+00
4901	0	0	1.3	9.923E-06	-1.035E-02	4.549E+00
4902	0	0	0.37	9.923E-06	-1.035E-02	4.549E+00
4903	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4919	0	0	0	9.923E-06	-1.035E-02	4.549E+00
4920	0	0	0	9.399E-06	-9.777E-03	4.270E+00
4921	0	0	0	8.875E-06	-9.204E-03	3.992E+00
4922	0	0	0	8.351E-06	-8.632E-03	3.713E+00
5120	0	0	0	8.351E-06	-8.632E-03	3.713E+00
5121	1	7.5	0	8.351E-06	-8.632E-03	3.713E+00
5122	0	0	0	8.351E-06	-8.632E-03	3.713E+00
5123	0	0	0	8.351E-06	-8.632E-03	3.713E+00
5124	1.2	6.9	0	8.351E-06	-8.632E-03	3.713E+00
5125	5.9	28.2	0.07	8.351E-06	-8.632E-03	3.713E+00
5126	6	37.9	0.65	8.351E-06	-8.632E-03	3.713E+00
5127	5.7	36.4	1.29	8.351E-06	-8.632E-03	3.713E+00
5128	6.4	40.8	1.88	8.351E-06	-8.632E-03	3.713E+00
5129	7	44.4	2.48	8.351E-06	-8.632E-03	3.713E+00
5130	17.5	30.8	3.16	8.351E-06	-8.632E-03	3.713E+00
5131	33	16.5	3.81	8.351E-06	-8.632E-03	3.713E+00
5132	43.5	15.8	4.25	8.351E-06	-8.632E-03	3.713E+00
5133	54.5	11.2	4.71	8.351E-06	-8.632E-03	3.713E+00
5134	45.5	16.1	4.87	8.351E-06	-8.632E-03	3.713E+00
5135	23.1	31.7	4.65	8.351E-06	-8.632E-03	3.713E+00
5136	32.4	17.3	5.19	8.351E-06	-8.632E-03	3.713E+00
5137	40.6	6.3	5.66	8.351E-06	-8.632E-03	3.713E+00
5138	47.3	([a])	6.05	8.351E-06	-8.632E-03	3.713E+00
5139	50.3	([a])	6.22	8.351E-06	-8.632E-03	3.713E+00
5140	51	([a])	6.26	8.351E-06	-8.632E-03	3.713E+00
5141	48.1	([a])	6.1	8.351E-06	-8.632E-03	3.713E+00
5142	44.8	([a])	5.91	8.351E-06	-8.632E-03	3.713E+00
5143	40.4	([a])	5.66	8.351E-06	-8.632E-03	3.713E+00
5144	37.8	([a])	5.51	8.351E-06	-8.632E-03	3.713E+00
5145	36.4	([a])	5.42	8.351E-06	-8.632E-03	3.713E+00
5146	36.8	3.3	5.44	8.351E-06	-8.632E-03	3.713E+00
5147	41.2	2.4	5.7	8.351E-06	-8.632E-03	3.713E+00
5148	44.7	3.9	5.9	8.351E-06	-8.632E-03	3.713E+00
5149	50.1	5.6	6.21	8.351E-06	-8.632E-03	3.713E+00
5150	57.9	2.6	6.65	2.784E-06	-2.877E-03	1.238E+00
5151	57.9	12.3	6.84	-2.784E-06	2.877E-03	-1.238E+00
5152	24.4	([a])	6.54	-8.351E-06	8.632E-03	-3.713E+00
5153	16.9	1	5.94	-8.351E-06	8.632E-03	-3.713E+00
5154	10.7	0.7	5.45	-8.351E-06	8.632E-03	-3.713E+00
5155	28.2	16.1	4.74	-8.351E-06	8.632E-03	-3.713E+00
5156	5.3	1	3.66	-8.351E-06	8.632E-03	-3.713E+00
5157	0.1	6	2.44	-8.351E-06	8.632E-03	-3.713E+00
5158	0	0	1.55	-8.351E-06	8.632E-03	-3.713E+00
5159	0	0	1.16	-8.351E-06	8.632E-03	-3.713E+00
5160	0.4	5.8	0.82	-8.351E-06	8.632E-03	-3.713E+00
5161	1.4	9.5	0.52	-2.558E-06	2.662E-03	-1.372E+00
5162	6.2	28.4	0.59	3.235E-06	-3.307E-03	9.693E-01
5163	6.8	41	1.18	9.029E-06	-9.277E-03	3.311E+00
5164	5.7	34.4	2.06	9.029E-06	-9.277E-03	3.311E+00
5165	5.4	23.3	2.3	9.029E-06	-9.277E-03	3.311E+00
5166	5.9	22.2	2.34	9.029E-06	-9.277E-03	3.311E+00
5167	6.1	21.1	2.39	9.029E-06	-9.277E-03	3.311E+00
5168	6.2	19.5	2.45	9.029E-06	-9.277E-03	3.311E+00
5169	6.4	20.2	2.42	9.029E-06	-9.277E-03	3.311E+00
5170	6.9	29.3	2.28	9.029E-06	-9.277E-03	3.311E+00
5171	6	18.2	2.49	9.029E-06	-9.277E-03	3.311E+00
5172	6.7	26.6	2.37	9.029E-06	-9.277E-03	3.311E+00
5173	5.8	13.1	2.67	9.029E-06	-9.277E-03	3.311E+00
5174	7	10.2	2.73	9.029E-06	-9.277E-03	3.311E+00
5175	7.4	9.2	2.75	9.029E-06	-9.277E-03	3.311E+00
5176	7.5	9	2.75	9.029E-06	-9.277E-03	3.311E+00
5177	7.5	8.8	2.75	9.029E-06	-9.277E-03	3.311E+00
5178	7.5	8.8	2.75	9.029E-06	-9.277E-03	3.311E+00
5179	8.7	16.8	2.8	9.029E-06	-9.277E-03	3.311E+00
5180	20.1	20.7	3.27	9.029E-06	-9.277E-03	3.311E+00
5181	33.4	16	3.83	9.029E-06	-9.277E-03	3.311E+00
5182	49.7	13.4	4.51	9.029E-06	-9.277E-03	3.311E+00

5183	57.2	6.8	4.83	9.029E-06	-9.277E-03	3.311E+00
5184	26.8	1	4.73	9.029E-06	-9.277E-03	3.311E+00
5185	21.1	24.2	4.54	9.029E-06	-9.277E-03	3.311E+00
5186	25.4	14	4.79	9.029E-06	-9.277E-03	3.311E+00
5187	26.1	11.9	4.83	9.029E-06	-9.277E-03	3.311E+00
5188	28	7.4	4.94	9.029E-06	-9.277E-03	3.311E+00
5189	28.5	6	4.97	9.029E-06	-9.277E-03	3.311E+00
5190	28.5	5.7	4.97	9.029E-06	-9.277E-03	3.311E+00
5191	28.4	5.6	4.96	9.029E-06	-9.277E-03	3.311E+00
5192	28.2	5.6	4.95	9.029E-06	-9.277E-03	3.311E+00
5193	28.1	5.6	4.94	9.029E-06	-9.277E-03	3.311E+00
5194	27.9	5.7	4.94	9.029E-06	-9.277E-03	3.311E+00
5195	29.5	14.7	5.02	9.029E-06	-9.277E-03	3.311E+00
5196	40.8	21.2	5.66	9.029E-06	-9.277E-03	3.311E+00
5197	56.3	21.8	6.54	9.029E-06	-9.277E-03	3.311E+00
5198	68.3	13.8	7.24	9.029E-06	-9.277E-03	3.311E+00
5199	33.3	2.8	7.05	9.029E-06	-9.277E-03	3.311E+00
5200	42.1	40.5	7.9	9.029E-06	-9.277E-03	3.311E+00
5201	59.3	19.7	9.27	9.029E-06	-9.277E-03	3.311E+00
5202	67.3	9.5	9.92	9.029E-06	-9.277E-03	3.311E+00
5203	38.3	0.5	10.23	9.029E-06	-9.277E-03	3.311E+00
5204	42.7	37	10.89	9.029E-06	-9.277E-03	3.311E+00
5205	49.4	19.3	11.64	9.029E-06	-9.277E-03	3.311E+00
5206	56.8	10.7	12.44	9.029E-06	-9.277E-03	3.311E+00
5207	63.5	24.7	13.15	9.029E-06	-9.277E-03	3.311E+00
5208	42.4	13.5	13.24	9.029E-06	-9.277E-03	3.311E+00
5209	25.9	51.3	12.47	9.029E-06	-9.277E-03	3.311E+00
5210	30.8	72.4	13.18	9.029E-06	-9.277E-03	3.311E+00
5211	38.7	13.4	14.38	3.010E-06	-3.092E-03	1.104E+00
5212	38	([a])	14.3	-3.010E-06	3.092E-03	-1.104E+00
5213	31.1	([a])	13.3	-9.029E-06	9.277E-03	-3.311E+00
5214	18.8	([a])	11.48	-9.029E-06	9.277E-03	-3.311E+00
5215	9.7	17.8	9.06	-9.029E-06	9.277E-03	-3.311E+00
5216	2.1	0.2	6.13	-9.029E-06	9.277E-03	-3.311E+00
5217	0.1	5.8	3.32	-9.029E-06	9.277E-03	-3.311E+00
5218	0	0	1.29	-9.029E-06	9.277E-03	-3.311E+00
5219	0	0	0.34	-9.029E-06	9.277E-03	-3.311E+00
5220	0	0	0	-9.029E-06	9.277E-03	-3.311E+00
5249	0	0	0	-9.029E-06	9.277E-03	-3.311E+00
5250	0	0	0	-7.324E-07	8.211E-04	-3.593E-01
5251	0	0	0	7.564E-06	-7.634E-03	2.592E+00
5252	0	0	0	1.586E-05	-1.609E-02	5.543E+00
5282	0	0	0	1.586E-05	-1.609E-02	5.543E+00
5283	0.8	9.8	0	1.586E-05	-1.609E-02	5.543E+00
5284	6.6	37.6	0.49	1.586E-05	-1.609E-02	5.543E+00
5285	6.5	41.8	1.56	1.586E-05	-1.609E-02	5.543E+00
5286	5.7	27.5	2.36	1.586E-05	-1.609E-02	5.543E+00
5287	5.4	14.6	2.62	1.586E-05	-1.609E-02	5.543E+00
5288	4.3	4.8	2.35	1.586E-05	-1.609E-02	5.543E+00
5289	0	0	1.8	1.586E-05	-1.609E-02	5.543E+00
5290	0	0	0.99	1.586E-05	-1.609E-02	5.543E+00
5291	0	0	0.2	1.586E-05	-1.609E-02	5.543E+00
5292	1.8	9.6	0	1.586E-05	-1.609E-02	5.543E+00
5293	7.7	54.2	0.41	1.586E-05	-1.609E-02	5.543E+00
5294	7.2	74	2.08	1.586E-05	-1.609E-02	5.543E+00
5295	26.2	44	3.52	1.586E-05	-1.609E-02	5.543E+00
5296	56.6	26.2	4.78	1.586E-05	-1.609E-02	5.543E+00
5297	41.1	15.5	4.94	1.586E-05	-1.609E-02	5.543E+00
5298	15.7	3.7	4.03	1.586E-05	-1.609E-02	5.543E+00
5299	25.6	54.8	4.78	1.586E-05	-1.609E-02	5.543E+00
5300	58.4	41.3	6.64	1.586E-05	-1.609E-02	5.543E+00
5301	79.3	27.1	7.86	1.586E-05	-1.609E-02	5.543E+00
5302	45	0.8	7.98	1.586E-05	-1.609E-02	5.543E+00
5303	52.4	49	8.7	1.586E-05	-1.609E-02	5.543E+00
5304	84.7	84.8	11.22	1.586E-05	-1.609E-02	5.543E+00
5305	85.6	30.4	12.14	1.586E-05	-1.609E-02	5.543E+00
5306	47.3	2.8	11.42	1.586E-05	-1.609E-02	5.543E+00
5307	52.6	65.9	11.95	1.586E-05	-1.609E-02	5.543E+00
5308	67.5	87.5	13.53	1.586E-05	-1.609E-02	5.543E+00
5309	85.6	57.5	15.51	1.586E-05	-1.609E-02	5.543E+00
5310	92.5	52	16.26	1.586E-05	-1.609E-02	5.543E+00
5311	67.3	17.9	16.49	1.586E-05	-1.609E-02	5.543E+00

5312	50.8	39.2	16.16	1.586E-05	-1.609E-02	5.543E+00
5313	54.7	74.5	16.7	1.586E-05	-1.609E-02	5.543E+00
5314	61.2	90.7	17.65	1.586E-05	-1.609E-02	5.543E+00
5315	70.6	97	19.03	1.586E-05	-1.609E-02	5.543E+00
5316	82.2	95.2	20.76	1.586E-05	-1.609E-02	5.543E+00
5317	90.7	33.2	22.06	1.586E-05	-1.609E-02	5.543E+00
5318	53	2.5	22.66	1.586E-05	-1.609E-02	5.543E+00
5319	58.2	62	23.82	1.586E-05	-1.609E-02	5.543E+00
5320	64.7	43.3	25.15	1.586E-05	-1.609E-02	5.543E+00
5321	68.1	53.2	25.84	1.586E-05	-1.609E-02	5.543E+00
5322	70.3	80.1	26.27	1.586E-05	-1.609E-02	5.543E+00
5323	73.6	35	26.99	1.586E-05	-1.609E-02	5.543E+00
5324	74.1	26.3	27.09	1.586E-05	-1.609E-02	5.543E+00
5325	43.6	7.6	26.9	5.287E-06	-5.363E-03	1.848E+00
5326	37.1	12.3	26.76	-5.287E-06	5.363E-03	-1.848E+00
5327	35.9	8.2	26.41	-1.586E-05	1.609E-02	-5.543E+00
5328	34.1	(a)	25.95	-1.586E-05	1.609E-02	-5.543E+00
5329	30.2	(a)	24.87	-1.586E-05	1.609E-02	-5.543E+00
5330	23.3	(a)	23	-1.586E-05	1.609E-02	-5.543E+00
5331	14.2	(a)	20.44	-1.586E-05	1.609E-02	-5.543E+00
5332	30.7	1.7	17.84	-1.586E-05	1.609E-02	-5.543E+00
5333	19.7	(a)	16	-1.586E-05	1.609E-02	-5.543E+00
5334	15.1	12.6	15.03	-1.586E-05	1.609E-02	-5.543E+00
5335	43.1	5.7	14.64	-1.586E-05	1.609E-02	-5.543E+00
5336	39.2	(a)	14.48	-1.586E-05	1.609E-02	-5.543E+00
5337	35.7	(a)	13.98	-1.586E-05	1.609E-02	-5.543E+00
5338	30.1	(a)	13.14	-1.586E-05	1.609E-02	-5.543E+00
5339	24.4	(a)	12.28	-1.586E-05	1.609E-02	-5.543E+00
5340	21.6	(a)	11.86	-1.586E-05	1.609E-02	-5.543E+00
5341	21.3	(a)	11.81	-1.586E-05	1.609E-02	-5.543E+00
5342	20.1	4.4	11.62	-1.586E-05	1.609E-02	-5.543E+00
5343	20.1	10	11.63	-1.586E-05	1.609E-02	-5.543E+00
5344	20.4	6.1	11.67	-1.586E-05	1.609E-02	-5.543E+00
5345	19.1	(a)	11.48	-1.586E-05	1.609E-02	-5.543E+00
5346	16	(a)	11.03	-1.586E-05	1.609E-02	-5.543E+00
5347	12.8	(a)	10.54	-1.586E-05	1.609E-02	-5.543E+00
5348	9.4	(a)	10.04	-1.586E-05	1.609E-02	-5.543E+00
5349	8.4	(a)	9.9	-1.586E-05	1.609E-02	-5.543E+00
5350	8.2	(a)	9.88	-1.586E-05	1.609E-02	-5.543E+00
5351	32.6	20.1	9.63	-1.586E-05	1.609E-02	-5.543E+00
5352	27.9	(a)	9.32	-5.287E-06	5.363E-03	-1.848E+00
5353	26.6	20.9	9.18	5.287E-06	-5.363E-03	1.848E+00
5354	30.9	32	9.62	1.326E-05	-1.356E-02	4.569E+00
5355	33.2	21.5	9.89	1.065E-05	-1.104E-02	3.596E+00
5356	32.4	2.7	9.8	8.046E-06	-8.510E-03	2.622E+00
5357	34.7	19.6	10.04	8.046E-06	-8.510E-03	2.622E+00
5358	46.7	35.6	11.32	8.046E-06	-8.510E-03	2.622E+00
5359	61.8	44.7	12.94	8.046E-06	-8.510E-03	2.622E+00
5360	74.1	43.8	14.28	8.046E-06	-8.510E-03	2.622E+00
5361	79.1	27.1	14.83	8.046E-06	-8.510E-03	2.622E+00
5362	40	3	14.23	8.046E-06	-8.510E-03	2.622E+00
5363	38.7	58.8	14.35	8.046E-06	-8.510E-03	2.622E+00
5364	47	81.8	15.55	8.046E-06	-8.510E-03	2.622E+00
5365	59.3	92.7	17.36	8.046E-06	-8.510E-03	2.622E+00
5366	72.4	96.5	19.31	8.046E-06	-8.510E-03	2.622E+00
5367	80.9	50.4	20.61	8.046E-06	-8.510E-03	2.622E+00
5368	85.8	58	21.33	8.046E-06	-8.510E-03	2.622E+00
5369	47.8	0.5	21.32	8.046E-06	-8.510E-03	2.622E+00
5370	47.6	52.3	21.65	8.046E-06	-8.510E-03	2.622E+00
5371	52.8	81.7	22.7	8.046E-06	-8.510E-03	2.622E+00
5372	59.2	93.4	23.98	8.046E-06	-8.510E-03	2.622E+00
5373	65.5	98.3	25.28	8.046E-06	-8.510E-03	2.622E+00
5374	72.3	98.2	26.67	8.046E-06	-8.510E-03	2.622E+00
5375	75.3	21.6	27.33	8.046E-06	-8.510E-03	2.622E+00
5376	76.1	42.7	27.48	8.046E-06	-8.510E-03	2.622E+00
5377	40	1.5	27.03	8.046E-06	-8.510E-03	2.622E+00
5378	38.4	58.3	27.09	8.046E-06	-8.510E-03	2.622E+00
5379	40.8	83.1	27.75	8.046E-06	-8.510E-03	2.622E+00
5380	43.6	92.9	28.53	8.046E-06	-8.510E-03	2.622E+00
5381	46.7	96.7	29.38	8.046E-06	-8.510E-03	2.622E+00
5382	50.1	98.4	30.32	8.046E-06	-8.510E-03	2.622E+00
5383	53	99.3	31.15	8.046E-06	-8.510E-03	2.622E+00

5384	56.2	99	32.05	8.046E-06	-8.510E-03	2.622E+00
5385	59.9	58.3	33.11	8.046E-06	-8.510E-03	2.622E+00
5386	61.8	38.7	33.66	8.046E-06	-8.510E-03	2.622E+00
5387	62.9	41	33.95	8.046E-06	-8.510E-03	2.622E+00
5388	30.9	1.4	33.81	8.046E-06	-8.510E-03	2.622E+00
5389	29.2	64.2	33.85	8.046E-06	-8.510E-03	2.622E+00
5390	29.7	86	34.03	8.046E-06	-8.510E-03	2.622E+00
5391	30.5	93.5	34.31	8.046E-06	-8.510E-03	2.622E+00
5392	31.4	60	34.69	8.046E-06	-8.510E-03	2.622E+00
5393	31.8	34.9	34.86	8.046E-06	-8.510E-03	2.622E+00
5394	31.6	45.6	34.78	8.046E-06	-8.510E-03	2.622E+00
5395	31.8	45.8	34.83	2.682E-06	-2.837E-03	8.740E-01
5396	31.8	([a])	34.87	-2.682E-06	2.837E-03	-8.740E-01
5397	30.6	([a])	34.44	-8.046E-06	8.510E-03	-2.622E+00
5398	29.4	4.1	33.94	-8.046E-06	8.510E-03	-2.622E+00
5399	28.4	([a])	33.58	-8.046E-06	8.510E-03	-2.622E+00
5400	27.6	([a])	33.26	-8.046E-06	8.510E-03	-2.622E+00
5401	26.6	4.6	32.87	-8.046E-06	8.510E-03	-2.622E+00
5402	26	([a])	32.62	-8.046E-06	8.510E-03	-2.622E+00
5403	25	14.2	32.25	-8.046E-06	8.510E-03	-2.622E+00
5404	24.4	8.2	32.02	-8.046E-06	8.510E-03	-2.622E+00
5405	24.1	([a])	31.92	-8.046E-06	8.510E-03	-2.622E+00
5406	23.2	([a])	31.57	-8.046E-06	8.510E-03	-2.622E+00
5407	22.5	([a])	31.29	-8.046E-06	8.510E-03	-2.622E+00
5408	21.8	([a])	31	-8.046E-06	8.510E-03	-2.622E+00
5409	20.6	9.5	30.56	-8.046E-06	8.510E-03	-2.622E+00
5410	19.6	4.5	30.15	-8.046E-06	8.510E-03	-2.622E+00
5411	18.7	([a])	29.81	-8.046E-06	8.510E-03	-2.622E+00
5412	18	([a])	29.56	-8.046E-06	8.510E-03	-2.622E+00
5413	16.5	([a])	28.96	-8.046E-06	8.510E-03	-2.622E+00
5414	17.2	13.8	28.18	-8.046E-06	8.510E-03	-2.622E+00
5415	40.8	2.2	27.26	-8.046E-06	8.510E-03	-2.622E+00
5416	36.4	([a])	26.59	-8.046E-06	8.510E-03	-2.622E+00
5417	34.8	([a])	26.13	-8.046E-06	8.510E-03	-2.622E+00
5418	33.5	([a])	25.76	-8.046E-06	8.510E-03	-2.622E+00
5419	31.7	([a])	25.28	-8.046E-06	8.510E-03	-2.622E+00
5420	27.1	([a])	24	-8.046E-06	8.510E-03	-2.622E+00
5421	20	([a])	22.03	-8.046E-06	8.510E-03	-2.622E+00
5422	26.2	22.1	19.59	-8.046E-06	8.510E-03	-2.622E+00
5423	25.5	7.2	16.5	-8.046E-06	8.510E-03	-2.622E+00
5424	33.7	15.3	13.16	-8.046E-06	8.510E-03	-2.622E+00
5425	15.9	([a])	11.03	-8.046E-06	8.510E-03	-2.622E+00
5426	10.8	([a])	10.25	-8.046E-06	8.510E-03	-2.622E+00
5427	9.4	6.8	10.04	-2.682E-06	2.837E-03	-8.740E-01
5428	11	45	10.27	2.682E-06	-2.837E-03	8.740E-01
5429	15.6	61.7	10.94	8.046E-06	-8.510E-03	2.622E+00
5430	20.1	44.6	11.62	8.046E-06	-8.510E-03	2.622E+00
5431	23.1	47	12.06	8.046E-06	-8.510E-03	2.622E+00
5432	27	43	12.63	8.046E-06	-8.510E-03	2.622E+00
5433	31.6	43.2	13.3	8.046E-06	-8.510E-03	2.622E+00
5434	36.1	33	13.98	8.046E-06	-8.510E-03	2.622E+00
5435	38.7	21	14.38	8.046E-06	-8.510E-03	2.622E+00
5436	41.9	36.1	14.84	8.046E-06	-8.510E-03	2.622E+00
5437	47.2	48.6	15.6	8.046E-06	-8.510E-03	2.622E+00
5438	55.4	69.9	16.8	8.046E-06	-8.510E-03	2.622E+00
5439	65.4	71.9	18.28	8.046E-06	-8.510E-03	2.622E+00
5440	72.7	55	19.38	8.046E-06	-8.510E-03	2.622E+00
5441	76.7	33.4	19.99	8.046E-06	-8.510E-03	2.622E+00
5442	41.3	1.5	19.89	8.046E-06	-8.510E-03	2.622E+00
5443	39.1	49.6	19.92	8.046E-06	-8.510E-03	2.622E+00
5444	44	79.4	20.89	8.046E-06	-8.510E-03	2.622E+00
5445	50.2	58	22.17	8.046E-06	-8.510E-03	2.622E+00
5446	53.4	43.9	22.85	8.046E-06	-8.510E-03	2.622E+00
5447	56.3	52.2	23.42	8.046E-06	-8.510E-03	2.622E+00
5448	60.4	67.4	24.25	8.046E-06	-8.510E-03	2.622E+00
5449	64.7	61.3	25.14	8.046E-06	-8.510E-03	2.622E+00
5450	68	51.4	25.82	8.046E-06	-8.510E-03	2.622E+00
5451	70.9	50.6	26.43	8.046E-06	-8.510E-03	2.622E+00
5452	41	6.3	26.52	8.046E-06	-8.510E-03	2.622E+00
5453	36.5	46.3	26.57	8.046E-06	-8.510E-03	2.622E+00
5454	38	57.7	26.99	8.046E-06	-8.510E-03	2.622E+00
5455	39.9	59.5	27.49	8.046E-06	-8.510E-03	2.622E+00

5456	41.9	65.2	28.07	8.046E-06	-8.510E-03	2.622E+00
5457	44.4	77.2	28.74	8.046E-06	-8.510E-03	2.622E+00
5458	46.9	69.5	29.45	8.046E-06	-8.510E-03	2.622E+00
5459	48.7	48.9	29.97	8.046E-06	-8.510E-03	2.622E+00
5460	49.9	38.1	30.32	8.046E-06	-8.510E-03	2.622E+00
5461	50.3	19.6	30.43	8.046E-06	-8.510E-03	2.622E+00
5462	49.5	([a])	30.26	8.046E-06	-8.510E-03	2.622E+00
5463	48.2	([a])	29.88	2.682E-06	-2.837E-03	8.740E-01
5464	46.6	([a])	29.44	-2.682E-06	2.837E-03	-8.740E-01
5465	45.3	([a])	29.06	-8.046E-06	8.510E-03	-2.622E+00
5466	43.5	([a])	28.59	-8.046E-06	8.510E-03	-2.622E+00
5467	40.3	([a])	27.7	-8.046E-06	8.510E-03	-2.622E+00
5468	35.8	([a])	26.44	-8.046E-06	8.510E-03	-2.622E+00
5469	32.1	([a])	25.39	-8.046E-06	8.510E-03	-2.622E+00
5470	28.4	([a])	24.37	-8.046E-06	8.510E-03	-2.622E+00
5471	22.8	([a])	22.82	-8.046E-06	8.510E-03	-2.622E+00
5472	14.5	6.3	20.09	-8.046E-06	8.510E-03	-2.622E+00
5473	22.7	([a])	16.17	-8.046E-06	8.510E-03	-2.622E+00
5474	27.5	8.8	12.18	-8.046E-06	8.510E-03	-2.622E+00
5475	6.4	3.7	9.5	-8.046E-06	8.510E-03	-2.622E+00
5476	20.7	([a])	8.26	-8.046E-06	8.510E-03	-2.622E+00
5477	13.7	([a])	7.79	-8.046E-06	8.510E-03	-2.622E+00
5478	9.9	([a])	7.38	-8.046E-06	8.510E-03	-2.622E+00
5479	0	0	6.77	-8.046E-06	8.510E-03	-2.622E+00
5480	0	0	6.1	-8.046E-06	8.510E-03	-2.622E+00
5481	0	0	5.44	-8.046E-06	8.510E-03	-2.622E+00
5482	0	0	5.21	-8.046E-06	8.510E-03	-2.622E+00
5483	0.7	5.9	5.25	-8.046E-06	8.510E-03	-2.622E+00
5484	36.3	46.1	5.77	-8.046E-06	8.510E-03	-2.622E+00
5485	34.1	([a])	5.3	-8.046E-06	8.510E-03	-2.622E+00
5486	26.5	([a])	4.86	-8.046E-06	8.510E-03	-2.622E+00
5487	20.6	2.3	4.52	-8.046E-06	8.510E-03	-2.622E+00
5488	16	([a])	4.26	-8.046E-06	8.510E-03	-2.622E+00
5489	10.2	([a])	3.93	-8.046E-06	8.510E-03	-2.622E+00
5490	0	0	3.43	-8.046E-06	8.510E-03	-2.622E+00
5491	0	0	2.99	-8.046E-06	8.510E-03	-2.622E+00
5492	0	0	3.03	-8.046E-06	8.510E-03	-2.622E+00
5493	0	0	2.99	-8.046E-06	8.510E-03	-2.622E+00
5494	0	0	2.61	-8.046E-06	8.510E-03	-2.622E+00
5495	0	0	2.22	-8.046E-06	8.510E-03	-2.622E+00
5496	0	0	1.85	-8.046E-06	8.510E-03	-2.622E+00
5497	0	0	1.69	-8.046E-06	8.510E-03	-2.622E+00
5498	0	0	1.59	-8.046E-06	8.510E-03	-2.622E+00
5499	0	0	1.57	-8.046E-06	8.510E-03	-2.622E+00
5500	0	0	1.59	-8.046E-06	8.510E-03	-2.622E+00
5501	0	0	1.45	-8.046E-06	8.510E-03	-2.622E+00
5502	0	0	1.09	-8.046E-06	8.510E-03	-2.622E+00
5503	0	0	0.62	-8.046E-06	8.510E-03	-2.622E+00
5504	0	0	0.27	-8.046E-06	8.510E-03	-2.622E+00
5505	0	0	0	-8.046E-06	8.510E-03	-2.622E+00

[a]Closed throttle motoring.

Appendix C of Part 1036—Default Engine Fuel Maps for § 1036.540

GEM contains the default steady-state fuel maps in this appendix for performing cycle-average engine fuel mapping as described in § 1036.505(b)(2). Note that manufacturers have the option to replace these default values in GEM if they generate a steady-state fuel map as described in § 1036.535(b).

(a) Use the following default fuel map for compression-ignition engines that will be installed in Tractors and Vocational Heavy HDV:

Table 1 of Appendix C—Default Fuel Map for Compression-Ignition Engines Installed in Tractors and Vocational Heavy HDV

Engine Speed (r/min)	Engine Torque (N·m)	Fuel Mass Rate (g/sec)
666.7	0	0.436
833.3	0	0.665
1000.0	0	0.94
1166.7	0	1.002
1333.3	0	1.17
1500.0	0	1.5
1666.7	0	1.899
1833.3	0	2.378
2000.0	0	2.93
2166.7	0	3.516
2333.3	0	4.093
2500.0	0	4.672
500.0	300	0.974
666.7	300	1.405
833.3	300	1.873
1000.0	300	2.324
1166.7	300	2.598
1333.3	300	2.904
1500.0	300	3.397
1666.7	300	3.994
1833.3	300	4.643
2000.0	300	5.372
2166.7	300	6.141
2333.3	300	7.553
2500.0	300	8.449
500.0	600	1.723
666.7	600	2.391
833.3	600	3.121
1000.0	600	3.756
1166.7	600	4.197
1333.3	600	4.776
1500.0	600	5.492
1666.7	600	6.277
1833.3	600	7.129
2000.0	600	8.069
2166.7	600	9.745
2333.3	600	11.213
2500.0	600	12.59
500.0	900	2.637
666.7	900	3.444
833.3	900	4.243
1000.0	900	4.997
1166.7	900	5.802
1333.3	900	6.702
1500.0	900	7.676
1666.7	900	8.7
1833.3	900	9.821
2000.0	900	11.08
2166.7	900	13.051
2333.3	900	15.002
2500.0	900	16.862
500.0	1200	3.833
666.7	1200	4.679
833.3	1200	5.535
1000.0	1200	6.519
1166.7	1200	7.603
1333.3	1200	8.735
1500.0	1200	9.948
1666.7	1200	11.226
1833.3	1200	12.622
2000.0	1200	14.228
2166.7	1200	16.488
2333.3	1200	18.921
2500.0	1200	21.263
500.0	1500	6.299
666.7	1500	6.768
833.3	1500	6.95
1000.0	1500	8.096
1166.7	1500	9.399
1333.3	1500	10.764
1500.0	1500	12.238
1666.7	1500	13.827
1833.3	1500	15.586
2000.0	1500	17.589
2166.7	1500	20.493
2333.3	1500	23.366
2500.0	1500	26.055
500.0	1800	9.413
666.7	1800	9.551
833.3	1800	8.926
1000.0	1800	9.745
1166.7	1800	11.26
1333.3	1800	12.819
1500.0	1800	14.547
1666.7	1800	16.485
1833.3	1800	18.697
2000.0	1800	21.535
2166.7	1800	24.981
2333.3	1800	28.404
2500.0	1800	31.768
500.0	2100	13.128
666.7	2100	12.936
833.3	2100	12.325
1000.0	2100	11.421
1166.7	2100	13.174
1333.3	2100	14.969
1500.0	2100	16.971
1666.7	2100	19.274
1833.3	2100	22.09
2000.0	2100	25.654
2166.7	2100	29.399
2333.3	2100	32.958
2500.0	2100	36.543
500.0	2400	17.446
666.7	2400	16.922
833.3	2400	15.981
1000.0	2400	14.622
1166.7	2400	15.079
1333.3	2400	17.165
1500.0	2400	19.583
1666.7	2400	22.408
1833.3	2400	25.635
2000.0	2400	29.22
2166.7	2400	33.168
2333.3	2400	37.233
2500.0	2400	41.075
500.0	2700	22.365
666.7	2700	21.511
833.3	2700	20.225
1000.0	2700	17.549
1166.7	2700	17.131
1333.3	2700	19.588
1500.0	2700	22.514
1666.7	2700	25.574
1833.3	2700	28.909
2000.0	2700	32.407
2166.7	2700	36.18
2333.3	2700	40.454
2500.0	2700	44.968
500.0	3000	27.476
666.7	3000	22.613
833.3	3000	19.804
1000.0	3000	17.266
1166.7	3000	19.197
1333.3	3000	22.109
1500.0	3000	25.288
1666.7	3000	28.44
1833.3	3000	31.801
2000.0	3000	35.405
2166.7	3000	39.152
2333.3	3000	42.912
2500.0	3000	47.512

(b) Use the following default fuel map for compression-ignition engines that will be installed in Vocational Light HDV and Vocational Medium HDV:

Table 2 of Appendix C—Default Fuel Map for Compression-Ignition Engines Installed in Vocational Light HDV and Vocational Medium HDV

(c) Use the following default fuel map for all spark-ignition engines:

Table 3 of Appendix C—Default Fuel Map for Spark-Ignition Engines

Engine Speed (r/min)	Engine Torque (N·m)	Fuel Mass Rate (g/sec)
708.3	0	0.255
916.7	0	0.263
1125.0	0	0.342
1333.3	0	0.713
1541.7	0	0.885
1750.0	0	1.068
1958.3	0	1.27
2166.7	0	1.593
2375.0	0	1.822
2583.3	0	2.695
2791.7	0	4.016
3000.0	0	5.324
500.0	120	0.515
708.3	120	0.722
916.7	120	0.837
1125.0	120	1.097
1333.3	120	1.438
1541.7	120	1.676
1750.0	120	1.993
1958.3	120	2.35
2166.7	120	2.769
2375.0	120	3.306
2583.3	120	4.004
2791.7	120	4.78
3000.0	120	5.567
500.0	240	0.862
708.3	240	1.158
916.7	240	1.462
1125.0	240	1.85
1333.3	240	2.246
1541.7	240	2.603
1750.0	240	3.086
1958.3	240	3.516
2166.7	240	4.093
2375.0	240	4.726
2583.3	240	5.372
2791.7	240	6.064
3000.0	240	6.745
500.0	360	1.221
708.3	360	1.651
916.7	360	2.099
1125.0	360	2.62
1333.3	360	3.116
1541.7	360	3.604
1750.0	360	4.172
1958.3	360	4.754
2166.7	360	5.451
2375.0	360	6.16
2583.3	360	7.009
2791.7	360	8.007
3000.0	360	8.995
500.0	480	1.676
708.3	480	2.194
916.7	480	2.76
1125.0	480	3.408
1333.3	480	4.031
1541.7	480	4.649
1750.0	480	5.309
1958.3	480	6.052
2166.7	480	6.849
2375.0	480	7.681
2583.3	480	8.783
2791.7	480	10.073
3000.0	480	11.36
500.0	600	2.147
708.3	600	2.787
916.7	600	3.478
1125.0	600	4.227
1333.3	600	4.999
1541.7	600	5.737
1750.0	600	6.511
1958.3	600	7.357
2166.7	600	8.289
2375.0	600	9.295
2583.3	600	10.541
2791.7	600	11.914
3000.0	600	13.286
500.0	720	2.744
708.3	720	3.535
916.7	720	4.356
1125.0	720	5.102
1333.3	720	5.968
1541.7	720	6.826
1750.0	720	7.733
1958.3	720	8.703
2166.7	720	9.792
2375.0	720	10.984
2583.3	720	12.311
2791.7	720	13.697
3000.0	720	15.071
500.0	840	3.518
708.3	840	4.338
916.7	840	5.186
1125.0	840	6.063
1333.3	840	6.929
1541.7	840	7.883
1750.0	840	8.94
1958.3	840	10.093
2166.7	840	11.329
2375.0	840	12.613
2583.3	840	13.983
2791.7	840	15.419
3000.0	840	16.853
500.0	960	4.251
708.3	960	5.098
916.7	960	5.974
1125.0	960	6.917
1333.3	960	7.889
1541.7	960	8.913
1750.0	960	10.152
1958.3	960	11.482
2166.7	960	12.87
2375.0	960	14.195
2583.3	960	15.562
2791.7	960	16.995
3000.0	960	18.492
500.0	1080	4.978
708.3	1080	5.928
916.7	1080	6.877
1125.0	1080	7.827
1333.3	1080	8.838
1541.7	1080	9.91
1750.0	1080	11.347
1958.3	1080	12.85
2166.7	1080	14.398
2375.0	1080	15.745
2583.3	1080	17.051
2791.7	1080	18.477
3000.0	1080	19.971
500.0	1200	5.888
708.3	1200	6.837
916.7	1200	7.787
1125.0	1200	8.736
1333.3	1200	9.786
1541.7	1200	10.908
1750.0	1200	12.541
1958.3	1200	14.217
2166.7	1200	15.925
2375.0	1200	17.3
2583.3	1200	18.606
2791.7	1200	19.912
3000.0	1200	21.357

Engine Speed (r/min)	Engine Torque (N·m)	Fuel Mass Rate (g/sec)
875	0	0.535
1250	0	0.734
1625	0	0.975
2000	0	1.238
2375	0	1.506
2750	0	1.772
3125	0	2.070
3500	0	2.394
3875	0	2.795
4250	0	3.312
4625	0	3.349
5000	0	3.761
500	65	0.458
875	65	0.759
1250	65	1.065
1625	65	1.430
2000	65	1.812
2375	65	2.220
2750	65	2.650
3125	65	3.114
3500	65	3.646
3875	65	4.225
4250	65	4.861
4625	65	5.328
5000	65	6.028
500	130	0.666
875	130	1.063
1250	130	1.497
1625	130	1.976
2000	130	2.469
2375	130	3.015
2750	130	3.590
3125	130	4.218
3500	130	4.900
3875	130	5.652
4250	130	6.484
4625	130	7.308
5000	130	8.294
500	195	0.856
875	195	1.377
1250	195	1.923
1625	195	2.496
2000	195	3.111
2375	195	3.759
2750	195	4.490
3125	195	5.269
3500	195	6.130
3875	195	7.124
4250	195	8.189
4625	195	9.288
5000	195	10.561
500	260	1.079
875	260	1.716
1250	260	2.373
1625	260	3.083
2000	260	3.832
2375	260	4.599
2750	260	5.443
3125	260	6.391
3500	260	7.444
3875	260	8.564
4250	260	9.821
4625	260	11.268
5000	260	12.828
500	325	1.354
875	325	2.060
1250	325	2.844
1625	325	3.696
2000	325	4.579
2375	325	5.466
2750	325	6.434
3125	325	7.542
3500	325	8.685
3875	325	9.768
4250	325	11.011
4625	325	13.249
5000	325	15.095
500	390	1.609
875	390	2.440
1250	390	3.317
1625	390	4.310
2000	390	5.342
2375	390	6.362
2750	390	7.489
3125	390	8.716
3500	390	9.865
3875	390	10.957
4250	390	12.405
4625	390	15.229
5000	390	17.363
500	455	2.245
875	455	2.969
1250	455	3.867
1625	455	4.992
2000	455	6.215
2375	455	7.415
2750	455	8.760
3125	455	10.175
3500	455	11.530
3875	455	12.889
4250	455	14.686
4625	455	17.243
5000	455	19.633
500	520	3.497
875	520	4.444
1250	520	5.084
1625	520	5.764
2000	520	7.205
2375	520	8.597
2750	520	10.135
3125	520	11.708
3500	520	12.962
3875	520	14.225
4250	520	15.647
4625	520	17.579
5000	520	20.031
500	585	5.179
875	585	5.962
1250	585	5.800
1625	585	6.341
2000	585	7.906
2375	585	9.452
2750	585	10.979
3125	585	13.019
3500	585	13.966
3875	585	15.661
4250	585	16.738
4625	585	17.935
5000	585	19.272
500	650	6.834
875	650	7.316
1250	650	5.632
1625	650	6.856
2000	650	8.471
2375	650	10.068
2750	650	11.671
3125	650	14.655
3500	650	14.804
3875	650	16.539
4250	650	18.415
4625	650	19.152
5000	650	20.330

PART 1037—CONTROL OF EMISSIONS FROM NEW HEAVY-DUTY MOTOR VEHICLES

■ 93. The authority citation for part 1037 continues to read as follows:

Authority: 42 U.S.C. 7401—7671q.

Subpart A [Amended]

■ 94. Amend § 1037.1 by revising paragraph (a) to read as follows:

§ 1037.1 Applicability.

(a) The regulations in this part 1037 apply for all new heavy-duty vehicles, except as provided in §§ 1037.5 and 1037.104. This includes electric vehicles, fuel cell vehicles, and vehicles fueled by conventional and alternative fuels. This also includes certain trailers as described in §§ 1037.5, 1037.150, and 1037.801.

* * * * *

■ 95. Amend § 1037.5 by revising paragraph (e) to read as follows:

§ 1037.5 Excluded vehicles.

* * * * *

(e) Vehicles subject to the heavy-duty emission standards of 40 CFR part 86. See 40 CFR 86.1816 and 86.1819 for emission standards that apply for these vehicles. This exclusion generally applies for complete heavy-duty vehicles at or below 14,000 pounds GVWR.

* * * * *

■ 96. Amend § 1037.10 by revising paragraph (c) to read as follows:

§ 1037.10 How is this part organized?

* * * * *

(c) Subpart C of this part describes how to apply for a certificate of conformity.

* * * * *

■ 97. Revise § 1037.101 to read as follows:

§ 1037.101 Overview of emission standards.

This part specifies emission standards for certain vehicles and for certain pollutants. This part contains standards and other regulations applicable to the emission of the air pollutant defined as the aggregate group of six greenhouse gases: carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

(a) You must show that vehicles meet the following emission standards:

(1) *Exhaust emissions of criteria pollutants.* Criteria pollutant standards for NO_X, HC, PM, and CO apply as described in § 1037.102. These pollutants are sometimes described collectively as ''criteria pollutants'' because they are either criteria pollutants under the Clean Air Act or precursors to the criteria pollutants ozone and PM.

(2) *Exhaust emissions of greenhouse gases.* These pollutants are described collectively in this part as ''greenhouse gas pollutants'' because they are regulated primarily based on their impact on the climate. Emission standards apply as follows for greenhouse gas (GHG) emissions:

(i) CO_2, CH_4, and N_2O emission standards apply as described in §§ 1037.105 through 1037.107.

(ii) Hydrofluorocarbon standards apply as described in § 1037.115(e). These pollutants are also ''greenhouse gas pollutants'' but are treated separately from exhaust greenhouse gas pollutants listed in paragraph (b)(2)(i) of this section.

(3) *Fuel evaporative and refueling emissions.* Requirements related to fuel evaporative and refueling emissions are described in § 1037.103.

(b) The regulated heavy-duty vehicles are addressed in different groups as follows:

(1) For criteria pollutants, vocational vehicles and tractors are regulated based on gross vehicle weight rating (GVWR), whether they are considered ''spark-ignition'' or ''compression-ignition,'' and whether they are first sold as complete or incomplete vehicles.

(2) For greenhouse gas pollutants, vehicles are regulated in the following groups:

(i) Tractors above 26,000 pounds GVWR.

(ii) Trailers.

(iii) Vocational vehicles.

(3) The greenhouse gas emission standards apply differently depending on the vehicle service class as described in § 1037.140. In addition, standards apply differently for vehicles with spark-ignition and compression-ignition engines. References in this part 1037 to ''spark-ignition'' or ''compression-ignition'' generally relate to the application of standards under 40 CFR 1036.140. For example, a vehicle with an engine certified to spark-ignition standards under 40 CFR part 1036 is generally subject to requirements under this part 1037 that apply for spark-ignition vehicles. However, note that emission standards for Heavy HDE are considered to be compression-ignition standards for purposes of applying vehicle emission standards under this part. Also, for spark-ignition engines voluntarily certified as compression-ignition engines under 40 CFR part 1036, you must choose at certification whether your vehicles are subject to spark-ignition standards or compression-ignition standards.

(4) For evaporative and refueling emissions, vehicles are regulated based on the type of fuel they use. Vehicles fueled with volatile liquid fuels or gaseous fuels are subject to evaporative and refueling emission standards.

■ 98. Revise § 1037.102 to read as follows:

§ 1037.102 Exhaust emission standards for NO_X, HC, PM, and CO.

(a) Engines installed in heavy-duty vehicles are subject to criteria pollutant standards for NO_X, HC, PM, and CO under 40 CFR part 86 through model year 2026 and 40 CFR part 1036 for model years 2027 and later.

(b) Heavy-duty vehicles with no installed propulsion engine, such as electric vehicles, are subject to criteria pollutant standards under this part. The emission standards that apply are the same as the standards that apply for compression-ignition engines under 40 CFR 86.007–11 and 1036.104 for a given model year.

(1) You may state in the application for certification that vehicles with no installed propulsion engine comply with all the requirements of this part related to criteria emission standards instead of submitting test data. Tailpipe emissions of criteria pollutants from vehicles with no installed propulsion engine are deemed to be zero.

(2) Vehicles with no installed propulsion engines may not generate NO_X credits.

■ 99. Amend § 1037.103 by:

■ a. Revising paragraph (b)(1);

■ b. Removing paragraph (b)(6); and

■ c. Revising paragraphs (f) and (g)(1) and (2).

The revisions read as follows:

§ 1037.103 Evaporative and refueling emission standards.

* * * * *

(b) * * *

(1) The refueling standards in 40 CFR 86.1813–17(b) and the related provisions in 40 CFR part 86, subpart S, apply to complete vehicles starting in model year 2022. Those standards and related provisions apply for incomplete vehicles starting in model year 2027, or as described in the alternate phase-in schedule described in 40 CFR 86.1813–17(b). If you do not certify all your incomplete heavy-duty vehicles above 14,000 pounds GVWR to the refueling standards in model year 2027, you must use the alternate phase-in schedule described in 40 CFR 86.1813–17(b).

* * * * *

(f) *Useful life.* The evaporative and refueling emission standards of this section apply for the full useful life, expressed in service miles or calendar years, whichever comes first. The useful life values for the standards of this section are the same as the values described for evaporative emission standards in 40 CFR 86.1805.

(g) * * *

(1) Auxiliary engines and associated fuel-system components must be installed when testing fully assembled vehicles. If the auxiliary engine draws fuel from a separate fuel tank, you must fill the extra fuel tank before the start of diurnal testing as described for the vehicle's main fuel tank. Use good engineering judgment to ensure that any nonmetal portions of the fuel system related to the auxiliary engine have reached stabilized levels of permeation emissions. The auxiliary engine must not operate during the running loss test or any other portion of testing under this section.

(2) For testing with partially assembled vehicles, you may omit installation of auxiliary engines and associated fuel-system components as long as those components installed in the final configuration are certified to meet the applicable emission standards for Small SI equipment described in 40 CFR 1054.112 or for Large SI engines in 40 CFR 1048.105. For any fuel-system components that you do not install, your installation instructions must describe this certification requirement.

■ 100. Amend § 1037.105 by:

■ a. Revising paragraph (g)(2);

■ b. Amending paragraph (h)(1) by revising footnote a in Table 5; and

■ c. Revising paragraphs (h)(5) through (7).

The revisions read as follows:

§ 1037.105 CO_2 emission standards for vocational vehicles.

* * * * *

(g) * * *

(2) Class 8 hybrid vehicles with Light HDE or Medium HDE may be certified to compression-ignition standards for the Heavy HDV service class. You may generate and use credits as allowed for the Heavy HDV service class.

* * * * *

(h) * * *

(1) * * *

TABLE 5 OF § 1037.105—PHASE 2 CUSTOM CHASSIS STANDARDS

[g/ton-mile]

Vehicle type [a]	Assigned vehicle service class	MY 2021–2026	MY 2027+
*	*	*	*

[a] Vehicle types are generally defined in § 1037.801. "Other bus" includes any bus that is not a school bus or a coach bus. A "mixed-use vehicle" is one that meets at least one of the criteria specified in § 1037.631(a)(1) or (2).

* * * * *

(5) Emergency vehicles are deemed to comply with the standards of this paragraph (h) if they use tires with TRRL at or below 8.4 N/kN (8.7 N/kN for model years 2021 through 2026).

(6) Concrete mixers and mixed-use vehicles are deemed to comply with the standards of this paragraph (h) if they use tires with TRRL at or below 7.1 N/kN (7.6 N/kN for model years 2021 through 2026).

(7) Motor homes are deemed to comply with the standards of this paragraph (h) if they have tires with TRRL at or below 6.0 N/kN (6.7 N/kN for model years 2021 through 2026) and automatic tire inflation systems or tire pressure monitoring systems with wheels on all axles.

* * * * *

■ 101. Amend § 1037.106 by revising paragraph (f)(1) to read as follows:

§ 1037.106 Exhaust emission standards for tractors above 26,000 pounds GVWR.

* * * * *

(f) * * *

(1) You may optionally certify 4x2 tractors with Heavy HDE to the standards and useful life for Class 8 tractors, with no restriction on generating or using emission credits within the Class 8 averaging set.

* * * * *

■ 102. Amend § 1037.115 by revising paragraphs (a) and (e)(3) to read as follows:

§ 1037.115 Other requirements.

* * * * *

(a) *Adjustable parameters.* Vehicles that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing. See 40 CFR 1068.50 for general provisions related to adjustable parameters. You must ensure safe vehicle operation throughout the practically adjustable range of each adjustable parameter, including consideration of production tolerances. Note that adjustable roof fairings and trailer rear fairings are deemed not to be adjustable parameters.

* * * * *

(e) * * *

(3) If air conditioning systems are designed such that a compliance demonstration under 40 CFR 86.1867–12(a) is impossible or impractical, you may ask to use alternative means to demonstrate that your air conditioning system achieves an equivalent level of control.

■ 103. Amend § 1037.120 by revising paragraph (c) to read as follows:

§ 1037.120 Emission-related warranty requirements.

* * * * *

(c) *Components covered.* The emission-related warranty covers tires, automatic tire inflation systems, tire pressure monitoring systems, vehicle speed limiters, idle-reduction systems, hybrid system components, and devices added to the vehicle to improve aerodynamic performance (not including standard components such as hoods or mirrors even if they have been optimized for aerodynamics) to the extent such emission-related components are included in your application for certification. The emission-related warranty also covers other added emission-related components to the extent they are included in your application for certification. The emission-related warranty covers all components whose failure would increase a vehicle's emissions of air conditioning refrigerants (for vehicles subject to air conditioning leakage standards), and it covers all components whose failure would increase a vehicle's evaporative and refueling emissions (for vehicles subject to evaporative and refueling emission standards). The emission-related warranty covers components that are part of your certified configuration even if another company produces the component. Your emission-related warranty does not need to cover components whose failure would not increase a vehicle's emissions of any regulated pollutant.

* * * * *

■ 104. Amend § 1037.125 by revising paragraphs (a) and (d) to read as follows:

§ 1037.125 Maintenance instructions and allowable maintenance.

* * * * *

(a) *Critical emission-related maintenance.* Critical emission-related maintenance includes any adjustment, cleaning, repair, or replacement of critical emission-related components. Critical emission-related maintenance may also include additional emission-related maintenance that you determine is critical if we approve it in advance. You may schedule critical emission-related maintenance on these components if you demonstrate that the maintenance is reasonably likely to be done at the recommended intervals on in-use vehicles. We will accept scheduled maintenance as reasonably likely to occur if you satisfy any of the following conditions:

* * * * *

(d) *Noncritical emission-related maintenance.* Subject to the provisions of this paragraph (d), you may schedule any amount of emission-related inspection or maintenance that is not covered by paragraph (a) of this section (that is, maintenance that is neither explicitly identified as critical emission-related maintenance, nor that we approve as critical emission-related maintenance). Noncritical emission-related maintenance generally includes maintenance on the components we specify in 40 CFR part 1068, appendix A, that is not covered in paragraph (a) of this section. You must state in the owners manual that these steps are not necessary to keep the emission-related warranty valid. If operators fail to do this maintenance, this does not allow you to disqualify those vehicles from in-use testing or deny a warranty claim. Do

not take these inspection or maintenance steps during service accumulation on your emission-data vehicles.

* * * * *

■ 105. Amend § 1037.130 by revising paragraph (b)(3) to read as follows:

§ 1037.130 Assembly instructions for secondary vehicle manufacturers.

* * * * *

(b) * * *

(3) Describe the necessary steps for installing emission-related diagnostic systems.

* * * * *

■ 106. Amend § 1037.135 by revising paragraph (c)(6) to read as follows:

§ 1037.135 Labeling.

* * * * *

(c) * * *

(6) Identify the emission control system. Use terms and abbreviations as described in appendix C to this part or other applicable conventions. Phase 2 tractors and Phase 2 vocational vehicles may omit this information.

* * * * *

■ 107. Amend § 1037.140 by revising paragraph (g) to read as follows:

§ 1037.140 Classifying vehicles and determining vehicle parameters.

* * * * *

(g) The standards and other provisions of this part apply to specific vehicle service classes for tractors and vocational vehicles as follows:

(1) Phase 1 and Phase 2 tractors are divided based on GVWR into Class 7 tractors and Class 8 tractors. Where provisions of this part apply to both tractors and vocational vehicles, Class 7 tractors are considered ''Medium HDV'' and Class 8 tractors are considered ''Heavy HDV''. This paragraph (g)(1) applies for hybrid and non-hybrid vehicles.

(2) Phase 1 vocational vehicles are divided based on GVWR. ''Light HDV'' includes Class 2b through Class 5 vehicles; ''Medium HDV'' includes Class 6 and Class 7 vehicles; and ''Heavy HDV'' includes Class 8 vehicles.

(3) Phase 2 vocational vehicles propelled by engines subject to the spark-ignition standards of 40 CFR part 1036 are divided as follows:

(i) Class 2b through Class 5 vehicles are considered ''Light HDV''.

(ii) Class 6 through Class 8 vehicles are considered ''Medium HDV''.

(4) Phase 2 vocational vehicles propelled by engines subject to the compression-ignition standards in 40 CFR part 1036 are divided as follows:

(i) Class 2b through Class 5 vehicles are considered ''Light HDV''.

(ii) Class 6 through 8 vehicles are considered ''Heavy HDV'' if the installed engine's primary intended service class is Heavy HDE (see 40 CFR 1036.140), except that Class 8 hybrid vehicles are considered ''Heavy HDV'' regardless of the engine's primary intended service class.

(iii) All other Class 6 through Class 8 vehicles are considered ''Medium HDV''.

(5) Heavy-duty vehicles with no installed propulsion engine, such as electric vehicles, are divided as follows:

(i) Class 2b through Class 5 vehicles are considered ''Light HDV''.

(ii) Class 6 and 7 vehicles are considered ''Medium HDV''.

(iii) Class 8 vehicles are considered ''Heavy HDV''.

(6) In certain circumstances, you may certify vehicles to standards that apply for a different vehicle service class. For example, see §§ 1037.105(g) and 1037.106(f). If you optionally certify vehicles to different standards, those vehicles are subject to all the regulatory requirements as if the standards were mandatory.

* * * * *

■ 108. Amend § 1037.150 by revising paragraphs (f) and (y)(1) to read as follows:

§ 1037.150 Interim provisions.

* * * * *

(f) *Electric and hydrogen fuel cell vehicles.* Tailpipe emissions of regulated GHG pollutants from electric vehicles and hydrogen fuel cell vehicles are deemed to be zero. No CO_2-related emission testing is required for electric vehicles or hydrogen fuel cell vehicles. Use good engineering judgment to apply other requirements of this part to electric vehicles.

* * * * *

(y) * * *

(1) For vocational Light HDV and vocational Medium HDV, emission credits you generate in model years 2018 through 2021 may be used through model year 2027, instead of being limited to a five-year credit life as specified in § 1037.740(c). For Class 8 vocational vehicles with Medium HDE, we will approve your request to generate these credits in and use these credits for the Medium HDV averaging set if you show that these vehicles would qualify as Medium HDV under the Phase 2 program as described in § 1037.140(g)(4).

* * * * *

■ 109. Amend § 1037.201 by revising paragraph (h) to read as follows:

§ 1037.201 General requirements for obtaining a certificate of conformity.

* * * * *

(h) The certification and testing provisions of 40 CFR part 86, subpart S, apply instead of the provisions of this subpart relative to the evaporative and refueling emission standards specified in § 1037.103, except that § 1037.243 describes how to demonstrate compliance with evaporative and refueling emission standards. For vehicles that do not use an evaporative canister for controlling diurnal emissions, you may certify with respect to exhaust emissions and use the provisions of § 1037.622 to let a different company certify with respect to evaporative emissions.

* * * * *

■ 110. Amend § 1037.205 by revising paragraphs (e) and (p), and adding paragraph (q) to read as follows:

§ 1037.205 What must I include in my application?

* * * * *

(e) Describe any test equipment and procedures that you used, including any special or alternate test procedures you used (see § 1037.501). Include information describing the procedures you used to determine C_{dA} values as specified in §§ 1037.525 through 1037.527. Describe which type of data you are using for engine fuel maps (see 40 CFR 1036.505). If your trailer certification relies on approved data from device manufacturers, identify the device and device manufacturer.

* * * * *

(p) Where applicable, describe all adjustable operating parameters (see § 1037.115), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) The nominal or recommended setting.

(2) The intended practically adjustable range.

(3) The limits or stops used to establish adjustable ranges.

(4) Information showing why the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges.

(q) Include the following information for electric vehicles and fuel cell vehicles to show they meet the standards of this part:

(1) You may attest that vehicles comply with the standards of § 1037.102 instead of submitting test data.

(2) For vehicles generating credits under § 1037.616, you may attest that the vehicle meets the durability requirements described in § 1037.102(b)(3) based on an engineering analysis of measured values and other information, consistent with good engineering judgment, instead of testing at the end of the useful life. Send us your test results for work produced over the FTP and initial useable battery energy or initial fuel cell voltage. Also send us your engineering analysis describing how you meet the durability requirements if we ask for it.

* * * * *

■ 111. Amend § 1037.225 by revising the introductory text and paragraph (g) to read as follows:

§ 1037.225 Amending applications for certification.

Before we issue you a certificate of conformity, you may amend your application to include new or modified vehicle configurations, subject to the provisions of this section. After we have issued your certificate of conformity, you may send us an amended application any time before the end of the model year requesting that we include new or modified vehicle configurations within the scope of the certificate, subject to the provisions of this section. You must amend your application if any changes occur with respect to any information that is included or should be included in your application.

* * * * *

(g) You may produce vehicles or modify in-use vehicles as described in your amended application for certification and consider those vehicles to be in a certified configuration. Modifying a new or in-use vehicle to be in a certified configuration does not violate the tampering prohibition of 40 CFR 1068.101(b)(1), as long as this does not involve changing to a certified configuration with a higher family emission limit. See § 1037.621(g) for special provisions that apply for changing to a different certified configuration in certain circumstances.

■ 112. Amend § 1037.230 by revising paragraph (c) to read as follows:

§ 1037.230 Vehicle families, sub-families, and configurations.

* * * * *

(c) Group vehicles into configurations consistent with the definition of ''vehicle configuration'' in § 1037.801. Note that vehicles with hardware or software differences that are related to measured or modeled emissions are considered to be different vehicle configurations even if they have the same modeling inputs and FEL. Note also, that you are not required to separately identify all configurations for certification. Note that you are not required to identify all possible configurations for certification; also, you are required to include in your final ABT report only those configurations you produced.

* * * * *

■ 113. Amend § 1037.231 by revising paragraph (b)(1) to read as follows:

§ 1037.231 Powertrain families.

* * * * *

(b) * * *

(1) Engine family as specified in 40 CFR 1036.230.

* * * * *

■ 114. Amend § 1037.243 by revising the section heading and paragraphs (a) and (b) to read as follows:

§ 1037.243 Demonstrating compliance with evaporative and refueling emission standards.

(a) For purposes of certification, your vehicle family is considered in compliance with the evaporative and refueling emission standards in subpart B of this part if you prepare an engineering analysis showing that your vehicles in the family will comply with applicable standards throughout the useful life, and there are no test results from an emission-data vehicle representing the family that exceed an emission standard.

(b) Your evaporative refueling emission family is deemed not to comply if your engineering analysis is not adequate to show that all the vehicles in the family will comply with applicable emission standards throughout the useful life, or if a test result from an emission-data vehicle representing the family exceeds an emission standard.

* * * * *

■ 115. Amend § 1037.250 by revising paragraph (a) to read as follows:

§ 1037.250 Reporting and recordkeeping.

(a) By September 30 following the end of the model year, send the Designated Compliance Officer a report including the total U.S.-directed production volume of vehicles you produced in each vehicle family during the model year (based on information available at the time of the report). Report by vehicle identification number and vehicle configuration and identify the subfamily identifier. Report uncertified vehicles sold to secondary vehicle manufacturers. We may waive the reporting requirements of this paragraph (a) for small manufacturers.

* * * * *

■ 116. Amend § 1037.320 by revising paragraph (b) to read as follows and removing Table 1 to § 1037.320:

§ 1037.320 Audit procedures for axles and transmissions.

* * * * *

(b) Run GEM with the define vehicles to determine whether the transmission or axle family passes the audit.

(1) For transmission audits, run GEM for each applicable vehicle configuration and GEM regulatory subcategory identified in 40 CFR 1036.540 and for each vehicle class as defined in § 1037.140(g) using the applicable default engine map in appendix C of 40 CFR part 1036, the cycle-average fuel map in Table 1 of this section, the torque curve in Table 2 of this section for both the engine full-load torque curve and parent engine full-load torque curve, the motoring torque curve in Table 3 of this section, the idle fuel map in Table 4 of this section. For transmission testing, use the test transmission's gear ratios in place of the gear ratios defined in 40 CFR 1036.540. Table 1 through Table 4 follow:

TABLE 1 TO PARAGRAPH (b)(1) OF § 1037.320—TRANSIENT CYCLE-AVERAGE FUEL MAP BY VEHICLE CLASS

Light HDV and medium HDV—spark-ignition					Light HDV and medium HDV—compression-ignition					Heavy HDV				
Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)	Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)	Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)
3.5404	2.8739	1109.31	600.5	37.997	3.3057	2.3317	919.01	750.3	36.347	11.4255	2.3972	2579.58	600.7	89.658
3.6574	3.0198	1153.35	600.4	37.951	3.3822	2.5075	982.53	750.2	36.461	11.6112	2.2432	2591.08	601.2	90.428
3.8119	3.0370	1188.66	600.2	37.956	3.4917	2.5320	998.64	750.2	36.608	12.5052	2.1620	2763.28	602.4	92.014
4.0121	3.1983	1250.76	600.1	38.153	3.6087	2.6181	1036.34	750.2	36.734	17.7747	2.5195	3835.77	602.2	91.780

TABLE 1 TO PARAGRAPH (b)(1) OF § 1037.320—TRANSIENT CYCLE-AVERAGE FUEL MAP BY VEHICLE CLASS—Continued

Light HDV and medium HDV—spark-ignition					Light HDV and medium HDV—compression-ignition					Heavy HDV				
Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)	Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)	Engine cycle work (kW·hr)	N/V (r/min)	Fuel mass (g)	Idle speed (r/min)	Idle torque (N·m)
5.5567	3.1325	1585.32	604.6	56.535	5.2397	2.5050	1354.33	753.0	51.992	18.4901	2.4155	3994.29	603.5	93.724
5.6814	3.2956	1639.08	604.0	56.549	5.3153	2.7289	1417.20	751.9	51.488	20.1904	2.3800	4374.06	605.1	96.340
5.8720	3.3255	1686.14	602.5	56.234	5.4112	2.6689	1416.75	751.3	51.280	.....	.....	.....	.....	.....
6.1774	3.4848	1773.39	601.7	56.038	5.5590	2.7231	1450.67	751.0	51.254	.....	.....	.....	.....	.....

TABLE 2 TO PARAGRAPH (b)(1) OF § 1037.320—FULL-LOAD TORQUE CURVES BY VEHICLE CLASS

Light HDV and medium HDV—spark-ignition		Light HDV and medium HDV—compression-ignition		Heavy HDV	
Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)
600	433	750	470	600	1200
700	436	907	579	750	1320
800	445	1055	721	850	1490
900	473	1208	850	950	1700
1000	492	1358	876	1050	1950
1100	515	1507	866	1100	2090
1200	526	1660	870	1200	2100
1300	541	1809	868	1250	2100
1400	542	1954	869	1300	2093
1500	542	2105	878	1400	2092
1600	542	2258	850	1500	2085
1700	547	2405	800	1520	2075
1800	550	2556	734	1600	2010
1900	551	2600	0	1700	1910
2000	554	.....	.....	1800	1801
2100	553	.....	.....	1900	1640
2200	558	.....	.....	2000	1350
2300	558	.....	.....	2100	910
2400	566	.....	.....	2250	0
2500	571				
2600	572				
2700	581				
2800	586				
2900	587				
3000	590				
3100	591				
3200	589				
3300	585				
3400	584				
3500	582				
3600	573				
3700	562				
3800	555				
3900	544				
4000	534				
4100	517				
4200	473				
4291	442				
4500	150				

TABLE 3 TO PARAGRAPH (b)(1) OF § 1037.320—MOTORING TORQUE CURVES BY VEHICLE CLASS

Light HDV and medium HDV—spark-ignition		Light HDV and medium HDV—compression-ignition		Heavy HDV	
Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)
700	−41	750	−129	600	−98
800	−42	907	−129	750	−121
900	−43	1055	−130	850	−138
1000	−45	1208	−132	950	−155
1100	−48	1358	−135	1050	−174
1200	−49	1507	−138	1100	−184
1300	−50	1660	−143	1200	−204

TABLE 3 TO PARAGRAPH (b)(1) OF § 1037.320—MOTORING TORQUE CURVES BY VEHICLE CLASS—Continued

Light HDV and medium HDV—spark-ignition		Light HDV and medium HDV—compression-ignition		Heavy HDV	
Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)	Engine speed (r/min)	Engine torque (N·m)
1411	−51	1809	−148	1250	−214
1511	−52	1954	−155	1300	−225
1611	−53	2105	−162	1400	−247
1711	−56	2258	−170	1500	−270
1811	−56	2405	−179	1520	−275
1911	−57	2556	−189	1600	−294
2011	−57	.....	.....	1700	−319
2111	−58	.....	.....	1800	−345
2211	−60	.....	.....	1900	−372
2311	−65	.....	.....	2000	−400
2411	−81	.....	.....	2100	−429
2511	−85				
2611	−87				
2711	−88				
2811	−89				
2911	−91				
3011	−91				
3111	−96				
3211	−96				
3311	−97				
3411	−98				
3511	−99				
3611	−104				
3711	−105				
3811	−108				
3911	−108				
4011	−111				
4111	−111				
4211	−115				
4291	−112				

TABLE 4 TO PARAGRAPH (b)(1) OF § 1037.320—ENGINE IDLE FUEL MAPS BY VEHICLE CLASS

Light HDV and medium HDV—spark-ignition			Light HDV and medium HDV—compression-ignition			Heavy HDV		
Engine speed (r/min)	Engine torque (N·m)	Fuel mass rate (g/s)	Engine speed (r/min)	Engine torque (N·m)	Fuel mass rate (g/s)	Engine speed (r/min)	Engine torque (N·m)	Fuel mass rate (g/s)
600	0	0.4010	750	0	0.2595	600	0	0.3501
700	0	0.4725	850	0	0.2626	700	0	0.4745
600	100	0.6637	750	100	0.6931	600	100	0.6547
700	100	0.7524	850	100	0.7306	700	100	0.8304

(2) Follow the procedure in paragraph (b)(1) of this section for axle audits, but cover the range of tire sizes by using good engineering judgment to select three representative tire sizes for each axle ratio for each vehicle configuration instead of using the tire size determined in 40 CFR 1036.540.

(3) The GEM ''Default FEL CO_2 Emissions'' result for each vehicle configuration counts as a separate test for determining whether the family passes the audit. For vocational vehicles, use the GEM ''Default FEL CO_2 Emissions'' result for the Regional subcategory.

* * * * *

■ 117. Amend § 1037.510 by revising paragraphs (a)(1)(i), (2), and (3) and (d) to read as follows:

§ 1037.510 Duty-cycle exhaust testing.

* * * * *

(a) * * *

(1) * * *

(i) *Transient cycle.* The transient cycle is specified in appendix A of this part. Warm up the vehicle. Start the duty cycle within 30 seconds after concluding the preconditioning procedure. Start sampling emissions at the start of the duty cycle.

* * * * *

(2) Perform cycle-average engine fuel mapping as described in 40 CFR 1036.540. For powertrain testing under § 1037.550 or § 1037.555, perform testing as described in this paragraph (a)(2) to generate GEM inputs for each simulated vehicle configuration, and test runs representing different idle conditions. Perform testing as follows:

(i) *Transient cycle.* The transient cycle is specified in appendix A of this part.

(ii) *Highway cruise cycles.* The grade portion of the route corresponding to the 55 mi/hr and 65 mi/hr highway cruise cycles is specified in appendix D of this part. Maintain vehicle speed between −1.0 mi/hr and 3.0 mi/hr of the speed setpoint; this speed tolerance applies instead of the approach specified in 40 CFR 1066.425(b)(1) and (2).

(iii) *Drive idle.* Perform testing at a loaded idle condition for Phase 2 vocational vehicles. For engines with an adjustable warm idle speed setpoint, test at the minimum warm idle speed and the maximum warm idle speed;

otherwise simply test at the engine's warm idle speed. Warm up the powertrain as described in 40 CFR 1036.520(c)(1). Within 60 seconds after concluding the warm-up, linearly ramp the powertrain down to zero vehicle speed over 20 seconds. Apply the brake and keep the transmission in drive (or clutch depressed for manual transmission). Stabilize the powertrain for (60 ±1) seconds and then sample emissions for (30 ±1) seconds.

(iv) *Parked idle.* Perform testing at a no-load idle condition for Phase 2 vocational vehicles. For engines with an adjustable warm idle speed setpoint, test at the minimum warm idle speed and the maximum warm idle speed; otherwise simply test at the engine's warm idle speed. Warm up the powertrain as described in 40 CFR 1036.520(c)(1). Within 60 seconds after concluding the warm-up, linearly ramp the powertrain down to zero vehicle speed in 20 seconds. Put the transmission in park (or neutral for manual transmissions and apply the parking brake if applicable). Stabilize the powertrain for (180 ±1) seconds and then sample emissions for (600 ±1) seconds.

(3) Where applicable, perform testing on a chassis dynamometer as follows:

(i) *Transient cycle.* The transient cycle is specified in appendix A of this part. Warm up the vehicle by operating over one transient cycle. Within 60 seconds after concluding the warm up cycle, start emission sampling and operate the vehicle over the duty cycle.

(ii) *Highway cruise cycle.* The grade portion of the route corresponding to the 55 mi/hr and 65 mi/hr highway cruise cycles is specified in appendix D of this part. Warm up the vehicle by operating it at the appropriate speed setpoint over the duty cycle. Within 60 seconds after concluding the preconditioning cycle, start emission sampling and operate the vehicle over the duty cycle, maintaining vehicle speed within ±1.0 mi/hr of the speed setpoint; this speed tolerance applies instead of the approach specified in 40 CFR 1066.425(b)(1) and (2).

* * * * *

(d) For highway cruise and transient testing, compare actual second-by-second vehicle speed with the speed specified in the test cycle and ensure any differences are consistent with the criteria as specified in § 1037.550(g)(1). If the speeds do not conform to these criteria, the test is not valid and must be repeated.

* * * * *

■ 118. Amend § 1037.520 by revising paragraphs (c)(2) and (3), (f), and (h)(1) to read as follows:

§ 1037.520 Modeling CO_2 emissions to show compliance for vocational vehicles and tractors.

* * * * *

(c) * * *

(2) Measure tire rolling resistance in newton per kilonewton as specified in ISO 28580 (incorporated by reference in § 1037.810), except as specified in this paragraph (c). Use good engineering judgment to ensure that your test results are not biased low. You may ask us to identify a reference test laboratory to which you may correlate your test results. Prior to beginning the test procedure in Section 7 of ISO 28580 for a new bias-ply tire, perform a break-in procedure by running the tire at the specified test speed, load, and pressure for (60 ±2) minutes.

(3) For each tire design tested, measure rolling resistance of at least three different tires of that specific design and size. Perform the test at least once for each tire. Calculate the arithmetic mean of these results to the nearest 0.1 N/kN and use this value or any higher value as your GEM input for TRRL. You must test at least one tire size for each tire model, and may use engineering analysis to determine the rolling resistance of other tire sizes of that model. Note that for tire sizes that you do not test, we will treat your analytically derived rolling resistances the same as test results, and we may perform our own testing to verify your values. We may require you to test a small sub-sample of untested tire sizes that we select.

* * * * *

(f) *Engine characteristics.* Enter information from the engine manufacturer to describe the installed engine and its operating parameters as described in 40 CFR 1036.505. Note that you do not need fuel consumption at idle for tractors.

* * * * *

(h) * * *

(1) For engines with no adjustable warm idle speed, input vehicle idle speed as the manufacturer's declared warm idle speed. For engines with adjustable warm idle speed, input your vehicle idle speed as follows:

If your vehicle is a	And your engine is subject to	Your default vehicle idle speed is [a]
(i) Heavy HDV	compression-ignition or spark-ignition standards	600 r/min.
(ii) Medium HDV tractor	compression-ignition standards	700 r/min.
(iii) Light HDV or Medium HDV vocational vehicle	compression-ignition standards	750 r/min.
(iv) Light HDV or Medium HDV	spark-ignition standards	600 r/min.

[a] If the default idle speed is above or below the engine manufacturer's whole range of declared warm idle speeds, use the manufacturer's maximum or minimum declared warm idle speed, respectively, instead of the default value.

* * * * *

■ 119. Amend § 1037.534 by revising paragraph (d)(2) to read as follows:

§ 1037.534 Constant-speed procedure for calculating drag area (C_dA).

* * * * *

(d) * * *

(2) Perform testing as described in paragraph (d)(3) of this section over a sequence of test segments at constant vehicle speed as follows:

(i) (300 ±30) seconds in each direction at 10 mi/hr.

(ii) (450 ±30) seconds in each direction at 70 mi/hr.

(iii) (450 ±30) seconds in each direction at 50 mi/hr.

(iv) (450 ±30) seconds in each direction at 70 mi/hr.

(v) (450 ±30) seconds in each direction at 50 mi/hr.

(vi) (300 ±30) seconds in each direction at 10 mi/hr.

* * * * *

■ 120. Amend § 1037.540 by revising the introductory text and paragraphs (b)(3), (7), (8), and (f) to read as follows:

§ 1037.540 Special procedures for testing vehicles with hybrid power take-off.

This section describes optional procedures for quantifying the reduction in greenhouse gas emissions for vehicles as a result of running power take-off (PTO) devices with a hybrid energy delivery system. See § 1037.550 for powertrain testing requirements that apply for drivetrain hybrid systems. The procedures are written to test the PTO by ensuring that the engine produces all of the energy with no net change in stored energy (charge-sustaining), and

for plug-in hybrid vehicles, also allowing for drawing down the stored energy (charge-depleting). The full charge-sustaining test for the hybrid vehicle is from a fully charged rechargeable energy storage system (RESS) to a depleted RESS and then back to a fully charged RESS. You must include all hardware for the PTO system. You may ask us to modify the provisions of this section to allow testing hybrid vehicles other than battery electric hybrids, consistent with good engineering judgment. For plug-in hybrids, use a utility factor to properly weight charge-sustaining and charge-depleting operation as described in paragraph (f)(3) of this section.

* * * * *

(b) * * *

(3) Denormalize the PTO duty cycle in appendix B of this part using the following equation:

$$p_{refi} = p_i \cdot (\bar{p}_{max} - \bar{p}_{min}) + \bar{p}_{min}$$

Eq. 1037.540-1

Where:

p_{refi} = the reference pressure at each point i in the PTO cycle.

p_i = the normalized pressure at each point i in the PTO cycle (relative to $\bar{p}$max).

$\bar{p}$max = the mean maximum pressure measured in paragraph (b)(2) of this section.

$\bar{p}$min = the mean minimum pressure measured in paragraph (b)(2) of this section.

* * * * *

(7) Depending on the number of circuits the PTO system has, operate the vehicle over one or concurrently over both of the denormalized PTO duty cycles in appendix B of this part. Measure emissions during operation over each duty cycle using the provisions of 40 CFR part 1066.

(8) Measured pressures must meet the cycle-validation specifications in the following table for each test run over the duty cycle:

TABLE 1 TO PARAGRAPH (b)(8) OF § 1037.540—STATISTICAL CRITERIA FOR VALIDATING EACH TEST RUN OVER THE DUTY CYCLE

Parameter [a]	Pressure
Slope, a_1	0.950 ≤a_1 ≤1.030.
Absolute value of intercept, $\|a_0\|$.	≤2.0% of maximum mapped pressure.
Standard error of the estimate, *SEE*.	≤10% of maximum mapped pressure.
Coefficient of determination, r^2.	≥0.970.

[a] Determine values for specified parameters as described in 40 CFR 1065.514(e) by comparing measured values to denormalized pressure values from the duty cycle in appendix B of this part.

* * * * *

(f) For Phase 2, calculate the delta PTO fuel results for input into GEM during vehicle certification as follows:

(1) Determine fuel consumption by calculating the mass of fuel for each test in grams, $m_{fuelPTO,}$ without rounding, as described in 40 CFR 1036.540(d)(12) for both the conventional vehicle and the charge-sustaining and charge-depleting portions of the test for the hybrid vehicle as applicable.

(2) Divide the fuel mass by the applicable distance determined in paragraph (d)(4) of this section and the appropriate standard payload as defined in § 1037.801 to determine the fuel-consumption rate in g/ton-mile.

(3) For plug-in hybrid electric vehicles calculate the utility factor weighted fuel-consumption rate in g/ton-mile, as follows:

(i) Determine the utility factor fraction for the PTO system from the table in appendix E of this part using interpolation based on the total time of the charge-depleting portion of the test as determined in paragraphs (c)(6) and (d)(3) of this section.

(ii) Weight the emissions from the charge-sustaining and charge-depleting portions of the test to determine the utility factor-weighted fuel mass, $m_{fuelUF[cycle]plug-in,}$ using the following equation:

$$m_{fuelPTOplug\text{-}in} = \sum_{i=1}^{N}\left[m_{fuelPTOCDi} \cdot (UF_{DCDi} - UF_{DCDi-1})\right] + \sum_{j=1}^{M}\left[m_{fuelPTOCSj}\right] \cdot \frac{(1 - UF_{RCD})}{M}$$

Eq. 1037.540-3

Where:

i = an indexing variable that represents one test interval.

N = total number of charge-depleting test intervals.

$m_{fuelPTOCD}$ = total mass of fuel per ton-mile in the charge-depleting portion of the test for each test interval, i, starting from i = 1.

UF_{DCDi} = utility factor fraction at time t_{CDi} as determined in paragraph (f)(3)(i) of this section for each test interval, i, starting from i = 1.

j = an indexing variable that represents one test interval.

M = total number of charge-sustaining test intervals.

$m_{fuelPTOCS}$ = total mass of fuel per ton-mile in the charge-sustaining portion of the test for each test interval, j, starting from j = 1.

UF_{RCD} = utility factor fraction at the full charge-depleting time, $t_{CD,}$ as determined by interpolating the approved utility factor curve. t_{CD} is the sum of the time over N charge-depleting test intervals.

(4) Calculate the difference between the conventional PTO emissions result and the hybrid PTO emissions result for input into GEM.

* * * * *

■ 121. Revise § 1037.550 to read as follows:

§ 1037.550 Powertrain testing.

This section describes the procedure to measure fuel consumption and create engine fuel maps by testing a powertrain that includes an engine coupled with a transmission, drive axle, and hybrid components or any assembly with one or more of those hardware elements. Engine fuel maps are part of demonstrating compliance with Phase 2 vehicle standards under this part; the powertrain test procedure in this section is one option for generating this fuel-mapping information as described in 40 CFR 1036.505. Additionally, this powertrain test procedure is one option for certifying hybrids to the engine standards in 40 CFR 1036.108.

(a) *General test provisions.* The following provisions apply broadly for testing under this section:

(1) Measure NO_X emissions as described in paragraph (k) of this section. Include these measured NO_X values any time you report to us your greenhouse gas emissions or fuel consumption values from testing under this section.

(2) The procedures of 40 CFR part 1065 apply for testing in this section except as specified. This section uses engine parameters and variables that are consistent with 40 CFR part 1065.

(3) Powertrain testing depends on models to calculate certain parameters. You can use the detailed equations in this section to create your own models, or use the GEM HIL model contained within GEM Phase 2, Version 4.0 (incorporated by reference in § 1037.810) to simulate vehicle hardware elements as follows:

(i) Create driveline and vehicle models that calculate the angular speed

setpoint for the test cell dynamometer, $f_{nref,dyno,}$ based on the torque measurement location. Use the detailed equations in paragraph (f) of this section, the GEM HIL model's driveline and vehicle submodels, or a combination of the equations and the submodels. You may use the GEM HIL model's transmission submodel in paragraph (f) of this section to simulate a transmission only if testing hybrid engines.

(ii) Create a driver model or use the GEM HIL model's driver submodel to simulate a human driver modulating the throttle and brake pedals to follow the test cycle as closely as possible.

(iii) Create a cycle-interpolation model or use the GEM HIL model's cycle submodel to interpolate the duty-cycles and feed the driver model the duty-cycle reference vehicle speed for each point in the duty-cycle.

(4) The powertrain test procedure in this section is designed to simulate operation of different vehicle configurations over specific duty cycles. See paragraphs (h) and (j) of this section.

(5) For each test run, record engine speed and torque as defined in 40 CFR 1065.915(d)(5) with a minimum sampling frequency of 1 Hz. These engine speed and torque values represent a duty cycle that can be used for separate testing with an engine mounted on an engine dynamometer under § 1037.551, such as for a selective enforcement audit as described in § 1037.301.

(6) For hybrid powertrains with no plug-in capability, correct for the net energy change of the energy storage device as described in 40 CFR 1066.501. For plug-in hybrid electric powertrains, follow 40 CFR 1066.501 to determine End-of-Test for charge-depleting operation. You must get our approval in advance for your utility factor curve; we will approve it if you can show that you created it, using good engineering judgment, from sufficient in-use data of vehicles in the same application as the vehicles in which the plug-in hybrid electric powertrain will be installed. You may use methodologies described in SAE J2841 (incorporated by reference in § 1037.810) to develop the utility factor curve.

(7) The provisions related to carbon balance error verification in 40 CFR 1036.543 apply for all testing in this section. These procedures are optional if you are only performing direct or indirect fuel-flow measurement, but we will perform carbon balance error verification for all testing under this section.

(8) Do not apply accessory loads when conducting a powertrain test to generate inputs to GEM if torque is measured at the axle input shaft or wheel hubs.

(9) If you test a powertrain over the duty cycle specified in 40 CFR 1036.514, control and apply the electrical accessory loads using one of the following systems:

(i) An alternator with dynamic electrical load control.

(ii) A load bank connected directly to the powertrain's electrical system.

(b) *Test configuration.* Select a powertrain for testing as described in § 1037.235 or 40 CFR 1036.235 as applicable. Set up the engine according to 40 CFR 1065.110 and 40 CFR 1065.405(b). Set the engine's idle speed to idle speed defined in § 1037.520(h)(1).

(1) The default test configuration consists of a powertrain with all components upstream of the axle. This involves connecting the powertrain's output shaft directly to the dynamometer or to a gear box with a fixed gear ratio and measuring torque at the axle input shaft. You may instead set up the dynamometer to connect at the wheel hubs and measure torque at that location. The preceeding sentence may apply if your powertrain configuration requires it, such as for hybrid powertrains or if you want to represent the axle performance with powertrain test results.

(2) For testing hybrid engines, connect the engine's crankshaft directly to the dynamometer and measure torque at that location.

(c) *Powertrain temperatures during testing.* Cool the powertrain during testing so temperatures for oil, coolant, block, head, transmission, battery, and power electronics are within the manufacturer's expected ranges for normal operation. You may use electronic control module outputs to comply with this paragraph (c). You may use auxiliary coolers and fans.

(d) *Engine break in.* Break in the engine according to 40 CFR 1065.405, the axle assembly according to § 1037.560, and the transmission according to § 1037.565. You may instead break in the powertrain as a complete system using the engine break in procedure in 40 CFR 1065.405.

(e) *Dynamometer setup.* Set the dynamometer to operate in speed-control mode (or torque-control mode for hybrid engine testing at idle, including idle portions of transient duty cycles). Record data as described in 40 CFR 1065.202. Command and control the dynamometer speed at a minimum of 5 Hz, or 10 Hz for testing engine hybrids. Run the vehicle model to calculate the dynamometer setpoints at a rate of at least 100 Hz. If the dynamometer's command frequency is less than the vehicle model dynamometer setpoint frequency, subsample the calculated setpoints for commanding the dynamometer setpoints.

(f) *Driveline and vehicle model.* Use the GEM HIL model's driveline and vehicle submodels or the equations in this paragraph (f) to calculate the dynamometer speed setpoint, $f_{nref,dyno,}$ based on the torque measurement location. For all powertrains, configure GEM with the accessory load set to zero. For hybrid engines, configure GEM with the applicable accessory load as specified in 40 CFR 1036.505 and 1036.514. For all powertrains and hybrid engines, configure GEM with the tire slip model disabled.

(1) *Driveline model with a transmission in hardware.* For testing with torque measurement at the axle input shaft or wheel hubs, calculate, $f_{nref,dyno,}$ using the GEM HIL model's driveline submodel or the following equation:

$$f_{\mathrm{nref}i,\mathrm{dyno}} = \frac{k_{\mathrm{a[speed]}} \cdot v_{\mathrm{ref}i}}{2 \cdot \pi \cdot r_{\mathrm{[speed]}}}$$

Eq. 1037.550-1

Where:

$k_{a[speed]}$ = drive axle ratio as determined in paragraph (h) of this section. Set $k_{a[speed]}$ equal to 1.0 if torque is measured at the wheel hubs.

v_{refi} = simulated vehicle reference speed as calculated in paragraph (f)(3) of this section.

$r_{[speed]}$ = tire radius as determined in paragraph (h) of this section.

(2) *Driveline model with a simulated transmission.* For testing with the torque measurement at the engine's crankshaft, $f_{nref,dyno}$ is the dynamometer target speed from the GEM HIL model's transmission submodel. You may request our approval to change the transmission submodel, as long as the changes do not affect the gear selection logic. Before testing, initialize the transmission model with the engine's measured torque curve and the applicable steady-state fuel map from the GEM HIL model. You may request our approval to input your own steady-state fuel map. For example, this request for approval could include using a fuel map that represents the combined performance of the engine and hybrid components. Configure the torque converter to simulate neutral idle when using this procedure to generate engine fuel maps in 40 CFR 1036.505 or to perform the Supplemental Emission Test (SET) testing under 40 CFR

1036.510. You may change engine commanded torque at idle to better represent CITT for transient testing under 40 CFR 1036.512. You may change the simulated engine inertia to match the inertia of the engine under test. We will evaluate your requests under this paragraph (f)(2) based on your demonstration that that the adjusted testing better represents in-use operation.

(i) The transmission submodel needs the following model inputs:

(A) Torque measured at the engine's crankshaft.

(B) Engine estimated torque determined from the electronic control module or by converting the instantaneous operator demand to an instantaneous torque in N·m.

(C) Dynamometer mode when idling (speed-control or torque-control).

(D) Measured engine speed when idling.

(E) Transmission output angular speed, $f_{ni,transmission,}$ calculated as follows:

$$f_{ni,\text{transmission}} = \frac{k_{a[\text{speed}]} \cdot v_{refi}}{2 \cdot \pi \cdot r_{[\text{speed}]}}$$

Eq. 1037.550-2

Where:

$k_{a[speed]}$ = drive axle ratio as determined in paragraph (h) of this section.

v_{refi} = simulated vehicle reference speed as calculated in paragraph (f)(3) of this section.

$r_{[speed]}$ = tire radius as determined in paragraph (h) of this section.

(ii) The transmission submodel generates the following model outputs:

(A) Dynamometer target speed.

(B) Dynamometer idle load.

(C) Transmission engine load limit.

(D) Engine speed target.

(3) *Vehicle model.* Calculate the simulated vehicle reference speed, v_{refi}, using the GEM HIL model's vehicle submodel or the equations in this paragraph (f)(3):

$$v_{refi} = \left(\frac{k_a \cdot T_{i\text{-}1}}{r} \cdot (Eff_{axle}) - \left(M \cdot g \cdot C_{rr} \cdot \cos(\text{atan}(G_{i\text{-}1})) + \frac{\rho \cdot C_d A}{2} \cdot v_{ref,i\text{-}1}^2 \right) - F_{brake,i\text{-}1} - F_{grade,i\text{-}1} \right) \cdot \frac{\Delta t_{i\text{-}1}}{M + M_{rotating}} + v_{ref,i\text{-}1}$$

Eq. 1037.550-3

Where:

i = a time-based counter corresponding to each measurement during the sampling period. Let $v_{ref1} = 0$; start calculations at $i = 2$. A 10-minute sampling period will generally involve 60,000 measurements.

T = instantaneous measured torque at the axle input, measured at the wheel hubs, or simulated by the GEM HIL model's transmission submodel.

Eff_{axle} = axle efficiency. Use $Eff_{axle} = 0.955$ for $T \geq 0$, and use $Eff_{axle} = 1/0.955$ for $T < 0$. Use $Eff_{axle} = 1.0$ if torque is measured at the wheel hubs.

M = vehicle mass for a vehicle class as determined in paragraph (h) of this section.

g = gravitational constant = 9.80665 m/s^2.

C_{rr} = coefficient of rolling resistance for a vehicle class as determined in paragraph (h) of this section.

G_{i-1} = the percent grade interpolated at distance, $D_{i-1,}$ from the duty cycle in appendix D to this part corresponding to measurement i–1.

$$D_{i\text{-}1} = \sum_{i=1}^{N} \left(v_{ref,i\text{-}1} \cdot \Delta t_{i\text{-}1} \right)$$

Eq. 1037.550-4

ρ = air density at reference conditions. Use ρ = 1.1845 kg/m^3.

C_dA = drag area for a vehicle class as determined in paragraph (h) of this section.

$F_{brake,i\text{-}1}$ = instantaneous braking force applied by the driver model.

$$F_{grade,i\text{-}1} = M \cdot g \cdot \sin(\text{atan}(G_{i\text{-}1}))$$

Eq. 1037.550-5

Δt = the time interval between measurements. For example, at 100 Hz, $\Delta t = 0.0100$ seconds.

$M_{rotating}$ = inertial mass of rotating components. Let $M_{rotating} = 340$ kg for vocational Light HDV or vocational Medium HDV. See paragraph (h) of this section for tractors and for vocational Heavy HDV.

(4) *Example.* The following example illustrates a calculation of $f_{nref,dyno}$ using paragraph (f)(1) of this section where torque is measured at the axle input shaft. This example is for a vocational Light HDV or vocational Medium HDV with 6 speed automatic transmission at B speed (Test 4 in Table 1 to paragraph (h)(2)(ii) of this section).

$k_{aB} = 4.0$
$r_B = 0.399$ m
$T_{999} = 500.0$ N·m
$C_{rr} = 7.7$ N/kN = $7.7 \cdot 10^{-3}$ N/N
$M = 11408$ kg
$C_dA = 5.4$ m^2
$G_{999} = 0.39\% = 0.0039$

$$D_{999} = \sum_{i=0}^{998} \left(19.99 \cdot 0.01 + 20.0 \cdot 0.01 + \ldots + v_{ref,998} \cdot \Delta t_{998} \right) = 1792 \text{ m}$$

$F_{brake,999} = 0$ N
$v_{ref,999} = 20.0$ m/s
$\Delta t = 0.0100$ s
$M_{rotating} = 340$ kg

$$v_{ref1000} = \left(\frac{4.0 \cdot 500.0}{0.399} \cdot (0.955) - \left(11408 \cdot 9.80665 \cdot 7.7 \cdot 10^{-3} \cdot cos(atan(0.0039)) + \frac{1.1845 \cdot 5.4}{2} \cdot 20.0^2 \right) - 0 - 436.5 \right) \cdot \frac{0.0100}{11408+340} + 20.0 v_{ref1000}$$

$$v_{ref1000} = 20.00189 \text{ m/s}$$

$$f_{\text{nref1000,dyno}} = \frac{4.0 \cdot 20.00189}{2 \cdot 3.14 \cdot 0.399}$$

$$f_{\text{nref1000,dyno}} = 31.93 \text{ r/s} = 1915.8 \text{ r/min}$$

(g) *Driver model.* Use the GEM HIL model's driver submodel or design a driver model to simulate a human driver modulating the throttle and brake pedals. In either case, tune the model to follow the test cycle as closely as possible meeting the following specifications:

(1) The driver model must meet the following speed requirements:

(i) For operation over the highway cruise cycles, the speed requirements described in 40 CFR 1066.425(b) and (c).

(ii) For operation over the transient cycle specified in appendix A of this part, the SET as defined 40 CFR 1036.510, the Federal Test Procedure (FTP) as defined in 40 CFR 1036.512, and the Low Load Cycle (LLC) as defined in 40 CFR 1036.514, the speed requirements described in 40 CFR 1066.425(b) and (c).

(iii) The exceptions in 40 CFR 1066.425(b)(4) apply to the highway cruise cycles, the transient cycle specified in appendix A of this part, SET, FTP, and LLC.

(iv) If the speeds do not conform to these criteria, the test is not valid and must be repeated.

(2) Send a brake signal when operator demand is zero and vehicle speed is greater than the reference vehicle speed from the test cycle. Include a delay before changing the brake signal to prevent dithering, consistent with good engineering judgment.

(3) Allow braking only if operator demand is zero.

(4) Compensate for the distance driven over the duty cycle over the course of the test. Use the following equation to perform the compensation in real time to determine your time in the cycle:

$$t_{\text{cycle}i} = \sum_{i=1}^{N} \left(\left(\frac{v_{\text{vehicle},i-1}}{v_{\text{cycle},i-1}} \right) \cdot \Delta t_{i-1} \right)$$

Eq. 1037.550-6

Where:

v_{vehicle} = measured vehicle speed.

v_{cycle} = reference speed from the test cycle. If $v_{\text{cycle},i-1} < 1.0$ m/s, set $v_{\text{cycle},i-1} = v_{\text{vehicle},i-1}$.

(h) *Vehicle configurations to evaluate for generating fuel maps as defined in 40 CFR 1036.505.* Configure the driveline and vehicle models from paragraph (f) of this section in the test cell to test the powertrain. Simulate multiple vehicle configurations that represent the range of intended vehicle applications using one of the following options:

(1) For known vehicle configurations, use at least three equally spaced axle ratios or tire sizes and three different road loads (nine configurations), or at least four equally spaced axle ratios or tire sizes and two different road loads (eight configurations). Select axle ratios to represent the full range of expected vehicle installations. Select axle ratios and tire sizes such that the ratio of engine speed to vehicle speed covers the range of ratios of minimum and maximum engine speed to vehicle speed when the transmission is in top gear for the vehicles in which the powertrain will be installed. Note that you do not have to use the same axle ratios and tire sizes for each GEM regulatory subcategory. You may determine appropriate C_{rr}, $_{\text{Cd}}A$, and mass values to cover the range of intended vehicle applications or you may use the C_{rr}, $_{\text{Cd}}A$, and mass values specified in paragraph (h)(2) of this section.

(2) If vehicle configurations are not known, determine the vehicle model inputs for a set of vehicle configurations as described in 40 CFR 1036.540(c)(3) with the following exceptions:

(i) In the equations of 40 CFR 1036.540(c)(3)(i), k_{topgear} is the actual top gear ratio of the powertrain instead of the transmission gear ratio in the highest available gear given in Table 1 in 40 CFR 1036.540.

(ii) Test at least eight different vehicle configurations for powertrains that will be installed in Spark-ignition HDE, vocational Light HDV, and vocational Medium HDV using the following table instead of Table 2 in 40 CFR 1036.540:

Table 1 to Paragraph (h)(2)(ii) of § 1037.550—Vehicle Configurations for Testing Spark-ignition HDE, Light HDE, and Medium HDE

Parameter	1	2	3	4	5	6	7	8
C_{rr} (N/kN)	6.2	7.7	6.2	7.7	6.2	7.7	6.2	7.7
C_dA	3.4	5.4	3.4	5.4	3.4	5.4	3.4	5.4
CI engine speed for $\frac{f_{ntire}}{v_{vehicle}}$ and k_a	f_{nrefA}	f_{nrefA}	f_{nrefB}	f_{nrefB}	f_{nrefC}	f_{nrefC}	f_{ntest}	f_{ntest}
SI engine speed for $\frac{f_{ntire}}{v_{vehicle}}$ and k_a	f_{nrefD}	f_{nrefD}	f_{nrefA}	f_{nrefA}	f_{nrefB}	f_{nrefB}	f_{nrefC}	f_{nrefC}
M (kg)	7,257	11,408	7,257	11,408	7,257	11,408	7,257	11,408
$M_{rotating}$ (kg)	340	340	340	340	340	340	340	340
Drive axle configuration[a]	4x2	4x2	4x2	4x2	4x2	4x2	4x2	4x2
GEM regulatory subcategory[a]	LHD	MHD	LHD	MHD	LHD	MHD	LHD	MHD

[a]Drive axle configuration and GEM regulatory subcategory are not used if using the equations in paragraph (f)(3) of this section.

(iii) Select and test vehicle configurations as described in 40 CFR 1036.540(c)(3)(iii) for powertrains that will be installed in vocational Heavy HDV and tractors using the following tables instead of Table 3 and Table 4 in 40 CFR 1036.540:

Table 2 to Paragraph (h)(2)(iii) of § 1037.550—Vehicle Configurations for Testing General Purpose Tractors and Vocational Heavy HDV

Parameter	1	2	3	4	5	6	7	8	9
kN)	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9
	5.4	4.7	4.0	5.4	4.7	4.0	5.4	4.7	4.0
e speed for $\frac{f_{ntire}}{v_{vehicle}}$	f_{nrefD}	f_{nrefD}	f_{nrefD}	f_{nrefB}	f_{nrefB}	f_{nrefB}	f_{ntest}	f_{ntest}	f_{ntest}
	1,978	5,515	9,051	1,978	5,515	9,051	1,978	5,515	9,051
(kg)	1,021	794	794	1,021	794	794	1,021	794	794
axle guration[a]	6x4	6x4	4x2	6x4	6x4	4x2	6x4	6x4	4x2
regulatory egory[a]	SC_HR	DC_MR	DC_MR	SC_HR	DC_MR	DC_MR	SC_HR	DC_MR	DC_MR
e weight reduction	0	3,275	6,147	0	3,275	6,147	0	3,275	6,147

axle configuration and GEM regulatory subcategory are not used if using the equations in paragraph (f)(3) of this section.

Table 3 to Paragraph (h)(2)(iii) of § 1037.550—Vehicle Configurations for Testing Heavy HDE Installed in Heavy-Haul Tractors

Parameter	1	2	3	4	5	6
C_{rr} (N/kN)	6.9	6.9	6.9	6.9	6.9	6.9
C_dA	5.0	5.4	5.0	5.4	5.0	5.4
Engine speed for $\frac{f_{ntire}}{v_{vehicle}}$ and k_a	f_{nrefD}	f_{nrefD}	f_{nrefB}	f_{nrefB}	f_{ntest}	f_{ntest}
M (kg)	53,751	31,978	53,751	31,978	53,751	31,978
$M_{rotating}$ (kg)	1,021	1,021	1,021	1,021	1,021	1,021
Drive axle configuration[a]	6x4	6x4	6x4	6x4	6x4	6x4
GEM regulatory subcategory[a]	C8_HH	C8_SC_HR	C8_HH	C8_SC_HR	C8_HH	C8_SC_HR

[a]Drive axle configuration and GEM regulatory subcategory are not used if using the equations in paragraph (f)(3) of this section.

(3) For hybrid powertrain systems where the transmission will be simulated, use the transmission parameters defined in 40 CFR 1036.540(c)(2) to determine transmission type and gear ratio. Use a fixed transmission efficiency of 0.95. The GEM HIL transmission model uses a transmission parameter file for each test that includes the transmission type, gear ratios, lockup gear, torque limit per gear from 40 CFR 1036.540(c)(2), and the values from 40 CFR 1036.505(b)(4) and (c).

(i) [Reserved]

(j) *Duty cycles to evaluate.* Operate the powertrain over each of the duty cycles specified in § 1037.510(a)(2), and for each applicable vehicle configuration from paragraph (h) of this section. Determine cycle-average powertrain fuel maps by testing the powertrain using the procedures in 40 CFR 1036.540(d) with the following exceptions:

(1) Understand ''engine'' to mean ''powertrain''.

(2) Warm up the powertrain as described in 40 CFR 1036.520(c)(1).

(3) Within 90 seconds after concluding the warm-up, start the transition to the preconditioning cycle as described in paragraph (j)(5) of this section.

(4) For plug-in hybrid engines, precondition the battery and then complete all back-to-back tests for each vehicle configuration according to 40 CFR 1066.501 before moving to the next vehicle configuration.

(5) If the preceding duty cycle does not end at 0 mi/hr, transition between duty cycles by decelerating at a rate of 2 mi/hr/s at 0% grade until the vehicle reaches zero speed. Shut off the powertrain. Prepare the powertrain and test cell for the next duty-cycle.

(6) Start the next duty-cycle within 60 to 180 seconds after shutting off the powertrain.

(i) To start the next duty-cycle, for hybrid powertrains, key on the vehicle and then start the duty-cycle. For conventional powertrains key on the vehicle, start the engine, wait for the engine to stabilize at idle speed, and then start the duty-cycle.

(ii) If the duty-cycle does not start at 0 mi/hr, transition to the next duty cycle by accelerating at a target rate of 1 mi/hr/s at 0% grade. Stabilize for 10 seconds at the initial duty cycle conditions and start the duty-cycle.

(7) Calculate cycle work using GEM or the speed and torque from the driveline and vehicle models from paragraph (f) of this section to determine the sequence of duty cycles.

(8) Calculate the mass of fuel consumed for idle duty cycles as

described in paragraph (n) of this section.

(k) *Measuring* NO_X emissions. Measure NO_X emissions for each sampling period in grams. You may perform these measurements using a NO_X emission-measurement system that meets the requirements of 40 CFR part 1065, subpart J. If a system malfunction prevents you from measuring NO_X emissions during a test under this section but the test otherwise gives valid results, you may consider this a valid test and omit the NO_X emission measurements; however, we may require you to repeat the test if we determine that you inappropriately voided the test with respect to NO_X emission measurement.

(l) [Reserved]

(m) *Measured output speed validation.* For each test point, validate the measured output speed with the corresponding reference values. If the range of reference speed is less than 10 percent of the mean reference speed, you need to meet only the standard error of the estimate in Table 1 of this section. You may delete points when the vehicle is stopped. If your speed measurement is not at the location of $f_{nref,}$ correct your measured speed using the constant speed ratio between the two locations. Apply cycle-validation criteria for each separate transient or highway cruise cycle based on the following parameters:

TABLE 4 TO PARAGRAPH (m) OF § 1037.550—STATISTICAL CRITERIA FOR VALIDATING DUTY CYCLES

Parameter [a]	Speed control
Slope, a_1	$0.990 \leq a_1 \leq 1.010$.
Absolute value of intercept, $\|a_0\|$.	≤2.0% of maximum f_{nref} speed.
Standard error of the estimate, *SEE*.	≤2.0% of maximum f_{nref} speed.
Coefficient of determination, r^2.	≥0.990.

[a] Determine values for specified parameters as described in 40 CFR 1065.514(e) by comparing measured and reference values for $f_{nref,dyno.}$

(n) *Fuel consumption at idle.* Record measurements using direct and/or indirect measurement of fuel flow. Determine the fuel-consumption rates at idle for the applicable duty cycles described in § 1037.510(a)(2) as follows:

(1) *Direct fuel flow measurement.* Determine the corresponding mean values for mean idle fuel mass flow rate, $\overline{\dot{m}}_{fuelidle}$, for each duty cycle, as applicable. Use of redundant direct fuel-flow measurements require our advance approval.

(2) *Indirect fuel flow measurement.* Record speed and torque and measure emissions and other inputs needed to run the chemical balance in 40 CFR 1065.655(c). Determine the corresponding mean values for each duty cycle. Use of redundant indirect fuel-flow measurements require our advance approval. Measure background concentration as described in 40 CFR 1036.535(b)(4)(ii). We recommend setting the CVS flow rate as low as possible to minimize background, but without introducing errors related to insufficient mixing or other operational considerations. Note that for this testing 40 CFR 1065.140(e) does not apply, including the minimum dilution ratio of 2:1 in the primary dilution stage. Calculate the idle fuel mass flow rate for each duty cycle, $\overline{\dot{m}}_{fuelidle}$, for each set of vehicle settings, as follows:

$$\bar{\dot{m}}_{\mathrm{fuelidle}} = \frac{M_{\mathrm{C}}}{w_{\mathrm{Cmeas}}} \cdot \left(\bar{\dot{n}}_{\mathrm{exh}} \cdot \frac{\bar{x}_{\mathrm{Ccombdry}}}{1 + \bar{x}_{\mathrm{H2Oexhdry}}} - \frac{\bar{\dot{m}}_{\mathrm{CO2DEF}}}{M_{\mathrm{CO2}}} \right)$$

Eq. 1037.550-7

Where:

M_C = molar mass of carbon.

w_{Cmeas} = carbon mass fraction of fuel (or mixture of test fuels) as determined in 40 CFR 1065.655(d), except that you may not use the default properties in Table 2 of 40 CFR 1065.655 to determine α, β, and w_C for liquid fuels.

$\overline{\dot{n}}_{exh}$ = the mean raw exhaust molar flow rate from which you measured emissions according to 40 CFR 1065.655.

$\bar{x}_{Ccombdry}$ = the mean concentration of carbon from fuel and any injected fluids in the exhaust per mole of dry exhaust.

$\bar{x}_{H_2Oexhdry}$ = the mean concentration of H_2O in exhaust per mole of dry exhaust.

$\overline{\dot{m}}_{CO_2DEF}$ = the mean CO_2 mass emission rate resulting from diesel exhaust fluid decomposition over the duty cycle as determined in 40 CFR 1036.535(b)(9). If your engine does not use diesel exhaust fluid, or if you choose not to perform this correction, set $\overline{\dot{m}}_{CO_2DEF}$ equal to 0.

M_{CO_2} = molar mass of carbon dioxide.

Example:

M_C = 12.0107 g/mol

w_{Cmeas} = 0.867

$\overline{\dot{n}}_{exh}$ = 25.534 mol/s

$\bar{x}_{Ccombdry} = 2.805 \cdot 10^{-3}$ mol/mol

$\bar{x}_{H_2Oexhdry} = 3.53 \cdot 10^{-2}$ mol/mol

$\overline{\dot{m}}_{CO_2DEF}$ = 0.0726 g/s

M_{CO_2} = 44.0095

$$\bar{\dot{m}}_{\mathrm{fuelidle}} = \frac{12.0107}{0.867} \cdot \left(25.534 \cdot \frac{2.805 \cdot 10^{-3}}{1 + 3.53 \cdot 10^{-2}} - \frac{0.0726}{44.0095} \right)$$

$\overline{\dot{m}}_{fuelidle}$ = 0.405 g/s = 1458.6 g/hr

(o) *Create GEM inputs.* Use the results of powertrain testing to determine GEM inputs for the different simulated vehicle configurations as follows:

(1) Correct the measured or calculated fuel masses, $m_{fuel[cycle],}$ and mean idle fuel mass flow rates, $\overline{\dot{m}}_{fuelidle}$, if applicable, for each test result to a mass-specific net energy content of a reference fuel as described in 40 CFR 1036.535(e), replacing $\overline{\dot{m}}_{fuel}$ with $m_{fuel[cycle]}$ where applicable in Eq. 1036.535–4.

(2) Declare fuel masses, $m_{fuel[cycle]}$ and $\overline{\dot{m}}_{fuelidle}$. Determine $m_{fuel[cycle]}$ using the calculated fuel mass consumption values described in 40 CFR 1036.540(d)(12). In addition, declare mean fuel mass flow rate for each applicable idle duty cycle, $\overline{\dot{m}}_{fuelidle}$. These declared values may not be lower than any corresponding measured values determined in this section. If you use both direct and indirect measurement of fuel flow, determine the corresponding declared values as described in 40 CFR 1036.535(g)(2) and (3). These declared values, which serve as emission standards, collectively represent the powertrain fuel map for certification.

(3) For engines designed for plug-in hybrid electric vehicles, the mass of fuel for each cycle, $m_{fuel[cycle]}$, is the utility factor-weighted fuel mass, $m_{fuelUF[cycle]}$. This is determined by calculating m_{fuel} for the full charge-depleting and charge-sustaining portions of the test and

weighting the results, using the following equation:

$$m_{\text{fuelUF[cycle]}} = \sum_{i=1}^{N}\left[m_{\text{fuel[cycle]CDi}} \cdot (UF_{\text{DCD}i} - UF_{\text{DCD}i-1})\right] + \sum_{j=1}^{M}\left[m_{\text{fuel[cycle]CSj}}\right] \cdot \frac{(1 - UF_{\text{RCD}})}{M}$$

Eq. 1037.550-8

Where:

i = an indexing variable that represents one test interval.

N = total number of charge-depleting test intervals.

$m_{\text{fuel[cycle]CDi}}$ = total mass of fuel in the charge-depleting portion of the test for each test interval, i, starting from $i = 1$, including the test interval(s) from the transition phase.

UF_{DCDi} = utility factor fraction at distance D_{CDi} from Eq. 1037.505–9 as determined by interpolating the approved utility factor curve for each test interval, i, starting from $i = 1$. Let $UF_{\text{DCD0}} = 0$

j = an indexing variable that represents one test interval.

M = total number of charge-sustaining test intervals.

$m_{\text{fuel[cycle]CSj}}$ = total mass of fuel over the charge-sustaining portion of the test for each test interval, j, starting from $j = 1$.

UF_{RCD} = utility factor fraction at the full charge-depleting distance, R_{CD}, as determined by interpolating the approved utility factor curve. R_{CD} is the cumulative distance driven over N charge-depleting test intervals.

$$D_{\text{CD}i} = \sum_{k=1}^{Q}(v_k \cdot \Delta t)$$

Eq. 1037.550-9

Where:

k = an indexing variable that represents one recorded velocity value.

Q = total number of measurements over the test interval.

v = vehicle velocity at each time step, k, starting from $k = 1$. For tests completed under this section, v is the vehicle velocity as determined by Eq. 1037.550–1. Note that this should include charge-depleting test intervals that start when the engine is not yet operating.

$\Delta t = 1/f_{\text{record}}$

f_{record} = the record rate.

Example for the 55 mi/hr Cruise Cycle:

$Q = 8790$

$v_1 = 55.0$ mi/hr

$v_2 = 55.0$ mi/hr

$v_3 = 55.1$ mi/hr

$f_{\text{record}} = 10$ Hz

$\Delta t = 1/10$ Hz $= 0.1$ s

$$D_{\text{CD1}} = \sum_{k=1}^{8790}(55.0 \cdot 0.1 + 55.0 \cdot 0.1 + 55.1 \cdot 0.1 + v_{8790} \cdot \Delta t) = 13.4 \text{ mi}$$

$D_{\text{CD2}} = 13.4$ mi

$D_{\text{CD3}} = 13.4$ mi

$N = 3$

$UF_{\text{DCD1}} = 0.05$

$UF_{\text{DCD2}} = 0.11$

$UF_{\text{DCD3}} = 0.21$

$m_{\text{fuel55cruiseCD1}} = 0$ g

$m_{\text{fuel55cruiseCD2}} = 0$ g

$m_{\text{fuel55cruiseCD3}} = 1675.4$ g

$M = 1$

$m_{\text{fuel55cruiseCS}} = 4884.1$ g

$UF_{\text{RCD}} = 0.21$

$$m_{\text{fuelUF55cruise}} = [0 \cdot (0.05 - 0) + 0 \cdot (0.11 - 0.05) + 1675.4 \cdot (0.21 - 0.11)] + 4884.1 \cdot \frac{(1 - 0.21)}{1}$$

$m_{\text{fuelUF55cruise}} = 4026.0$ g

(4) For the transient cycle specified in § 1037.510(a)(2)(i), calculate powertrain output speed per unit of vehicle speed,

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{[cycle]}}$$

using one of the following methods:

(i) For testing with torque measurement at the axle input shaft:

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{[cycle]}} = \frac{k_a}{2 \cdot \pi \cdot r_{\text{[speed]}}}$$

Eq. 1037.550-10

Example:

$k_a = 4.0$

$r_B = 0.399$ m

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{transienttest4}} = \frac{4.0}{2 \cdot 3.14 \cdot 0.399}$$

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{transienttest4}} = 1.596 \text{ r/m}$$

(ii) For testing with torque measurement at the wheel hubs, use Eq. 1037.550–8 setting k_a equal to 1.

(iii) For testing with torque measurement at the engine's crankshaft:

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{[\text{cycle}]} = \frac{\bar{f}_{\text{nengine}}}{\bar{v}_{\text{ref}}}$$

Eq. 1037.550-11

Where:

$\bar{f}_{\text{nengine}}$ = average engine speed when vehicle speed is at or above 0.100 m/s.

$\bar{v}_{\text{ref}}$ = average simulated vehicle speed at or above 0.100 m/s.

Example:

$\bar{f}_{\text{nengine}}$ = 1870 r/min = 31.17 r/s

$\bar{v}_{\text{ref}}$ = 19.06 m/s

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{transienttest4}} = \frac{31.17}{19.06}$$

$$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{\text{transienttest4}} = 1.635 \text{ r/m}$$

(5) Calculate engine idle speed, by taking the average engine speed measured during the transient cycle test while the vehicle speed is below 0.100 m/s. (Note: Use all the charge-sustaining test intervals when determining engine idle speed for plug-in hybrid engines and powertrains.)

(6) For the cruise cycles specified in § 1037.510(a)(2)(ii), calculate the average powertrain output speed, $\bar{f}_{\text{npowertrain}}$, and the average powertrain output torque (positive torque only), $\overline{T}_{\text{powertrain}}$, at vehicle speed at or above 0.100 m/s. (Note: Use all the charge-sustaining and charge-depleting test intervals when determining $\bar{f}_{\text{npowertrain}}$ and $\overline{T}_{\text{powertrain}}$ for plug-in hybrid engines and powertrains.)

(7) Calculate positive work, $W_{[\text{cycle}]}$, as the work over the duty cycle at the axle input shaft, wheel hubs, or the engine's crankshaft, as applicable, when vehicle speed is at or above 0.100 m/s. For plug-in hybrids engines and powertrains, calculate, $W_{[\text{cycle}]}$, by calculating the positive work over each of the charge-sustaining and charge-depleting test intervals and then averaging them together.

(8) The following tables illustrate the GEM data inputs corresponding to the different vehicle configurations for a given duty cycle:

(i) For the transient cycle:

Table 5 to Paragraph (o)(8)(i) of § 1037.550 –Example of Output Matrix for Transient Cycle Vehicle Configurations

Parameter	Configuration					
	1	**2**	**3**	**4**	**…**	***n***
$m_{\text{fuel[cycle]}}$						
$\left[\frac{\bar{f}_{\text{npowertrain}}}{\bar{v}_{\text{powertrain}}}\right]_{[\text{cycle}]}$						
$W_{[\text{cycle}]}$						
$\bar{f}_{\text{nidle}}$						

(ii) For the cruise cycles:

TABLE 6 TO PARAGRAPH (o)(8)(ii) OF § 1037.550—GENERIC EXAMPLE OF OUTPUT MATRIX FOR CRUISE CYCLE VEHICLE CONFIGURATIONS

Parameter	Configuration								
	1	2	3	4	5	6	7	...	*n*
$m_{\text{fuel[cycle]}}$. $f_{\text{npowertrain [cycle]}}$. $T_{\text{powertrain [cycle]}}$. $W_{[\text{cycle}]}$.									

■ 122. Amend § 1037.551 by revising the introductory text and paragraphs (b) and (c) to read as follows:

§ 1037.551 Engine-based simulation of powertrain testing.

Section 1037.550 describes how to measure fuel consumption over specific duty cycles with an engine coupled to a transmission; § 1037.550(a)(5) describes how to create equivalent duty cycles for repeating those same measurements with just the engine. This § 1037.551 describes how to perform this engine testing to simulate the powertrain test. These engine-based measurements may be used for selective enforcement audits as described in § 1037.301, as long as the test engine's operation represents the engine operation observed in the powertrain test. If we use this approach for confirmatory testing, when making compliance determinations, we will consider the uncertainty associated with this approach relative to full powertrain testing. Use of this approach for engine SEAs is optional for engine manufacturers.

* * * * *

(b) Operate the engine over the applicable engine duty cycles corresponding to the vehicle cycles specified in § 1037.510(a)(2) for powertrain testing over the applicable vehicle simulations described in § 1037.550(j). Warm up the engine to prepare for the transient test or one of the highway cruise cycles by operating it one time over one of the simulations of the corresponding duty cycle. Warm up the engine to prepare for the idle test by operating it over a simulation of the 65-mi/hr highway cruise cycle for 600 seconds. Within 60 seconds after concluding the warm up cycle, start emission sampling while the engine operates over the duty cycle. You may perform any number of test runs directly in succession once the engine is warmed up. Perform cycle validation as described in 40 CFR 1065.514 for engine speed, torque, and power.

(c) Calculate the mass of fuel consumed as described in § 1037.550(n) and (o). Correct each measured value for the test fuel's mass-specific net energy content as described in 40 CFR 1036.550. Use these corrected values to determine whether the engine's emission levels conform to the declared fuel-consumption rates from the powertrain test.

■ 123. Amend § 1037.555 by revising the introductory text and paragraph (g) to read as follows:

§ 1037.555 Special procedures for testing Phase 1 hybrid systems.

This section describes a powertrain testing procedure for simulating a chassis test with a pre-transmission or post-transmission hybrid system to perform A to B testing of Phase 1 vehicles. These procedures may also be used to perform A to B testing with non-hybrid systems. See § 1037.550 for Phase 2 hybrid systems.

* * * * *

(g) The driver model should be designed to follow the cycle as closely as possible and must meet the requirements of § 1037.510 for steady-state testing and 40 CFR 1066.425 for transient testing. The driver model should be designed so that the brake and throttle are not applied at the same time.

* * * * *

■ 124. Amend § 1037.560 by revising paragraph (c) to read as follows:

§ 1037.560 Axle efficiency test.

* * * * *

(c) Measure input and output speed and torque as described in 40 CFR 1065.210(b). You must use a speed-measurement system that meets an accuracy of ±0.05% of point. Use torque transducers that meet an accuracy requirement of ±1.0 N·m for unloaded test points and ±0.2% of the maximum tested axle input torque or output torque, respectively, for loaded test points. Calibrate and verify measurement instruments according to 40 CFR part 1065, subpart D. Command speed and torque at a minimum of 10 Hz, and record all data, including bulk oil temperature, at a minimum of 1 Hz mean values.

* * * * *

■ 125. Amend § 1037.601 by revising paragraphs (a)(1) and (c) to read as follows:

§ 1037.601 General compliance provisions.

(a) * * *

(1) Except as specifically allowed by this part or 40 CFR part 1068, it is a violation of 40 CFR 1068.101(a)(1) to introduce into U.S. commerce either a tractor or vocational vehicle that is not certified to the applicable requirements of this part or a tractor or vocational vehicle containing an engine that is not certified to the applicable requirements of 40 CFR part 86 or 1036. Further, it is a violation to introduce into U.S. commerce a Phase 1 tractor containing an engine not certified for use in tractors; or to introduce into U.S. commerce a vocational vehicle containing a Light HDE or Medium HDE not certified for use in vocational vehicles. These prohibitions apply especially to the vehicle manufacturer. Note that this paragraph (a)(1) allows the use of Heavy heavy-duty tractor engines in vocational vehicles.

* * * * *

(c) The prohibitions of 40 CFR 1068.101 apply for vehicles subject to the requirements of this part. The following specific provisions apply:

(1) The actions prohibited under this provision include introducing into U.S. commerce a complete or incomplete vehicle subject to the standards of this part where the vehicle is not covered by a valid certificate of conformity or exemption.

(2) Applying a Clean Idle sticker to a vehicles with an installed engine that is not certified to the NO_X standard of 40 CFR 1036.104(b) violates the prohibition in 40 CFR 1068.101(b)(7)(iii).

* * * * *

■ 126. Amend § 1037.605 by revising paragraphs (a) introductory text and (a)(4) to read as follows:

§ 1037.605 Installing engines certified to alternate standards for specialty vehicles.

(a) *General provisions.* This section allows vehicle manufacturers to introduce into U.S. commerce certain new motor vehicles using engines certified to alternate emission standards specified in 40 CFR 1036.605 for motor vehicle engines used in specialty vehicles. You may not install an engine certified to these alternate standards if there is an engine certified to the full set of requirements of 40 CFR part 1036 that has the appropriate physical and performance characteristics to power the vehicle. Note that, although these alternate emission standards are mostly equivalent to standards that apply for nonroad engines under 40 CFR part 1039 or 1048, they are specific to motor vehicle engines. The provisions of this section apply for the following types of specialty vehicles:

* * * * *

(4) Through model year 2027, vehicles with a hybrid powertrain in which the engine provides energy only for the Rechargeable Energy Storage System.

* * * * *

■ 127. Amend § 1037.615 by revising paragraph (f) to read as follows:

§ 1037.615 Advanced technologies.

* * * * *

(f) For electric vehicles and for fuel cells powered by hydrogen, calculate CO_2 credits using an FEL of 0 g/ton-mile. Note that these vehicles are subject to compression-ignition standards for CO_2.

* * * * *

■ 128. Amend § 1037.635 by revising paragraph (b)(2) to read as follows:

§ 1037.635 Glider kits and glider vehicles.

* * * * *

(b) * * *

(2) The engine must meet the criteria pollutant standards of 40 CFR part 86 or 40 CFR part 1036 that apply for the engine model year corresponding to the vehicle's date of manufacture.

* * * * *

■ 129. Amend § 1037.705 by revising paragraph (b) to read as follows:

§ 1037.705 Generating and calculating emission credits.

* * * * *

(b) For each participating family or subfamily, calculate positive or negative emission credits relative to the otherwise applicable emission standard. Calculate positive emission credits for a family or subfamily that has an FEL below the standard. Calculate negative emission credits for a family or subfamily that has an FEL above the standard. Sum your positive and negative credits for the model year before rounding. Round the sum of emission credits to the nearest megagram (Mg), using consistent units with the following equation:

$$Emission\ credits\ (\mathrm{Mg}) = (Std - FEL) \times PL \times Volume \times UL \times 10^{-6}$$

Where:

Std = the emission standard associated with the specific regulatory subcategory (g/ton-mile).

FEL = the family emission limit for the vehicle subfamily (g/ton-mile).

PL = standard payload, in tons.

Volume = U.S.-directed production volume of the vehicle subfamily. For example, if you produce three configurations with the same FEL, the subfamily production volume would be the sum of the production volumes for these three configurations.

UL = useful life of the vehicle, in miles, as described in §§ 1037.105 and 1037.106. Use 250,000 miles for trailers.

* * * * *

■ 130. Amend § 1037.725 by revising the section heading to read as follows:

§ 1037.725 Required information for certification.

* * * * *

■ 131. Amend § 1037.730 by revising paragraphs (a), (b) introductory text, (c), and (f) to read as follows:

§ 1037.730 ABT reports.

(a) If you certify any vehicle families using the ABT provisions of this subpart, send us a final report by September 30 following the end of the model year.

(b) Your report must include the following information for each vehicle family participating in the ABT program:

* * * * *

(c) Your report must include the following additional information:

(1) Show that your net balance of emission credits from all your participating vehicle families in each averaging set in the applicable model year is not negative, except as allowed under § 1037.745. Your credit tracking must account for the limitation on credit life under § 1037.740(c).

(2) State whether you will retain any emission credits for banking. If you choose to retire emission credits that would otherwise be eligible for banking, identify the families that generated the emission credits, including the number of emission credits from each family.

(3) State that the report's contents are accurate.

(4) Identify the technologies that make up the certified configuration associated with each vehicle identification number. You may identify this as a range of identification numbers for vehicles involving a single, identical certified configuration.

* * * * *

(f) Correct errors in your report as follows:

(1) If you or we determine by September 30 after the end of the model year that errors mistakenly decreased your balance of emission credits, you may correct the errors and recalculate the balance of emission credits. You may not make these corrections for errors that are determined later than September 30 after the end of the model year. If you report a negative balance of emission credits, we may disallow corrections under this paragraph (f)(1).

(2) If you or we determine any time that errors mistakenly increased your balance of emission credits, you must correct the errors and recalculate the balance of emission credits.

■ 132. Amend § 1037.735 by revising paragraph (b) to read as follows:

§ 1037.735 Recordkeeping.

* * * * *

(b) Keep the records required by this section for at least eight years after the due date for the final report. You may not use emission credits for any vehicles if you do not keep all the records required under this section. You must therefore keep these records to continue to bank valid credits.

* * * * *

■ 133. Amend § 1037.740 by revising paragraph (b) to read as follows:

§ 1037.740 Restrictions for using emission credits.

* * * * *

(b) *Credits from hybrid vehicles and other advanced technologies.* The following provisions apply for credits you generate under § 1037.615.

(1) Credits generated from Phase 1 vehicles may be used for any of the averaging sets identified in paragraph (a) of this section; you may also use those credits to demonstrate compliance with the CO_2 emission standards in 40 CFR 86.1819 and 40 CFR part 1036. Similarly, you may use Phase 1 advanced-technology credits generated under 40 CFR 86.1819–14(k)(7) or 40 CFR 1036.615 to demonstrate compliance with the CO_2 standards in this part. The maximum amount of advanced-technology credits generated from Phase 1 vehicles that you may bring into each of the following service class groups is 60,000 Mg per model year:

(i) Spark-ignition HDE, Light HDE, and Light HDV. This group comprises the averaging set listed in paragraph (a)(1) of this section and the averaging set listed in 40 CFR 1036.740(a)(1) and (2).

(ii) Medium HDE and Medium HDV. This group comprises the averaging sets listed in paragraph (a)(2) of this section and 40 CFR 1036.740(a)(3).

(iii) Heavy HDE and Heavy HDV. This group comprises the averaging sets listed in paragraph (a)(3) of this section and 40 CFR 1036.740(a)(4).

(iv) This paragraph (b)(1) does not limit the advanced-technology credits that can be used within a service class group if they were generated in that same service class group.

(2) Credits generated from Phase 2 vehicles are subject to all the averaging-set restrictions that apply to other emission credits.

* * * * *

■ 134. Amend § 1037.801 by:

■ a. Revising the definitions of ''Adjustable parameter'', ''Automatic tire inflation system'', and ''Automatic transmission (AT)'';

■ b. Adding definitions of ''Charge-depleting'', and ''Charge-sustaining'' in alphabetical order;

■ c. Revising the definitions of ''Designated Compliance Officer'' and of ''Electric vehicle'';

■ d. Adding a definition of ''Emission-related component'' in alphabetical order; and

■ e. Revising the definitions of ''Low rolling resistance tire'', ''Neutral coasting'', ''Rechargeable Energy Storage System (RESS)'', and ''Tire rolling resistance level (TRRL)''.

The additions and revisions read as follows:

§ 1037.801 Definitions.

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.30.

* * * * *

Automatic tire inflation system means a pneumatically or electronically activated system installed on a vehicle to maintain tire pressure at a preset level. These systems eliminate the need to manually inflate tires. Note that this is different than a *tire pressure monitoring system,* which we define separately in this section.

Automatic transmission (AT) means a transmission with a torque converter (or equivalent) that uses computerize or other internal controls to shift gears in response to a single driver input for controlling vehicle speed.. Note that automatic manual transmissions are not automatic transmissions because they do not include torque converters.

* * * * *

Charge-depleting has the meaning given in 40 CFR 1066.1001.

Charge-sustaining has the meaning given in 40 CFR 1066.1001.

* * * * *

Designated Compliance Officer means one of the following:

(1) For compression-ignition engines, *Designated Compliance Officer* means Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification.*

(2) For spark-ignition engines, *Designated Compliance Officer* means Director, Gasoline Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification.*

* * * * *

Electric vehicle means a motor vehicle that does not include an engine, and is powered solely by an external source of electricity and/or solar power. Note that this definition does not include hybrid electric vehicles or fuel cell vehicles that use a chemical fuel such as gasoline, diesel fuel, or hydrogen. Electric vehicles may also be referred to as all-electric vehicles to distinguish them from hybrid vehicles.

* * * * *

Emission-related component has the meaning given in 40 CFR part 1068, appendix A.

* * * * *

Low rolling resistance tire means a tire on a vocational vehicle with a TRRL at or below of 7.7 N/kN, a steer tire on a tractor with a TRRL at or below 7.7 N/kN, a drive tire on a tractor with a TRRL at or below 8.1 N/kN, a tire on a non-box trailer with a TRRL at or below of 6.5 N/kN, or a tire on a box van with a TRRL at or below of 6.0 N/kN.

* * * * *

Neutral coasting means a vehicle technology that automatically puts the transmission in neutral when the vehicle has minimal power demand while in motion, such as driving downhill.

* * * * *

Rechargeable Energy Storage System (RESS) has the meaning given in 40 CFR 1065.1001.

* * * * *

Tire rolling resistance level (TRRL) means a value with units of N/kN that represents the rolling resistance of a tire configuration. TRRLs are used as modeling inputs under §§ 1037.515 and 1037.520. Note that a manufacturer may use the measured value for a tire configuration's coefficient of rolling resistance, or assign some higher value.

* * * * *

■ 135. Amend § 1037.805 by revising paragraphs (a), (b), (d), (e), (f), and (g) to read as follows:

§ 1037.805 Symbols, abbreviations, and acronyms.

* * * * *

(a) *Symbols for chemical species.* This part uses the following symbols for chemical species and exhaust constituents:

TABLE 1 TO PARAGRAPH (a) OF § 1037.805—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS

Symbol	Species
C	carbon.
CH_4	methane.
CO	carbon monoxide.
CO_2	carbon dioxide.
H_2O	water.
HC	hydrocarbon.
NMHC	nonmethane hydrocarbon.
NMHCE	nonmethane hydrocarbon equivalent.
NO	nitric oxide.
NO_2	nitrogen dioxide.
NO_X	oxides of nitrogen.
N_2O	nitrous oxide.
PM	particulate matter.
THC	total hydrocarbon.
THCE	total hydrocarbon equivalent.

(b) *Symbols for quantities.* This part 1037 uses the following symbols and units of measure for various quantities:

TABLE 2 TO PARAGRAPH (b) OF § 1037.805—SYMBOLS FOR QUANTITIES

Symbol	Quantity	Unit	Unit symbol	Unit in terms of SI base units
A	vehicle frictional load	pound force or newton	lbf or N	$kg \cdot m \cdot s^{-2}$.
a	axle position regression coefficient.			
α	atomic hydrogen-to-carbon ratio	mole per mole	mol/mol	1.
α	axle position regression coefficient.			
α_0	intercept of air speed correction.			
α_1	slope of air speed correction.			
a_g	acceleration of Earth's gravity	meters per second squared	m/s^2	$m \cdot s^{-2}$.
a_0	intercept of least squares regression.			
a_1	slope of least squares regression.			
B	vehicle load from drag and rolling resistance.	pound force per mile per hour or newton second per meter.	lbf/(mi/hr) or N·s/m	$kg \cdot s^{-1}$.
b	axle position regression coefficient.			
β	atomic oxygen-to-carbon ratio	mole per mole	mol/mol	1.
β	axle position regression coefficient.			
β_0	intercept of air direction correction.			
β_1	slope of air direction correction.			
C	vehicle-specific aerodynamic effects	pound force per mile per hour squared or newton-second squared per meter squared.	lbf/mph^2 or $N \cdot s^2/m^2$	$kg \cdot m^{-1}$.
c	axle position regression coefficient.			

TABLE 2 TO PARAGRAPH (b) OF § 1037.805—SYMBOLS FOR QUANTITIES—Continued

Symbol	Quantity	Unit	Unit symbol	Unit in terms of SI base units
c_i	axle test regression coefficients.			
C_i	constant.			
$\Delta C_d A$	differential drag area	meter squared	m^2	m^2.
$C_d A$	drag area	meter squared	m^2	m^2.
C_d	drag coefficient.			
CF	correction factor.			
C_{rr}	coefficient of rolling resistance	newton per kilonewton	N/kN	10^{-3}.
D	distance	miles or meters	mi or m	m.
e	mass-weighted emission result	grams per ton-mile	g/ton-mi	g/kg-km.
Eff	efficiency.			
F	adjustment factor.			
F	force	pound force or newton	lbf or N	$kg \cdot m \cdot s^{-2}$.
f_n	angular speed (shaft)	revolutions per minute	r/min	$\pi \cdot 30 \cdot s^{-1}$.
G	road grade	percent	%	10^{-2}.
g	gravitational acceleration	meters per second squared	m/s^2	$m \cdot s^{-2}$.
h	elevation or height	meters	m	m.
i	indexing variable.			
k_a	drive axle ratio			1.
k_d	transmission gear ratio.			
$k_{topgear}$	highest available transmission gear.			
L	load over axle	pound force or newton	lbf or N	$kg \cdot m \cdot s^{-2}$.
m	mass	pound mass or kilogram	lbm or kg	kg.
M	molar mass	gram per mole	g/mol	$10^{-3} \cdot kg \cdot mol^{-1}$.
M	vehicle mass	kilogram	kg	kg.
M_e	vehicle effective mass	kilogram	kg	kg.
$M_{rotating}$	inertial mass of rotating components	kilogram	kg	kg.
N	total number in series.			
n	number of tires.			
$\dot{n}$	amount of substance rate	mole per second	mol/s	$mol \cdot s^{-1}$.
P	power	kilowatt	kW	$10^3 \cdot m^2 \cdot kg \cdot s^{-3}$.
p	pressure	pascal	Pa	$kg \cdot m^{-1} \cdot s^{-2}$.
ρ	mass density	kilogram per cubic meter	kg/m^3	$kg \cdot m^{-3}$.
PL	payload	tons	ton	kg.
φ	direction	degrees	°	°.
ψ	direction	degrees	°	°.
r	tire radius	meter	m	m.
r^2	coefficient of determination.			
$Re^{\#}$	Reynolds number.			
SEE	standard error of the estimate.			
σ	standard deviation.			
TRPM	tire revolutions per mile	revolutions per mile	r/mi.	
TRRL	tire rolling resistance level	newton per kilonewton	N/kN	10^{-3}.
T	absolute temperature	kelvin	K	K.
T	Celsius temperature	degree Celsius	°C	K − 273.15.
T	torque (moment of force)	newton meter	N·m	$m^2 \cdot kg \cdot s^{-2}$.
t	time	hour or second	hr or s	s.
Δt	time interval, period, 1/frequency	second	s	s.
UF	utility factor.			
v	speed	miles per hour or meters per second	mi/hr or m/s	$m \cdot s^{-1}$.
w	weighting factor.			
w	wind speed	miles per hour	mi/hr	$m \cdot s^{-1}$.
W	work	kilowatt-hour	kW·hr	$3.6 \cdot m^2 \cdot kg \cdot s^{-1}$.
w_C	carbon mass fraction	gram per gram	g/g	1.
WR	weight reduction	pound mass	lbm	kg.
x	amount of substance mole fraction	mole per mole	mol/mol	1.

* * * * *

(d) *Subscripts.* This part uses the following subscripts for modifying quantity symbols:

TABLE 4 TO PARAGRAPH (d) OF § 1037.805—SUBSCRIPTS

Subscript	Meaning
±6	±6° yaw angle sweep.
A	A speed.
air	air.
aero	aerodynamic.

TABLE 4 TO PARAGRAPH (d) OF § 1037.805—SUBSCRIPTS—Continued

Subscript	Meaning
alt	alternative.
act	actual or measured condition.
air	air.
axle	axle.
B	B speed.
brake	brake.
C	C speed.
Ccombdry	carbon from fuel per mole of dry exhaust.
CD	charge-depleting.
circuit	circuit.
CO_2DEF	CO_2 resulting from diesel exhaust fluid decomposition.
CO_2PTO	CO_2 emissions for PTO cycle.
coastdown	coastdown.
comp	composite.
CS	charge-sustaining.
cycle	test cycle.
drive	drive axle.
drive-idle	idle with the transmission in drive.
driver	driver.
dyno	dynamometer.
effective	effective.
end	end.
eng	engine.
event	event.
fuel	fuel.
full	full.
grade	grade.
H_2Oexhaustdry	H_2O in exhaust per mole of exhaust.
hi	high.
i	an individual of a series.
idle	idle.
in	inlet.
inc	increment.
lo	low.
loss	loss.
max	maximum.
meas	measured quantity.
med	median.
min	minimum.
moving	moving.
out	outlet.
P	power.
pair	pair of speed segments.
parked-idle	idle with the transmission in park.
partial	partial.
ploss	power loss.
plug-in	plug-in hybrid electric vehicle.
powertrain	powertrain.
PTO	power take-off.
rated	rated speed.
record	record.
ref	reference quantity.
RL	road load.
rotating	rotating.
seg	segment.
speed	speed.
spin	axle spin loss.
start	start.
steer	steer axle.
t	tire.
test	test.
th	theoretical.
total	total.
trac	traction.
trac10	traction force at 10 mi/hr.
trailer	trailer axle.
transient	transient.
TRR	tire rolling resistance.
UF	utility factor.
urea	urea.
veh	vehicle.
w	wind.

TABLE 4 TO PARAGRAPH (d) OF § 1037.805—SUBSCRIPTS—Continued

Subscript	Meaning
wa	wind average.
yaw	yaw angle.
ys	yaw sweep.
zero	zero quantity.

(e) *Other acronyms and abbreviations.* This part uses the following additional abbreviations and acronyms:

TABLE 5 TO PARAGRAPH (e) OF § 1037.805—OTHER ACRONYMS AND ABBREVIATIONS

Acronym	Meaning
ABT	averaging, banking, and trading.
AECD	auxiliary emission control device.
AES	automatic engine shutdown.
APU	auxiliary power unit.
CD	charge-depleting.
CFD	computational fluid dynamics.
CFR	Code of Federal Regulations.
CITT	curb idle transmission torque.
CS	charge-sustaining.
DOT	Department of Transportation.
ECM	electronic control module.
EPA	Environmental Protection Agency.
FE	fuel economy.
FEL	Family Emission Limit.
FTP	Federal Test Procedure.
GAWR	gross axle weight rating.
GCWR	gross combination weight rating.
GEM	greenhouse gas emission model.
GVWR	gross vehicle weight rating.
Heavy HDE	heavy heavy-duty engine (see 40 CFR 1036.140).
Heavy HDV	heavy heavy-duty vehicle (see § 1037.140).
HVAC	heating, ventilating, and air conditioning.
ISO	International Organization for Standardization.
Light HDE	light heavy-duty engine (see 40 CFR 1036.140).
Light HDV	light heavy-duty vehicle (see § 1037.140).
LLC	Low Load Cycle.
Medium HDE	medium heavy-duty engine (see 40 CFR 1036.140).
Medium HDV	medium heavy-duty vehicle (see § 1037.140).
NARA	National Archives and Records Administration.
NHTSA	National Highway Transportation Safety Administration.
PHEV	plug-in hybrid electric vehicle.
PTO	power take-off.
RESS	rechargeable energy storage system.
SAE	SAE International.
SEE	standard error of the estimate.
SET	Supplemental Emission Test.
SKU	stock-keeping unit.
Spark-ignition HDE	spark-ignition heavy-duty engine (see 40 CFR 1036.140).
TRPM	tire revolutions per mile.
TRRL	tire rolling resistance level.
U.S.C	United States Code.
VSL	vehicle speed limiter.

(f) *Constants.* This part uses the following constants:

TABLE 6 TO PARAGRAPH (f) OF § 1037.805—CONSTANTS

Symbol	Quantity	Value
g	gravitational constant.	9.80665 $m \cdot s^{-2}$.
R	specific gas constant.	287.058 J/(kg·K).

(g) *Prefixes.* This part uses the following prefixes to define a quantity:

TABLE 7 TO PARAGRAPH (g) OF § 1037.805—PREFIXES

Symbol	Quantity	Value
μ	micro	10^{-6}
m	milli	10^{-3}
c	centi	10^{-2}
k	kilo	10^{3}
M	mega	10^{6}

■ 136. Revise § 1037.810 to read as follows:

§ 1037.810 Incorporation by reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, EPA must publish a document in the **Federal Register** and the material must be available to the public. All approved incorporation by reference (IBR) material is available for inspection at EPA and at the National Archives and Records Administration (NARA). Contact EPA at: U.S. EPA, Air and Radiation Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC 20004; *www.epa.gov/dockets*; (202) 202–1744. For information on inspecting this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov*. The material may be obtained from the following sources:

(a) International Organization for Standardization, Case Postale 56, CH–1211 Geneva 20, Switzerland; (41) 22749 0111; *www.iso.org*; or *central@iso.org*.

(1) ISO 28580:2009(E) ''Passenger car, truck and bus tyres—Methods of measuring rolling resistance—Single point test and correlation of measurement results'', First Edition, July 1, 2009, (''ISO 28580''); IBR approved for § 1037.520(c).

(2) [Reserved]

(b) National Institute of Standards and Technology (NIST), 100 Bureau Drive, Stop 1070, Gaithersburg, MD 20899–1070; (301) 975–6478; *www.nist.gov*.

(1) NIST Special Publication 811, 2008 Edition, Guide for the Use of the International System of Units (SI), Physics Laboratory, March 2008; IBR approved for § 1037.805.

(2) [Reserved]

(c) SAE International, 400 Commonwealth Dr., Warrendale, PA 15096–0001, (877) 606–7323 (U.S. and Canada) or (724) 776–4970 (outside the U.S. and Canada), *www.sae.org*.

(1) SAE J1025 AUG2012, Test Procedures for Measuring Truck Tire Revolutions Per Kilometer/Mile, Stabilized August 2012, (''SAE J1025''); IBR approved for § 1037.520(c).

(2) SAE J1252 JUL2012, SAE Wind Tunnel Test Procedure for Trucks and Buses, Revised July 2012, (''SAE J1252''); IBR approved for §§ 1037.525(b); 1037.530(a).

(3) SAE J1263 MAR2010, Road Load Measurement and Dynamometer Simulation Using Coastdown Techniques, Revised March 2010, (''SAE J1263''); IBR approved for §§ 1037.528 introductory text, (a), (b), (c), (e), and (h); 1037.665(a).

(4) SAE J1594 JUL2010, Vehicle Aerodynamics Terminology, Revised July 2010, (''SAE J1594''); IBR approved for § 1037.530(d).

(5) SAE J2071 REV. JUN94, Aerodynamic Testing of Road Vehicles—Open Throat Wind Tunnel Adjustment, Revised June 1994, (''SAE J2071''); IBR approved for § 1037.530(b).

(6) SAE J2263 MAY2020, (R) Road Load Measurement Using Onboard Anemometry and Coastdown Techniques, Revised May 2020, (''SAE J2263''); IBR approved for §§ 1037.528 introductory text, (a), (b), (d), and (f); 1037.665(a).

(7) SAE J2343 JUL2008, Recommended Practice for LNG Medium and Heavy-Duty Powered Vehicles, Revised July 2008, (''SAE J2343''); IBR approved for § 1037.103(e).

(8) SAE J2452 ISSUED JUN1999, Stepwise Coastdown Methodology for Measuring Tire Rolling Resistance, Issued June 1999, (''SAE J2452''); IBR approved for § 1037.528(h).

(9) SAE J2841 MAR2009, Utility Factor Definitions for Plug-In Hybrid Electric Vehicles Using 2001 U.S. DOT National Household Travel Survey Data, Issued March 2009, (''SAE J2841''); IBR approved for § 1037.550(a).

(10) SAE J2966 SEP2013, Guidelines for Aerodynamic Assessment of Medium and Heavy Commercial Ground Vehicles Using Computational Fluid Dynamics, Issued September 2013, (''SAE J2966''); IBR approved for § 1037.532(a).

(d) U.S. EPA, Office of Air and Radiation, 2565 Plymouth Road, Ann Arbor, MI 48105; *www.epa.gov*.

(1) Greenhouse gas Emissions Model (GEM), Version 2.0.1, September 2012 (''GEM version 2.0.1''); IBR approved for § 1037.520.

(2) Greenhouse gas Emissions Model (GEM) Phase 2, Version 3.0, July 2016 (''GEM Phase 2, Version 3.0''); IBR approved for § 1037.150(bb).

(3) Greenhouse gas Emissions Model (GEM) Phase 2, Version 3.5.1, November 2020 (''GEM Phase 2, Version 3.5.1''); IBR approved for § 1037.150(bb).

(4) Greenhouse gas Emissions Model (GEM) Phase 2, Version 4.0, April 2022 (''GEM Phase 2, Version 4.0''); IBR approved for §§ 1037.150(bb); 1037.520; 1037.550(a).

(5) GEM's MATLAB/Simulink Hardware-in-Loop model, Version 3.8, December 2020 (''GEM HIL model 3.8''); IBR approved for § 1037.150(bb).

Note 1 to paragraph (d): The computer code for these models is available as noted in the introductory paragraph of this section. A working version of the software is also available for download at *www.epa.gov/regulations-emissions-vehicles-and-engines/greenhouse-gas-emissions-model-gem-medium-and-heavy-duty*.

■ 137. Revise § 1037.815 to read as follows:

§ 1037.815 Confidential information.

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

■ 138. Amend § 1037.825 by revising paragraph (e)(1)(i) to read as follows:

§ 1037.825 Reporting and recordkeeping requirements.

* * * * *

(e) * * *

(1) * * *

(i) In § 1037.150 we include various reporting and recordkeeping requirements related to interim provisions.

* * * * *

Appendix I to Part 1037 [Redesignated as Appendix A to Part 1037]

Appendix II to Part 1037 [Redesignated as Appendix B to Part 1037]

Appendix III to Part 1037 [Redesignated as Appendix C to Part 1037]

Appendix IV to Part 1037 [Redesignated as Appendix D to Part 1037]

Appendix V to Part 1037 [Redesignated as Appendix E to Part 1037]

■ 139. Redesignate appendices to part 1037 as follows:

Old appendix	New appendix
appendix I to part 1037	appendix A to part 1037.
appendix II to part 1037	appendix B to part 1037.
appendix III to part 1037	appendix C to part 1037.
appendix IV to part 1037	appendix D to part 1037.
appendix V to part 1037	appendix E to part 1037.

PART 1039—CONTROL OF EMISSIONS FROM NEW AND IN–USE NONROAD COMPRESSION–IGNITION ENGINES

■ 140. The authority citation for part 1039 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 141. Amend § 1039.105 by revising the section heading and paragraphs (a) introductory text and (b) introductory text to read as follows:

§ 1039.105 What smoke opacity standards must my engines meet?

(a) The smoke opacity standards in this section apply to all engines subject to emission standards under this part, except for the following engines:

* * * * *

(b) Measure smoke opacity as specified in § 1039.501(c). Smoke opacity from your engines may not exceed the following standards:

* * * * *

■ 142. Amend § 1039.115 by revising paragraphs (e) and (f) to read as follows:

§ 1039.115 What other requirements apply?

* * * * *

(e) *Adjustable parameters.* Engines that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, selective enforcement auditing, or in-use testing. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50.

(f) *Prohibited controls.* (1) *General provisions.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

(2) *Vanadium sublimation in SCR catalysts.* For engines equipped with vanadium-based SCR catalysts, you must design the engine and its emission controls to prevent vanadium sublimation and protect the catalyst from high temperatures. We will evaluate your engine design based on the following information that you must include in your application for certification:

(i) Identify the threshold temperature for vanadium sublimation for your specified SCR catalyst formulation as described in 40 CFR 1065.1113 through 1065.1121.

(ii) Describe how you designed your engine to prevent catalyst inlet temperatures from exceeding the temperature you identify in paragraph (f)(2)(i) of this section, including consideration of engine wear through the useful life. Also describe your design for catalyst protection in case catalyst temperatures exceed the specified temperature. In your description, include how you considered elevated catalyst temperature resulting from sustained high-load engine operation, catalyst exotherms, DPF regeneration, and component failure resulting in unburned fuel in the exhaust stream.

* * * * *

■ 143. Amend § 1039.205 by revising paragraph (s) to read as follows:

§ 1039.205 What must I include in my application?

* * * * *

(s) Describe all adjustable operating parameters (see § 1039.115(e)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to limit adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 144. Amend § 1039.245 by adding paragraph (e) to read as follows:

§ 1039.245 How do I determine deterioration factors from exhaust durability testing?

* * * * *

(e) You may alternatively determine and verify deterioration factors based on bench-aged aftertreatment as described in 40 CFR 1036.245 and 1036.246, with the following exceptions:

(1) The minimum required aging for engines as specified in 40 CFR 1036.245(c)(2) is 1,500 hours. Operate the engine for service accumulation using the same sequence of duty cycles that would apply for determining a deterioration factor under paragraph (c) of this section.

(2) Use good engineering judgment to perform verification testing using the procedures of § 1039.515 rather than 40 CFR 1036.555. For PEMS testing, measure emissions as the equipment goes through its normal operation over the course of the day (or shift-day).

(3) Apply infrequent regeneration adjustment factors as specified in § 1039.525 rather than 40 CFR 1036.580.

■ 145. Amend § 1039.501 by revising paragraph (c) to read as follows:

§ 1039.501 How do I run a valid emission test?

* * * * *

(c) Measure smoke opacity using the procedures in 40 CFR part 1065, subpart L, for evaluating whether engines meet the smoke opacity standards in § 1039.105, except that you may test two-cylinder engines with an exhaust muffler like those installed on in-use engines.

* * * * *

■ 146. Revise § 1039.655 to read as follows:

§ 1039.655 What special provisions apply to engines sold in American Samoa or the Commonwealth of the Northern Mariana Islands?

(a) The prohibitions in 40 CFR 1068.101(a)(1) do not apply to diesel-fueled engines that are intended for use and will be used in American Samoa or the Commonwealth of the Northern Mariana Islands, subject to the following conditions:

(1) The engine meets the latest applicable emission standards in appendix I of this part.

(2) You meet all the requirements of 40 CFR 1068.265.

(b) If you introduce an engine into U.S. commerce under this section, you must meet the labeling requirements in § 1039.135, but add the following statement instead of the compliance statement in § 1039.135(c)(12):

THIS ENGINE DOES NOT COMPLY WITH U.S. EPA TIER 4 EMISSION REQUIREMENTS. IMPORTING THIS ENGINE INTO THE UNITED STATES OR ANY TERRITORY OF THE UNITED STATES EXCEPT AMERICAN SAMOA OR THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS MAY BE A VIOLATION OF FEDERAL LAW SUBJECT TO CIVIL PENALTY.

(c) Introducing into commerce an engine exempted under this section in any state or territory of the United States other than American Samoa or the Commonwealth of the Northern Mariana Islands, throughout its lifetime, violates the prohibitions in 40 CFR 1068.101(a)(1), unless it is exempt under a different provision.

(d) The exemption provisions in this section also applied for engines that were introduced into commerce in Guam before January 1, 2024 if they

would otherwise have been subject to Tier 4 standards.

■ 147. Amend § 1039.801 by revising the definitions of ''Adjustable parameter'', ''Critical emission-related component'', and ''Designated Compliance Officer'' to read as follows:

§ 1039.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

Designated Compliance Officer means the Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov; www.epa.gov/ve-certification*

* * * * *

■ 148. Amend appendix I of part 1039 by revising paragraphs (a) and (b) to read as follows:

Appendix I to Part 1039—Summary of Previous Emission Standards

* * * * *

(a) Tier 1 standards apply as summarized in the following table:

TABLE 1 TO APPENDIX I—TIER 1 EMISSION STANDARDS

[g/kW-hr]

Rated power (kW)	Starting model year	NO_X	HC	NO_X + NMHC	CO	PM
kW< 8	2000	.....	.....	10.5	8.0	1.0
8 ≤ kW < 19	2000	.....	.....	9.5	6.6	0.80
19 ≤ kW < 37	1999	.....	.....	9.5	5.5	0.80
37 ≤ kW < 75	1998	9.2	.....	.....	.....	.....
75 ≤ kW < 130	1997	9.2	.....	.....	.....	.....
130 ≤ kW ≤ 560	1996	9.2	1.3	.....	11.4	0.54
kW > 560	2000	9.2	1.3	.....	11.4	0.54

(b) Tier 2 standards apply as summarized in the following table:

TABLE 2 TO APPENDIX I—TIER 2 EMISSION STANDARDS

[g/kW-hr]

Rated power (kW)	Starting model year	NO_X + NMHC	CO	PM
kW< 8	2005	7.5	8.0	0.80
8 ≤ kW < 19	2005	7.5	6.6	0.80
19 ≤ kW < 37	2004	7.5	5.5	0.60
37 ≤ kW < 75	2004	7.5	5.0	0.40
75 ≤ kW < 130	2003	6.6	5.0	0.30
130 ≤ kW < 225	2003	6.6	3.5	0.20
225 ≤ kW < 450	2001	6.4	3.5	0.20
450 ≤ kW ≤ 560	2002	6.4	3.5	0.20
kW > 560	2006	6.4	3.5	0.20

* * * * *

PART 1042—CONTROL OF EMISSIONS FROM NEW AND IN-USE MARINE COMPRESSION-IGNITION ENGINES AND VESSELS

■ 149. The authority citation for part 1042 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Subpart B [Amended]

■ 150. Amend § 1042.110 by revising paragraph (a)(1) to read as follows:

§ 1042.110 Recording reductant use and other diagnostic functions.

(a) * * *

(1) The diagnostic system must monitor reductant supply and alert operators to the need to restore the reductant supply, or to replace the reductant if it does not meet your concentration specifications. Unless we approve other alerts, use a warning lamp and an audible alarm. You do not need to separately monitor reductant quality if your system uses input from an exhaust NO_X sensor (or other sensor) to alert operators when reductant quality is inadequate. However, tank level or DEF flow must be monitored in all cases.

* * * * *

■ 151. Amend § 1042.115 by revising paragraphs (d) introductory text and (e) to read as follows:

§ 1042.115 Other requirements.

* * * * *

(d) *Adjustable parameters.* General provisions for adjustable parameters apply as specified in 40 CFR 1068.50. The following additional category-specific provisions apply:

* * * * *

(e) *Prohibited controls.* (1) *General provisions.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

(2) *Vanadium sublimation in SCR catalysts.* For engines equipped with vanadium-based SCR catalysts, you must design the engine and its emission controls to prevent vanadium sublimation and protect the catalyst from high temperatures. We will evaluate your engine design based on

the following information that you must include in your application for certification:

(i) Identify the threshold temperature for vanadium sublimation for your specified SCR catalyst formulation as described in 40 CFR 1065.1113 through 1065.1121.

(ii) Describe how you designed your engine to prevent catalyst inlet temperatures from exceeding the temperature you identify in paragraph (e)(2)(i) of this section, including consideration of engine wear through the useful life. Also describe your design for catalyst protection in case catalyst temperatures exceed the specified temperature. In your description, include how you considered elevated catalyst temperature resulting from sustained high-load engine operation, catalyst exotherms, DPF regeneration, and component failure resulting in unburned fuel in the exhaust stream.

* * * * *

■ 152. Amend § 1042.145 by adding paragraph (h) to read as follows:

§ 1042.145 Interim provisions.

* * * * *

(h) *Expanded production-line testing.* Production-line testing requirements for Category 1 engine families with a projected U.S.-directed production volume below 100 engines and for all families certified by small-volume engine manufacturers start to apply in model year 2024. All manufacturers must test no more than four engine families in a single model year, and small-volume engine manufacturers must test no more than two engine families in a single model year.

* * * * *

■ 153. Amend § 1042.205 by revising paragraphs (c) and (s) to read as follows:

§ 1042.205 Application requirements.

* * * * *

(c) If your engines are equipped with an engine diagnostic system as required under § 1042.110, explain how it works, describing especially the engine conditions (with the corresponding diagnostic trouble codes) that cause the warning lamp to go on. Also identify the communication protocol (SAE J1939, SAE J1979, etc.).

* * * * *

(s) Describe all adjustable operating parameters (see § 1042.115(d)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges.

(i) For Category 1 engines, state that the limits, stops, or other means of inhibiting mechanical adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(ii) For Category 2 and Category 3 engines, propose a range of mechanical adjustment for each adjustable parameter, as described in § 1042.115(d). State that the limits, stops, or other means of inhibiting mechanical adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your proposed adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 154. Amend § 1042.245 by adding paragraph (e) to read as follows:

§ 1042.245 Deterioration factors.

* * * * *

(e) You may alternatively determine and verify deterioration factors based on bench-aged aftertreatment as described in 40 CFR 1036.245 and 1036.246, with the following exceptions:

(1) The minimum required aging as specified in 40 CFR 1036.245(c)(2) is 1,500 hours for Category 1 engines and 3,000 hours for Category 2 engines. Operate the engine for service accumulation using the same sequence of duty cycles that would apply for determining a deterioration factor under paragraph (c) of this section.

(2) Use good engineering judgment to perform verification testing using the procedures of § 1042.515 rather than 40 CFR 1036.555. For PEMS testing, measure emissions as the vessel goes through its normal operation over the course of the day (or shift-day).

(3) Apply infrequent regeneration adjustment factors as specified in § 1042.525 rather than 40 CFR 1036.580.

■ 155. Revise § 1042.301 to read as follows:

§ 1042.301 General provisions.

(a) If you produce freshly manufactured marine engines that are subject to the requirements of this part, you must test them as described in this subpart.

(b) We may suspend or revoke your certificate of conformity for certain engine families if your production-line engines do not meet the requirements of this part or you do not fulfill your obligations under this subpart (see §§ 1042.325 and 1042.340). Similarly, we may deny applications for certification for the upcoming model year if you do not fulfill your obligations under this subpart (see § 1042.255(c)(1)).

(c) Other regulatory provisions authorize us to suspend, revoke, or void your certificate of conformity, or order recalls for engine families, without regard to whether they have passed production-line testing requirements. The requirements of this subpart do not affect our ability to do selective enforcement audits, as described in 40 CFR part 1068. Individual engines in families that pass production-line testing requirements must also conform to all applicable regulations of this part and 40 CFR part 1068.

(d) You may ask to use another alternate program or measurement method for testing production-line engines. In your request, you must show us that the alternate program gives equal assurance that your engines meet the requirements of this part. We may waive some or all of this subpart's requirements if we approve your alternate program.

(e) If you certify a Category 1 or Category 2 engine family with carryover emission data, as described in § 1042.235(d), you may omit production-line testing if you fulfilled your testing requirements with a related engine family in an earlier year, except as follows:

(1) We may require that you perform additional production-line testing under this subpart in any model year for cause, such as if you file a defect report related to the engine family or if you amend your application for certification in any of the following ways:

(i) You designate a different supplier or change technical specifications for any critical emission-related components.

(ii) You add a new or modified engine configuration such that the test data from the original emission-data engine do not clearly continue to serve as worst-case testing for certification.

(iii) You change your family emission limit without submitting new emission data.

(2) If you certify an engine family with carryover emission data with no production-line testing for more than five model years, we may require that you perform production-line testing again for one of those later model years unless you demonstrate that none of the circumstances identified in paragraph (e)(1) of this section apply for the engine family.

(f) We may ask you to make a reasonable number of production-line engines available for a reasonable time so we can test or inspect them for compliance with the requirements of this part. For Category 3 engines, you are not required to deliver engines to us, but we may inspect and test your engines at any facility at which they are assembled or installed in vessels.

■ 156. Amend § 1042.302 by revising the introductory text to read as follows:

§ 1042.302 Applicability of this subpart for Category 3 engines.

If you produce Tier 3 or later Category 3 engines that are subject to the requirements of this part, you must test them as described in this subpart, except as specified in this section.

* * * * *

■ 157. Amend § 1042.305 by revising paragraph (a) to read as follows:

§ 1042.305 Preparing and testing production-line engines.

* * * * *

(a) *Test procedures.* Test your production-line engines using the applicable testing procedures in subpart F of this part to show you meet the duty-cycle emission standards in subpart B of this part. For Category 1 and Category 2 engines, the not-to-exceed standards apply for this testing of Category 1 and Category 2 engines, but you need not do additional testing to show that production-line engines meet the not-to-exceed standards. The mode cap standards apply for testing Category 3 engines subject to Tier 3 standards (or for engines subject to the Annex VI Tier III NOx standards under § 1042.650(d)).

* * * * *

■ 158. Revise § 1042.310 to read as follows:

§ 1042.310 Engine selection for Category 1 and Category 2 engines.

(a) For Category 1 and Category 2 engine families, the minimum sample size is one engine. You may ask us to approve treating commercial and recreational engines as being from the same engine family for purposes of production-line testing if you certify them using the same emission-data engine.

(b) Select engines for testing as follows:

(1) For Category 1 engines, randomly select one engine within the first 60 days of the start of production for each engine family.

(2) For Category 2 engines, randomly select one engine within 60 days after you produce the fifth engine from an engine family (or from successive families that are related based on your use of carryover data under § 1042.230(d)).

(3) If you do not produce an engine from the engine family in the specified time frame, test the next engine you produce.

(4) Test engines promptly after selecting them. You may preferentially select and test engines earlier than we specify.

(5) You meet the requirement to randomly select engines under this section if you assemble the engine in a way that fully represents your normal production and quality procedures.

(c) For each engine that fails to meet emission standards, select two engines from the same engine family from the next fifteen engines produced or within seven days, whichever is later. If you do not produce fifteen additional engines within 90 days, select two additional engines within 90 days or as soon as practicable. Test engines promptly after selecting them. If an engine fails to meet emission standards for any pollutant, count it as a failing engine under this paragraph (c).

(d) Continue testing until one of the following things happens:

(1) You test the number of engines required under paragraphs (b) and (c) of this section. For example, if the initial engine fails and then two engines pass, testing is complete for that engine family.

(2) The engine family does not comply according to § 1042.315 or you choose to declare that the engine family does not comply with the requirements of this subpart.

(e) You may elect to test more randomly chosen engines than we require under this section.

■ 159. Amend § 1042.315 by revising paragraphs (a)(1) and (b) to read as follows:

§ 1042.315 Determining compliance.

* * * * *

(a) * * *

(1) *Initial and final test results.* Calculate and round the test results for each engine. If you do multiple tests on an engine in a given configuration (without modifying the engine), calculate the initial results for each test, then add all the test results together and divide by the number of tests. Round this final calculated value for the final test results on that engine. Include the Green Engine Factor to determine low-hour emission results, if applicable.

* * * * *

(b) For Category 1 and Category 2 engines, if a production-line engine fails to meet emission standards and you test additional engines as described in § 1042.310, calculate the average emission level for each pollutant for all the engines. If the calculated average emission level for any pollutant exceeds the applicable emission standard, the engine family fails the production-line testing requirements of this subpart. Tell us within ten working days if an engine fails. You may request to amend the application for certification to raise the FEL of the engine family as described in § 1042.225(f).

■ 160. Amend § 1042.320 by revising paragraph (c) to read as follows:

§ 1042.320 What happens if one of my production-line engines fails to meet emission standards?

* * * * *

(c) Use test data from a failing engine for the compliance demonstration under § 1042.315 as follows:

(1) Use the original, failing test results as described in § 1042.315, whether or not you modify the engine or destroy it. However, for catalyst-equipped engines, you may ask us to allow you to exclude an initial failed test if all the following are true:

(i) The catalyst was in a green condition when tested initially.

(ii) The engine met all emission standards when retested after degreening the catalyst.

(iii) No additional emission-related maintenance or repair was performed between the initial failed test and the subsequent passing test.

(2) Do not use test results from a modified engine as final test results under § 1042.315, unless you change your production process for all engines to match the adjustments you made to the failing engine. If you change production processes and use the test results from a modified engine, count the modified engine as the next engine in the sequence, rather than averaging the results with the testing that occurred before modifying the engine.

■ 161. Amend § 1042.325 by revising paragraph (b) to read as follows:

§ 1042.325 What happens if an engine family fails the production-line testing requirements?

* * * * *

(b) We will tell you in writing if we suspend your certificate in whole or in

part. We will not suspend a certificate until at least 15 days after the engine family fails as described in § 1042.315(b). The suspension is effective when you receive our notice.

* * * * *

■ 162. Revise § 1042.345 to read as follows:

§ 1042.345 Reporting.

(a) Send us a test report within 45 days after you complete production-line testing for a Category 1 or Category 2 engine family, and within 45 days after you finish testing each Category 3 engine. We may approve a later submission for Category 3 engines if it allows you to combine test reports for multiple engines.

(b) Include the following information in the report:

(1) Describe any facility used to test production-line engines and state its location.

(2) For Category 1 and Category 2 engines, describe how you randomly selected engines.

(3) Describe each test engine, including the engine family's identification and the engine's model year, build date, model number, identification number, and number of hours of operation before testing. Also describe how you developed and applied the Green Engine Factor, if applicable.

(4) Identify how you accumulated hours of operation on the engines and describe the procedure and schedule you used.

(5) Provide the test number; the date, time and duration of testing; test procedure; all initial test results; final test results; and final deteriorated test results for all tests. Provide the emission results for all measured pollutants. Include information for both valid and invalid tests and the reason for any invalidation.

(6) Describe completely and justify any nonroutine adjustment, modification, repair, preparation, maintenance, or test for the test engine if you did not report it separately under this subpart. Include the results of any emission measurements, regardless of the procedure or type of engine.

(c) We may ask you to add information to your written report so we can determine whether your new engines conform with the requirements of this subpart. We may also ask you to send less information.

(d) An authorized representative of your company must sign the following statement:

We submit this report under sections 208 and 213 of the Clean Air Act. Our production-line testing conformed completely with the requirements of 40 CFR part 1042. We have not changed production processes or quality-control procedures for test engines in a way that might affect emission controls. All the information in this report is true and accurate to the best of my knowledge. I know of the penalties for violating the Clean Air Act and the regulations. (Authorized Company Representative)

(e) Send electronic reports of production-line testing to the Designated Compliance Officer using an approved information format. If you want to use a different format, send us a written request with justification for a waiver. You may combine reports from multiple engines and engine families into a single report.

(f) We will send copies of your reports to anyone from the public who asks for them. See § 1042.915 for information on how we treat information you consider confidential.

■ 163. Amend § 1042.515 by revising paragraph (d) to read as follows:

§ 1042.515 Test procedures related to not-to-exceed standards.

* * * * *

(d) Engine testing may occur at any conditions expected during normal operation but that are outside the conditions described in paragraph (c) of this section, as long as measured values are corrected to be equivalent to the nearest end of the specified range, using good engineering judgment. Correct NO_X emissions for humidity as specified in 40 CFR part 1065, subpart G.

* * * * *

■ 164. Amend § 1042.615 by revising paragraph (g) introductory text to read as follows:

§ 1042.615 Replacement engine exemption.

* * * * *

(g) In unusual circumstances, you may ask us to allow you to apply the replacement engine exemption of this section for repowering a steamship or a vessel that becomes a ''new vessel'' under § 1042.901 as a result of modifications, as follows:

* * * * *

■ 165. Amend § 1042.660 by revising paragraph (b) to read as follows:

§ 1042.660 Requirements for vessel manufacturers, owners, and operators.

* * * * *

(b) For vessels equipped with SCR systems requiring the use of urea or other reductants, owners and operators must report to the Designated Compliance Officer within 30 days any operation of such vessels without the appropriate reductant. For each reportable incident, include the cause of the noncompliant operation, the remedy, and an estimate of the extent of operation without reductant. You must remedy the problem as soon as practicable to avoid violating the tampering prohibition in 40 CFR 1068.101(b)(1). If the remedy is not complete within 30 days of the incident, notify the Designated Compliance Officer when the issue is resolved, along with any relevant additional information related to the repair. This reporting requirement applies for all engines on covered vessels even if the engines are certified to Annex VI standards instead of or in addition to EPA standards under this part. Failure to comply with the reporting requirements of this paragraph (b) is a violation of 40 CFR 1068.101(a)(2). Note that operating such engines without reductant is a violation of 40 CFR 1068.101(b)(1).

* * * * *

■ 166. Amend § 1042.901 by revising the definitions of ''Adjustable parameter'', ''Category 1'', ''Category 2'', ''Critical emission-related component'', and ''Designated Compliance Officer'' and removing the definition of ''Designated Enforcement Officer'' to read as follows:

§ 1042.901 Definitions.

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Category 1 means relating to a marine engine with specific engine displacement below 7.0 liters per cylinder. See § 1042.670 to determine equivalent per-cylinder displacement for nonreciprocating marine engines (such as gas turbine engines). Note that the maximum specific engine displacement for Category 1 engines subject to Tier 1 and Tier 2 standards was 5.0 liters per cylinder.

Category 2 means relating to a marine engine with a specific engine displacement at or above 7.0 liters per cylinder but less than 30.0 liters per cylinder. See § 1042.670 to determine equivalent per-cylinder displacement for nonreciprocating marine engines (such as gas turbine engines). Note that the minimum specific engine displacement for Category 2 engines subject to Tier 1 and Tier 2 standards was 5.0 liters per cylinder.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

Designated Compliance Officer means the Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov*; *www.epa.gov/ve-certification*.

* * * * *

■ 167. Amend appendix I to part 1042 by revising paragraph (a) to read as follows:

Appendix I to Part 1042—Summary of Previous Emission Standards

* * * * *

(a) *Engines below 37 kW.* Tier 1 and Tier 2 standards for engines below 37 kW originally adopted under 40 CFR part 89 apply as follows:

TABLE 1 TO APPENDIX I—EMISSION STANDARDS FOR ENGINES BELOW 37 KW

[g/kW-hr]

Rated power (kW)	Tier	Model year	NMHC + NO_X	CO	PM
kW<8	Tier 1	2000	10.5	8.0	1.0
	Tier 2	2005	7.5	8.0	0.80
8≤k W<19	Tier 1	2000	9.5	6.6	0.80
	Tier 2	2005	7.5	6.6	0.80
19≤ kW<37	Tier 1	1999	9.5	5.5	0.80
	Tier 2	2004	7.5	5.5	0.60

* * * * *

PART 1043—CONTROL OF NO_X, SO_X, AND PM EMISSIONS FROM MARINE ENGINES AND VESSELS SUBJECT TO THE MARPOL PROTOCOL

■ 168. The authority citation for part 1043 continues to read as follows:

Authority: 33 U.S.C. 1901–1912.

■ 169. Amend § 1043.20 by removing the definition of ''Public vessels'' and adding a definition of ''Public vessel'' in alphabetical order to read as follows:

§ 1043.20 Definitions.

* * * * *

Public vessel means a warship, naval auxiliary vessel, or other vessel owned or operated by a sovereign country when engaged in noncommercial service. Vessels with a national security exemption under 40 CFR 1042.635 are deemed to be public vessels with respect to compliance with NO_X-related requirements of this part when engaged in noncommercial service. Similarly, vessels with one or more installed engines that have a national security exemption under 40 CFR 1090.605 are deemed to be public vessels with respect to compliance with fuel content requirements when engaged in noncommercial service.

* * * * *

■ 170. Amend § 1043.55 by revising paragraphs (a) and (b) to read as follows:

§ 1043.55 Applying equivalent controls instead of complying with fuel requirements.

* * * * *

(a) The U.S. Coast Guard is the approving authority under APPS for such equivalent methods for U.S.-flagged vessels.

(b) The provisions of this paragraph (b) apply for vessels equipped with controls certified by the U.S. Coast Guard or the Administration of a foreign-flag vessel to achieve emission levels equivalent to those achieved by the use of fuels meeting the applicable fuel sulfur limits of Regulation 14 of Annex VI. Fuels not meeting the applicable fuel sulfur limits of Regulation 14 of Annex VI may be used on such vessels consistent with the provisions of the IAPP certificate, APPS and Annex VI.

* * * * *

■ 171. Amend § 1043.95 by revising paragraph (b) to read as follows:

§ 1043.95 Great Lakes provisions.

* * * * *

(b) The following exemption provisions apply for ships qualifying under paragraph (a) of this section:

(1) The fuel-use requirements of this part do not apply through December 31, 2025, if we approved an exemption under this section before [60 days after the date of publication in the **Federal Register**] based on the use of replacement engines certified to applicable standards under 40 CFR part 1042 corresponding to the date the vessel entered dry dock for service. All other requirements under this part 1043 continue to apply to exempted vessels, including requirements related to bunker delivery notes.

(2) A marine diesel engine installed to repower a steamship may be certified to the Tier II NO_X standard instead of the Tier III NO_X standard pursuant to Regulation 13 of Annex VI.

* * * * *

PART 1045—CONTROL OF EMISSIONS FROM SPARK-IGNITION PROPULSION MARINE ENGINES AND VESSELS

■ 172. The authority citation for part 1045 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 173. Amend § 1045.115 by revising paragraphs (e) and (f) to read as follows:

§ 1045.115 What other requirements apply?

* * * * *

(e) *Adjustable parameters.* Engines that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, production-line testing, or in-use testing. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50.

(f) *Prohibited controls.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

* * * * *

■ 174. Amend § 1045.205 by revising paragraph (r) to read as follows:

§ 1045.205 What must I include in my application?

* * * * *

(r) Describe all adjustable operating parameters (see § 1045.115(e)), including production tolerances. For any operating parameters that do not

qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 175. Amend § 1045.801 by revising the definitions of ''Adjustable parameter'' and ''Critical emission-related component'' to read as follows:

§ 1045.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

■ 176. Revise § 1045.815 to read as follows:

§ 1045.815 What provisions apply to confidential information?

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 1048—CONTROL OF EMISSIONS FROM NEW, LARGE NONROAD SPARK-IGNITION ENGINES

■ 177. The authority citation for part 1048 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Subpart B [Amended]

■ 178. Amend § 1048.115 by revising paragraphs (e) and (f) to read as follows:

§ 1048.115 What other requirements apply?

* * * * *

(e) *Adjustable parameters.* Engines that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, production-line testing, or in-use testing. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50.

(f) *Prohibited controls.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

* * * * *

■ 179. Amend § 1048.205 by revising paragraph (t) to read as follows:

§ 1048.205 What must I include in my application?

* * * * *

(t) Describe all adjustable operating parameters (see § 1048.115(e)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 180. Amend § 1048.240 by adding paragraph (f) to read as follows:

§ 1048.240 How do I demonstrate that my engine family complies with exhaust emission standards?

* * * * *

(f) You may alternatively determine and verify deterioration factors based on bench-aged aftertreatment as described in 40 CFR 1036.245 and 1036.246, with the following exceptions:

(1) The minimum required aging for engines as specified in 40 CFR 1036.245(c)(2) is 300 hours. Operate the engine for service accumulation using the same sequence of duty cycles that would apply for determining a deterioration factor under paragraph (c) of this section.

(2) Use good engineering judgment to perform verification testing using the procedures of § 1048.515 rather than 40 CFR 1036.555. For PEMS testing, measure emissions as the equipment goes through its normal operation over the course of the day (or shift-day).

■ 181. Amend § 1048.501 by revising paragraph (e)(2) to read as follows:

§ 1048.501 How do I run a valid emission test?

* * * * *

(e) * * *

(2) For engines equipped with carbon canisters that store fuel vapors that will be purged for combustion in the engine, precondition the canister as specified in 40 CFR 86.132–96(h) and then operate the engine for 60 minutes over repeat runs of the duty cycle specified in appendix II of this part.

* * * * *

■ 182. Amend § 1048.620 by revising paragraphs (a)(3), (d), and (e) to read as follows:

§ 1048.620 What are the provisions for exempting large engines fueled by natural gas or liquefied petroleum gas?

(a) * * *

(3) The engine must be in an engine family that has a valid certificate of conformity showing that it meets emission standards for engines of that power rating under 40 CFR part 1039.

* * * * *

(d) Engines exempted under this section are subject to all the requirements affecting engines under 40 CFR part 1039. The requirements and restrictions of 40 CFR part 1039 apply to anyone manufacturing engines exempted under this section, anyone manufacturing equipment that uses these engines, and all other persons in the same manner as if these were nonroad diesel engines.

(e) You may request an exemption under this section by submitting an application for certification for the engines under 40 CFR part 1039.

■ 183. Amend § 1048.801 by revising the definitions of ''Adjustable parameter'' and ''Critical emission-related component'' to read as follows:

§ 1048.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

■ 184. Revise § 1048.815 to read as follows:

§ 1048.815 What provisions apply to confidential information?

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 1051—CONTROL OF EMISSIONS FROM RECREATIONAL ENGINES AND VEHICLES

■ 185. The authority citation for part 1051 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Subpart B [Amended]

■ 186. Amend § 1051.115 by revising paragraphs (c), (d) introductory text, (d)(1), (d)(2) introductory text, and (e) to read as follows:

§ 1051.115 What other requirements apply?

* * * * *

(c) *Adjustable parameters.* Vehicles that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. Note that parameters that control the air-fuel ratio may be treated separately under paragraph (d) of this section. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, production-line testing, or in-use testing. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50.

(d) *Other adjustments.* The following provisions apply for engines with carburetor jets or needles, and for engines with any other technology involving service to adjust air-fuel ratio that falls within the time and cost specifications of 40 CFR 1068.50(d)(1):

(1) In your application for certification, specify the practically adjustable range of air-fuel ratios you expect to occur in use. You may specify it in terms of engine parts (such as the carburetor jet size and needle configuration as a function of atmospheric conditions).

(2) The practically adjustable range specified in paragraph (d)(1) of this section must include all air-fuel ratios between the lean limit and the rich limit, unless you can show that some air-fuel ratios will not occur in use.

* * * * *

(e) *Prohibited controls.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

* * * * *

■ 187. Amend § 1051.205 by revising paragraph (q) to read as follows:

§ 1051.205 What must I include in my application?

* * * * *

(q) Describe all adjustable operating parameters (see § 1051.115(e)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 188. Amend § 1051.501 by revising paragraphs (c)(2), (d)(2)(i) and (d)(3) to read as follows:

§ 1051.501 What procedures must I use to test my vehicles or engines?

* * * * *

(c) * * *

(2) To measure fuel-line permeation emissions, use the equipment and procedures specified in SAE J30 as described in 40 CFR 1060.810. Prior to permeation testing, precondition the fuel line by filling it with the fuel specified in paragraph (d)(3) of this section, sealing the openings, and soaking it for 4 weeks at (23 ±5) °C. Use the fuel specified in paragraph (d)(3) of this section. Perform daily measurements for 14 days, except that you may omit up to two daily measurements in any seven-day period. Maintain an ambient temperature of (23 ±2) °C throughout the sampling period, except for intervals up to 30 minutes for weight measurements.

(d) * * *

(2) * * *

(i) For the preconditioning soak described in § 1051.515(a)(1) and fuel slosh durability test described in § 1051.515(d)(3), use the fuel specified in 40 CFR 1065.710(b), or the fuel specified in 40 CFR 1065.710(c) blended with 10 percent ethanol by volume. As an alternative, you may use Fuel CE10, which is Fuel C as specified in ASTM D471 (see 40 CFR 1060.810) blended with 10 percent ethanol by volume.

* * * * *

(3) *Fuel hose permeation.* Use the fuel specified in 40 CFR 1065.710(b), or the fuel specified in 40 CFR 1065.710(c) blended with 10 percent ethanol by volume for permeation testing of fuel lines. As an alternative, you may use Fuel CE10, which is Fuel C as specified in ASTM D471 (see 40 CFR 1060.810) blended with 10 percent ethanol by volume.

* * * * *

■ 189. Amend § 1051.515 by revising paragraph (a)(1) to read as follows:

§ 1051.515 How do I test my fuel tank for permeation emissions?

* * * * *

(a) * * *

(1) Fill the tank with the fuel specified in § 1051.501(d)(2)(i), seal it, and allow it to soak at 28 ±5 °C for 20 weeks or at (43 ±5) °C for 10 weeks.

* * * * *

■ 190. Amend § 1051.740 by revising paragraph (b)(5) to read as follows:

§ 1051.740 Are there special averaging provisions for snowmobiles?

* * * * *

(b) * * *

(5) Credits can also be calculated for Phase 3 using both sets of standards. Without regard to the trigger level values, if your net emission reduction for the redesignated averaging set exceeds the requirements of Phase 3 in § 1051.103 (using both HC and CO in the Phase 3 equation in § 1051.103), then your credits are the difference between the Phase 3 reduction requirement of that section and your calculated value.

■ 191. Amend § 1051.801 by revising the definitions of ''Adjustable parameter'' and ''Critical emission-related component'' to read as follows:

§ 1051.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

■ 192. Revise § 1051.815 to read as follows:

§ 1051.815 What provisions apply to confidential information?

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

PART 1054—CONTROL OF EMISSIONS FROM NEW, SMALL NONROAD SPARK-IGNITION ENGINES AND EQUIPMENT

■ 193. The authority citation for part 1054 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 194. Amend § 1054.115 by revising paragraphs (b) and (d) to read as follows:

§ 1054.115 What other requirements apply?

* * * * *

(b) *Adjustable parameters.* Engines that have adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. We may require that you set adjustable parameters to any specification within the practically adjustable range during any testing, including certification testing, production-line testing, or in-use testing. You may ask us to limit idle-speed or carburetor adjustments to a smaller range than the practically adjustable range if you show us that the engine will not be adjusted outside of this smaller range during in-use operation without significantly degrading engine performance. General provisions for adjustable parameters apply as specified in 40 CFR 1068.50.

* * * * *

(d) *Prohibited controls.* You may not design your engines with emission control devices, systems, or elements of design that cause or contribute to an unreasonable risk to public health, welfare, or safety while operating. For example, an engine may not emit a noxious or toxic substance it would otherwise not emit that contributes to such an unreasonable risk.

* * * * *

■ 195. Amend § 1054.205 by revising paragraphs (o)(1) and (q) to read as follows:

§ 1054.205 What must I include in my application?

* * * * *

(o) * * *

(1) Present emission data for hydrocarbon (such as THC, THCE, or NMHC, as applicable), NO_X, and CO on an emission-data engine to show your engines meet the applicable exhaust emission standards as specified in § 1054.101. Show emission figures before and after applying deterioration factors for each engine. Include test data from each applicable duty cycle as specified in § 1054.505(b). If we specify more than one grade of any fuel type (for example, low-temperature and all-season gasoline), you need to submit test data only for one grade, unless the regulations of this part specify otherwise for your engine.

* * * * *

(q) Describe all adjustable operating parameters (see § 1054.115(b)), including production tolerances. For any operating parameters that do not qualify as adjustable parameters, include a description supporting your conclusion (see 40 CFR 1068.50(c)). Include the following in your description of each adjustable parameter:

(1) For practically adjustable parameters, include the nominal or recommended setting, the intended practically adjustable range, and the limits or stops used to establish adjustable ranges. State that the limits, stops, or other means of inhibiting adjustment are effective in preventing adjustment of parameters on in-use engines to settings outside your intended practically adjustable ranges and provide information to support this statement.

(2) For programmable operating parameters, state that you have restricted access to electronic controls to prevent parameter adjustments on in-use engines that would allow operation outside the practically adjustable range. Describe how your engines are designed to prevent unauthorized adjustments.

* * * * *

■ 196. Amend § 1054.230 by revising paragraphs (b)(8) and (9) to read as follows:

§ 1054.230 How do I select emission families?

* * * * *

(b) * * *

(8) Method of control for engine operation, other than governing. For example, multi-cylinder engines with port fuel injection may not be grouped into an emission family with engines that have a single throttle-body injector or carburetor.

(9) The numerical level of the applicable emission standards. For example, an emission family may not include engines certified to different family emission limits, though you may change family emission limits without recertifying as specified in § 1054.225.

* * * * *

■ 197. Amend § 1054.505 by revising paragraphs (a), (b) introductory text, (b)(1)(i), (b)(2), and (d)(1) to read as follows:

§ 1054.505 How do I test engines?

(a) This section describes how to test engines under steady-state conditions. We may also perform other testing as allowed by the Clean Air Act. Sample emissions separately for each mode, then calculate an average emission level for the whole cycle using the weighting factors specified for each mode. Control engine speed as specified in this section. Use one of the following methods for confirming torque values for nonhandheld engines:

(1) Calculate torque-related cycle statistics and compare with the established criteria as specified in 40 CFR 1065.514 to confirm that the test is valid.

(2) Evaluate each mode separately to validate the duty cycle. All torque feedback values recorded during non-idle sampling periods must be within ±2 percent of the reference value or within ±0.27 N·m of the reference value, whichever is greater. Also, the mean torque value during non-idle sampling periods must be within ±1 percent of the reference value or ±0.12 N·m of the reference value, whichever is greater. Control torque during idle as specified in paragraph (c) of this section.

(b) Measure emissions by testing engines on a dynamometer with the test procedures for constant-speed engines in 40 CFR part 1065 while using the steady-state duty cycles identified in this paragraph (b) to determine whether it meets the exhaust emission standards specified in § 1054.101(a). This paragraph (b) applies for all engines, including those not meeting the definition of ''constant-speed engine'' in 40 CFR 1065.1001.

(1) * * *

(i) For ungoverned handheld engines used in fixed-speed applications all having approximately the same nominal

in-use operating speed, hold engine speed within 350 rpm of the nominal speed for testing. We may allow you to include in your engine family, without additional testing, a small number of engines that will be installed such that they have a different nominal speed. If your engine family includes a majority of engines with approximately the same nominal in-use operating speed and a substantial number of engines with different nominal speeds, you must test engines as specified in this paragraph (b)(1)(i) and paragraph (b)(1)(ii) of this section.

* * * * *

(2) For nonhandheld engines designed to idle, use the six-mode duty cycle described in paragraph (b)(1) of appendix II of this part; use the five-mode duty cycle described in paragraph (b)(2) of appendix II of this part for engines that are not designed to idle. If an engine family includes engines designed to idle and engines not designed to idle, include in the application for certification the test results for the duty cycle that will result in worst-case $HC+NO_X$ emissions based on measured values for that engine family. Control engine speed during the full-load operating mode as specified in paragraph (d) of this section. For all other modes, control engine speed to within 5 percent of the nominal speed specified in paragraph (d) of this section or let the installed governor (in the production configuration) control engine speed. For all modes except idle, control torque as needed to meet the cycle-validation criteria in paragraph (a) of this section. The governor may be adjusted before emission sampling to target the nominal speed identified in paragraph (d) of this section, but the installed governor must control engine speed throughout the emission-sampling period whether the governor is adjusted or not.

* * * * *

(d) * * *

(1) Select an engine speed for testing as follows:

(i) For engines with a governed speed at full load between 2700 and 4000 rpm, select appropriate test speeds for the emission family. If all the engines in the emission family are used in intermediate-speed equipment, select a test speed of 3060 rpm. The test associated with intermediate-speed operation is referred to as the A Cycle. If all the engines in the emission family are used in rated-speed equipment, select a test speed of 3600 rpm. The test associated with rated-speed operation is referred to as the B Cycle. If an emission family includes engines used in both intermediate-speed equipment and rated-speed equipment, measure emissions at test speeds of both 3060 and 3600 rpm. In unusual circumstances, you may ask to use a test speed different than that specified in this paragraph (d)(1)(i) if it better represents in-use operation.

(ii) For engines with a governed speed below 2700 or above 4000 rpm, ask us to approve one or more test speeds to represent those engines using the provisions for special procedures in 40 CFR 1065.10(c)(2).

* * * * *

■ 198. Amend § 1054.801 by:
■ a. Revising the definitions of ''Adjustable parameter'' and ''Critical emission-related component''.
■ b. Removing the definition of ''Discrete mode''.
■ c. Revising the definition of ''Intermediate-speed equipment''.
■ d. Removing the definition of ''Ramped-modal''.
■ e. Revising the definitions of ''Rated-speed equipment'' and ''Steady-state''.

The revisions read as follows:

§ 1054.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

Critical emission-related component has the meaning given in 40 CFR 1068.30.

* * * * *

Intermediate-speed equipment includes all nonhandheld equipment in which the installed engine's governed speed at full load is below 3330 rpm. It may also include nonhandheld equipment in which the installed engine's governed speed at full load is as high as 3400 rpm.

* * * * *

Rated-speed equipment includes all nonhandheld equipment in which the installed engine's governed speed at full load is at or above 3400 rpm. It may also include nonhandheld equipment in which the installed engine's governed speed at full load is as low as 3330 rpm.

* * * * *

Steady-state means relating to emission tests in which engine speed and load are held at a finite set of essentially constant values.

* * * * *

■ 199. Revise § 1054.815 to read as follows:

§ 1054.815 What provisions apply to confidential information?

The provisions of 40 CFR 1068.10 and 1068.11 apply for information you submit under this part.

■ 200. Redesignate appendix I to part 1054 as appendix A to part 1054 and amend newly redesignated appendix A by revising paragraph (b)(3) introductory text to read as follows:

Appendix A to Part 1054—Summary of Previous Emission Standards

* * * * *

(b) * * *

(3) Note that engines subject to Phase 1 standards were not subject to useful life, deterioration factor, production-line testing, or in-use testing provisions. In addition, engines subject to Phase 1 standards and engines subject to Phase 2 standards were both not subject to the following provisions:

* * * * *

■ 201. Redesignate appendix II to part 1054 as appendix B to part 1054 and revise newly redesignated appendix B to read as follows:

Appendix B to Part 1054—Duty Cycles for Laboratory Testing

(a) Test handheld engines with the following steady-state duty cycle:

TABLE 1 TO APPENDIX B—DUTY CYCLE FOR HANDHELD ENGINES

G3 mode No.	Engine speed [a]	Torque (percent) [b]	Weighting factors
1	Rated speed	100	0.85
2	Warm idle	0	0.15

[a] Test engines at the specified speeds as described in § 1054.505.

[b] Test engines at 100 percent torque by setting operator demand to maximum. Control torque during idle at its warm idle speed as described in 40 CFR 1065.510.

(b) Test nonhandheld engines with one of the following steady-state duty cycles:

(1) The following duty cycle applies for engines designed to idle:

TABLE 2 TO APPENDIX B—DUTY CYCLE FOR NONHANDHELD ENGINES WITH IDLE

G2 Mode No.[a]	Torque (percent)[b]	Weighting factors
1	100	0.09
2	75	0.20
3	50	0.29
4	25	0.30
5	10	0.07
6	0	0.05

[a] Control engine speed as described in § 1054.505. Control engine speed for Mode 6 as described in § 1054.505(c) for idle operation.

[b] The percent torque is relative to the value established for full-load torque, as described in § 1054.505.

(2) The following duty cycle applies for engines that are not designed to idle:

TABLE 3 TO APPENDIX B—DUTY CYCLE FOR NONHANDHELD ENGINES WITHOUT IDLE

Mode No.[a]	Torque (percent)[b]	Weighting factors
1	100	0.09
2	75	0.21
3	50	0.31
4	25	0.32
5	10	0.07

[a] Control engine speed as described in § 1054.505.

[b] The percent torque is relative to the value established for full-load torque, as described in § 1054.505.

PART 1060—CONTROL OF EVAPORATIVE EMISSIONS FROM NEW AND IN-USE NONROAD AND STATIONARY EQUIPMENT

■ 202. The authority citation for part 1060 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 203. Amend § 1060.101 by revising paragraph (e)(1) to read as follows:

§ 1060.101 What evaporative emission requirements apply under this part?

* * * * *

(e) * * *

(1) *Adjustable parameters.* Components or equipment with adjustable parameters must meet all the requirements of this part for any adjustment in the practically adjustable range. See 40 CFR 1068.50.

* * * * *

■ 204. Amend § 1060.515 by revising paragraphs (c) and (d) to read as follows:

§ 1060.515 How do I test EPA Nonroad Fuel Lines and EPA Cold-Weather Fuel Lines for permeation emissions?

* * * * *

(c) Except as specified in paragraph (d) of this section, measure fuel line permeation emissions using the equipment and procedures for weight-loss testing specified in SAE J30 or SAE J1527 (incorporated by reference in § 1060.810). Start the measurement procedure within 8 hours after draining and refilling the fuel line. Perform the emission test over a sampling period of 14 days. You may omit up to two daily measurements in any seven-day period. Determine your final emission result based on the average of measured values over the 14-day period. Maintain an ambient temperature of (23±2) °C throughout the sampling period, except for intervals up to 30 minutes for daily weight measurements.

(d) For fuel lines with a nominal inner diameter below 5.0 mm, you may alternatively measure fuel line permeation emissions using the equipment and procedures for weight-loss testing specified in SAE J2996 (incorporated by reference in § 1060.810). Determine your final emission result based on the average of measured values over the 14-day sampling period. Maintain an ambient temperature of (23±2) °C throughout the sampling period, except for intervals up to 30 minutes for daily weight measurements.

* * * * *

■ 205. Amend § 1060.520 by revising paragraph (b)(1) to read as follows:

§ 1060.520 How do I test fuel tanks for permeation emissions?

* * * * *

(b) * * *

(1) Fill the fuel tank to its nominal capacity with the fuel specified in paragraph (e) of this section, seal it, and allow it to soak at (28±5) °C for at least 20 weeks. Alternatively, the fuel tank may be soaked for at least 10 weeks at (43±5) °C. You may count the time of the preconditioning steps in paragraph (a) of this section as part of the preconditioning fuel soak as long as the ambient temperature remains within the specified temperature range and the fuel tank continues to be at least 40 percent full throughout the test; you may add or replace fuel as needed to conduct the specified durability procedures. Void the test if you determine that the fuel tank has any kind of leak.

* * * * *

■ 206. Amend § 1060.801 by revising the definition of ''Adjustable parameter'' to read as follows:

§ 1060.801 What definitions apply to this part?

* * * * *

Adjustable parameter has the meaning given in 40 CFR 1068.50.

* * * * *

PART 1065—ENGINE-TESTING PROCEDURES

■ 207. The authority citation for part 1065 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 208. Amend § 1065.1 by revising paragraphs (a)(1) through (5) and (8) and adding paragraph (i) to read as follows:

§ 1065.1 Applicability.

(a) * * *

(1) Locomotives we regulate under 40 CFR part 1033.

(2) Heavy-duty highway engines we regulate under 40 CFR parts 86 and 1036.

(3) Nonroad compression-ignition engines we regulate under 40 CFR part 1039 and stationary diesel engines that are certified to the standards in 40 CFR part 1039 as specified in 40 CFR part 60, subpart IIII.

(4) Marine compression-ignition engines we regulate under 40 CFR part 1042.

(5) Marine spark-ignition engines we regulate under 40 CFR part 1045.

* * * * *

(8) Small nonroad spark-ignition engines we regulate under 40 CFR part 1054 and stationary engines that are certified to the standards in 40 CFR part 1054 as specified in 40 CFR part 60, subpart JJJJ.

* * * * *

(i) The following additional procedures apply as described in subpart L of this part:

(1) Measuring brake-specific emissions of semi-volatile organic compounds, which are not subject to separate emission standards.

(2) Identifying the threshold temperature for vanadium sublimation for SCR catalysts.

(3) Measuring the smoke opacity of engine exhaust.

(4) Aging aftertreatment devices in support of determining deterioration factors for certified compression-ignition engines.

■ 209. Amend § 1065.5 by revising paragraphs (a) introductory text and (c) to read as follows:

§ 1065.5 Overview of this part 1065 and its relationship to the standard-setting part.

(a) This part specifies procedures that apply generally to measuring brake-specific emissions from various

categories of engines. See subpart L of this part for measurement procedures for testing related to standards other than brake-specific emission standards. See the standard-setting part for directions in applying specific provisions in this part for a particular type of engine. Before using this part's procedures, read the standard-setting part to answer at least the following questions:

* * * * *

(c) The following table shows how this part divides testing specifications into subparts:

TABLE 1 OF § 1065.5—DESCRIPTION OF PART 1065 SUBPARTS

This subpart	Describes these specifications or procedures
Subpart A	Applicability and general provisions.
Subpart B	Equipment for testing.
Subpart C	Measurement instruments for testing.
Subpart D	Calibration and performance verifications for measurement systems.
Subpart E	How to prepare engines for testing, including service accumulation.
Subpart F	How to run an emission test over a predetermined duty cycle.
Subpart G	Test procedure calculations.
Subpart H	Fuels, engine fluids, analytical gases, and other calibration standards.
Subpart I	Special procedures related to oxygenated fuels.
Subpart J	How to test with portable emission measurement systems (PEMS).
Subpart L	How to test for unregulated and special pollutants and to perform additional measurements related to certification.

■ 210. Amend § 1065.10 by revising paragraph (c)(7)(ii) to read as follows:

§ 1065.10 Other procedures.

* * * * *

(c) * * *

(7) * * *

(ii) *Submission.* Submit requests in writing to the EPA Program Officer.

* * * * *

■ 211. Amend § 1065.12 by revising paragraph (a) to read as follows:

§ 1065.12 Approval of alternate procedures.

(a) To get approval for an alternate procedure under § 1065.10(c), send the EPA Program Officer an initial written request describing the alternate procedure and why you believe it is equivalent to the specified procedure. Anyone may request alternate procedure approval. This means that an individual engine manufacturer may request to use an alternate procedure. This also means that an instrument manufacturer may request to have an instrument, equipment, or procedure approved as an alternate procedure to those specified in this part. We may approve your request based on this information alone, whether or not it includes all the information specified in this section. Where we determine that your original submission does not include enough information for us to determine that the alternate procedure is equivalent to the specified procedure, we may ask you to submit supplemental information showing that your alternate procedure is consistently and reliably at least as accurate and repeatable as the specified procedure.

* * * * *

■ 212. Amend § 1065.140 by revising paragraph (b)(2) introductory text, (c)(2), (c)(6) introductory text, and (e)(4) to read as follows:

§ 1065.140 Dilution for gaseous and PM constituents.

* * * * *

(b) * * *

(2) Measure these background concentrations the same way you measure diluted exhaust constituents, or measure them in a way that does not affect your ability to demonstrate compliance with the applicable standards in this chapter. For example, you may use the following simplifications for background sampling:

* * * * *

(c) * * *

(2) *Pressure control.* Maintain static pressure at the location where raw exhaust is introduced into the tunnel within ±1.2 kPa of atmospheric pressure. You may use a booster blower to control this pressure. If you test using more careful pressure control and you show by engineering analysis or by test data that you require this level of control to demonstrate compliance at the applicable standards in this chapter, we will maintain the same level of static pressure control when we test.

* * * * *

(6) *Aqueous condensation.* You must address aqueous condensation in the CVS as described in this paragraph (c)(6). You may meet these requirements by preventing or limiting aqueous condensation in the CVS from the exhaust inlet to the last emission sample probe. See paragraph (c)(6)(2)(B) of this section for provisions related to the CVS between the last emission sample probe and the CVS flow meter. You may heat and/or insulate the dilution tunnel walls, as well as the bulk stream tubing downstream of the tunnel to prevent or limit aqueous condensation. Where we allow aqueous condensation to occur, use good engineering judgment to ensure that the condensation does not affect your ability to demonstrate that your engines comply with the applicable standards in this chapter (see § 1065.10(a)).

* * * * *

(e) * * *

(4) Control sample temperature to a (47 ±5) °C tolerance, as measured anywhere within 20 cm upstream or downstream of the PM storage media (such as a filter). You may instead measure sample temperature up to 30 cm upstream of the filter or other PM storage media if it is housed within a chamber with temperature controlled to stay within the specified temperature range. Measure sample temperature with a bare-wire junction thermocouple with wires that are (0.500 ±0.025) mm diameter, or with another suitable instrument that has equivalent performance.

■ 213. Amend § 1065.145 by revising paragraph (b)(2) to read as follows:

§ 1065.145 Gaseous and PM probes, transfer lines, and sampling system components.

* * * * *

(b) * * *

(2) Sample and measure emissions from each stack and calculate emissions separately for each stack. Add the mass (or mass rate) emissions from each stack to calculate the emissions from the entire engine. Testing under this paragraph (b)(2) requires measuring or

calculating the exhaust molar flow for each stack separately. If the exhaust molar flow in each stack cannot be calculated from intake air flow(s), fuel flow(s), and measured gaseous emissions, and it is impractical to measure the exhaust molar flows directly, you may alternatively proportion the engine's calculated total exhaust molar flow rate (where the flow is calculated using intake air mass flow(s), fuel mass flow(s), and emissions concentrations) based on exhaust molar flow measurements in each stack using a less accurate, non-traceable method. For example, you may use a total pressure probe and static pressure measurement in each stack.

* * * * *

■ 214. Amend § 1065.170 by revising paragraphs (a)(1) and (c)(1)(ii) and (iii) to read as follows:

§ 1065.170 Batch sampling for gaseous and PM constituents.

* * * * *

(a) * * *

(1) Verify proportional sampling after an emission test as described in § 1065.545. You must exclude from the proportional sampling verification any portion of the test where you are not sampling emissions because the engine is turned off and the batch samplers are not sampling, accounting for exhaust transport delay in the sampling system. Use good engineering judgment to select storage media that will not significantly change measured emission levels (either up or down). For example, do not use sample bags for storing emissions if the bags are permeable with respect to emissions or if they off gas emissions to the extent that it affects your ability to demonstrate compliance with the applicable gaseous emission standards in this chapter. As another example, do not use PM filters that irreversibly absorb or adsorb gases to the extent that it affects your ability to demonstrate compliance with the applicable PM emission standards in this chapter.

* * * * *

(c) * * *

(1) * * *

(ii) The filter must be circular, with an overall diameter of (46.50 ±0.60) mm and an exposed diameter of at least 38 mm. See the cassette specifications in paragraph (c)(1)(vii) of this section.

(iii) We highly recommend that you use a pure PTFE filter material that does not have any flow-through support bonded to the back and has an overall thickness of (40 ±20) μm. An inert polymer ring may be bonded to the periphery of the filter material for support and for sealing between the filter cassette parts. We consider Polymethylpentene (PMP) and PTFE inert materials for a support ring, but other inert materials may be used. See the cassette specifications in paragraph (c)(1)(vii) of this section. We allow the use of PTFE-coated glass fiber filter material, as long as this filter media selection does not affect your ability to demonstrate compliance with the applicable standards in this chapter, which we base on a pure PTFE filter material. Note that we will use pure PTFE filter material for compliance testing, and we may require you to use pure PTFE filter material for any compliance testing we require, such as for selective enforcement audits.

* * * * *

§ 1065.190 [Amended]

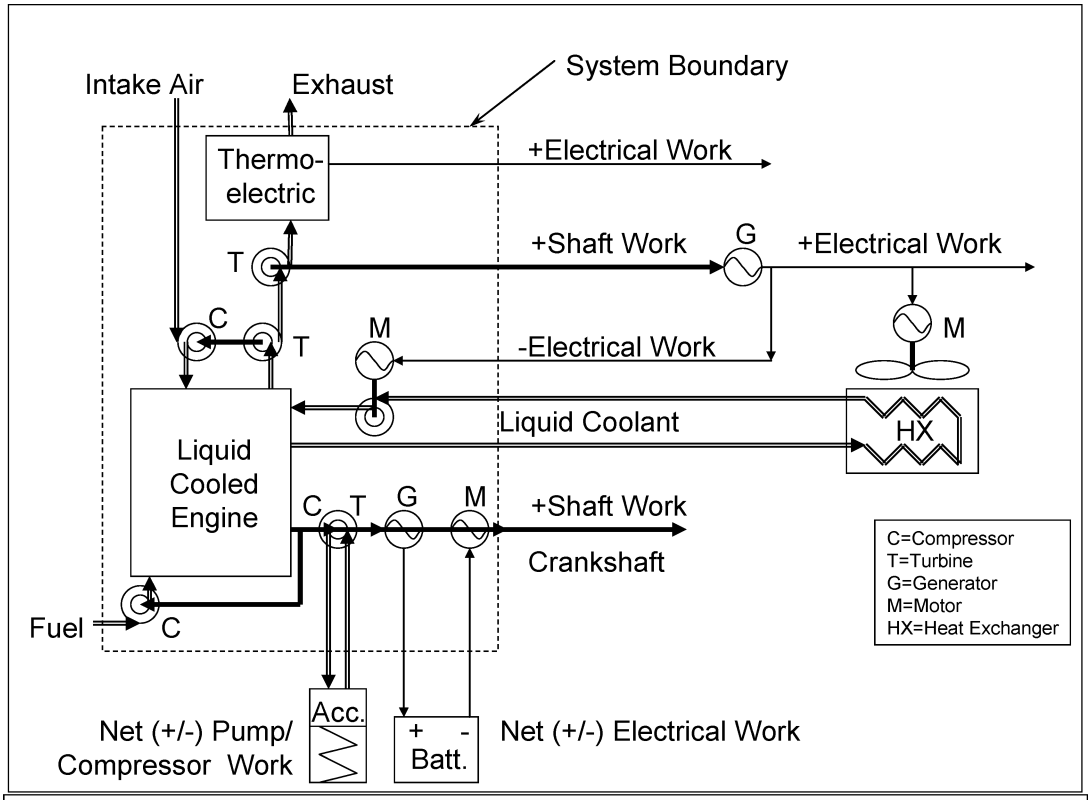
■ 215. Amend § 1065.190 by removing paragraphs (g)(5) and (6).

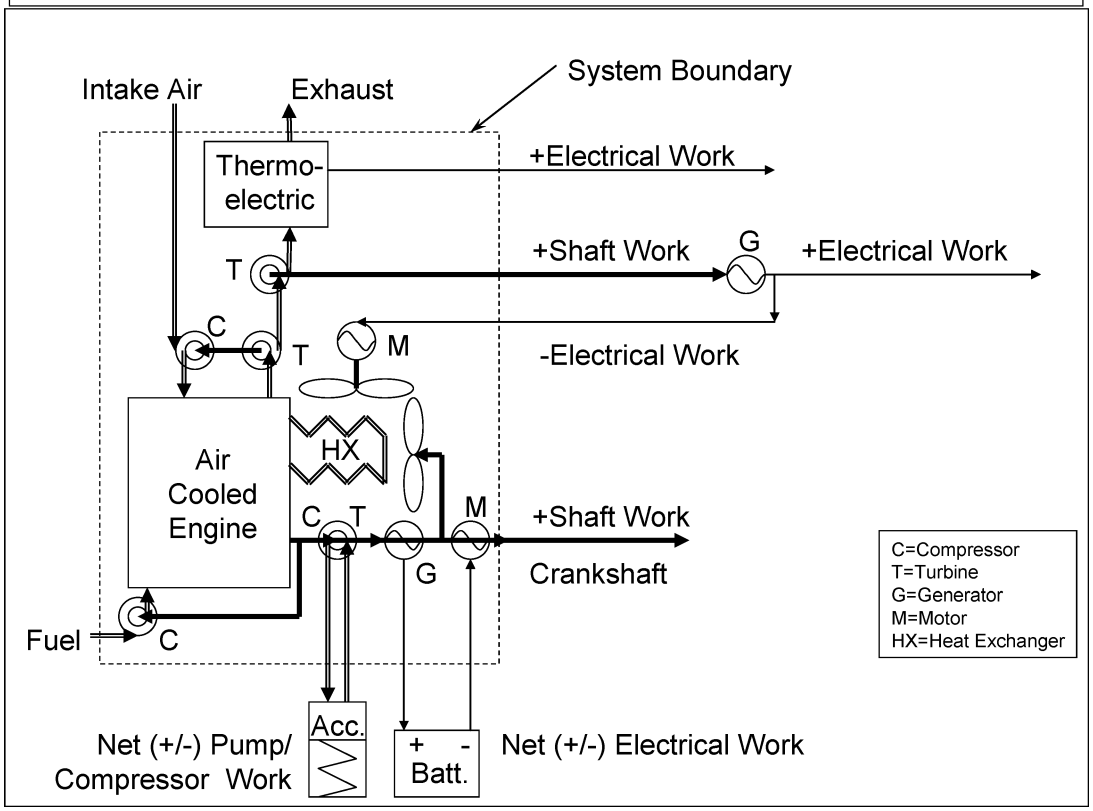
■ 216. Amend § 1065.210 by revising paragraph (a) to read as follows:

§ 1065.210 Work input and output sensors.

(a) *Application.* Use instruments as specified in this section to measure work inputs and outputs during engine operation. We recommend that you use sensors, transducers, and meters that meet the specifications in Table 1 of § 1065.205. Note that your overall systems for measuring work inputs and outputs must meet the linearity verifications in § 1065.307. We recommend that you measure work inputs and outputs where they cross the system boundary as shown in Figure 1 of this section. The system boundary is different for air-cooled engines than for liquid-cooled engines. If you choose to measure work before or after a work conversion, relative to the system boundary, use good engineering judgment to estimate any work-conversion losses in a way that avoids overestimation of total work. For example, if it is impractical to instrument the shaft of an exhaust turbine generating electrical work, you may decide to measure its converted electrical work. As another example, you may decide to measure the tractive (*i.e.,* electrical output) power of a locomotive, rather than the brake power of the locomotive engine. In these cases, divide the electrical work by accurate values of electrical generator efficiency ($\eta < 1$), or assume an efficiency of 1 ($\eta = 1$), which would over-estimate brake-specific emissions. For the example of using locomotive tractive power with a generator efficiency of 1 ($\eta = 1$), this means using the tractive power as the brake power in emission calculations. Do not underestimate any work conversion efficiencies for any components outside the system boundary that do not return work into the system boundary. And do not overestimate any work conversion efficiencies for components outside the system boundary that do return work into the system boundary. In all cases, ensure that you are able to accurately demonstrate compliance with the applicable standards in this chapter. Figure 1 follows:

Figure 1 to Paragraph (a) of § 1065.210: Work Inputs, Outputs, and System Boundaries





* * * * *

■ 217. Amend § 1065.260 by revising paragraph (a) to read as follows:

§ 1065.260 Flame-ionization detector.

(a) *Application.* Use a flame-ionization detector (FID) analyzer to measure hydrocarbon concentrations in raw or diluted exhaust for either batch or continuous sampling. Determine hydrocarbon concentrations on a carbon number basis of one, C_1. For measuring THC or THCE you must use a FID analyzer. For measuring CH_4 you must meet the requirements of paragraph (g) of this section. See subpart I of this part

for special provisions that apply to measuring hydrocarbons when testing with oxygenated fuels.

* * * * *

■ 218. Add § 1065.274 under undesignated center heading ''NO_X and N_2O Measurements'' to read as follows:

§ 1065.274 Zirconium dioxide (ZrO_2) NO_X analyzer.

(a) *Application.* You may use a zirconia oxide (ZrO_2) analyzer to measure NO_X in raw exhaust for field-testing engines.

(b) *Component requirements.* We recommend that you use a ZrO_2 analyzer that meets the specifications in Table 1 of § 1065.205. Note that your ZrO_2-based system must meet the linearity verification in § 1065.307.

(c) *Species measured.* The ZrO_2-based system must be able to measure and report NO and NO_2 together as NO_X. If the ZrO_2-based system cannot measure all of the NO_2, you may develop and apply correction factors based on good engineering judgment to account for this deficiency.

(d) *Interference.* You must account for NH_3 interference with the NO_X measurement.

■ 219. Amend § 1065.284 by revising the section heading to read as follows:

§ 1065.284 Zirconium dioxide (ZrO_2) air-fuel ratio and O_2 analyzer.

* * * * *

■ 220. Add § 1065.298 to read as follows:

§ 1065.298 Correcting real-time PM measurement based on gravimetric PM filter measurement for field-testing analysis.

(a) *Application.* You may quantify net PM on a sample medium for field testing with a continuous PM measurement with correction based on gravimetric PM filter measurement.

(b) *Measurement principles.* Photoacoustic or electrical aerosol instruments used in field-testing typically under-report PM emissions. Apply the verifications and corrections described in this section to meet accuracy requirements.

(c) *Component requirements.* (1) Gravimetric PM measurement must meet the laboratory measurement requirements of this part 1065, noting that there are specific exceptions to some laboratory requirements and specification for field testing given in § 1065.905(d)(2). In addition to those exceptions, field testing does not require you to verify proportional flow control as specified in § 1065.545. Note also that the linearity requirements of § 1065.307 apply only as specified in this section.

(2) Check the calibration and linearity of the photoacoustic and electrical aerosol instruments according to the instrument manufacturer's instructions and the following recommendations:

(i) For photoacoustic instruments we recommend one of the following:

(A) Use a reference elemental carbon-based PM source to calibrate the instrument Verify the photoacoustic instrument by comparing results either to a gravimetric PM measurement collected on the filter or to an elemental carbon analysis of collected PM.

(B) Use a light absorber that has a known amount of laser light absorption to periodically verify the instrument's calibration factor. Place the light absorber in the path of the laser beam. This verification checks the integrity of the microphone sensitivity, the power of the laser diode, and the performance of the analog-to-digital converter.

(C) Verify that you meet the linearity requirements in Table 1 of § 1065.307 by generating a maximum reference PM mass concentration (verified gravimetrically) and then using partial-flow sampling to dilute to various evenly distributed concentrations.

(ii) For electrical aerosol instruments we recommend one of the following:

(A) Use reference monodisperse or polydisperse PM-like particles with a mobility diameter or count median diameter greater than 45 nm. Use an electrometer or condensation particle counter that has a d_{50} at or below 10 nm to verify the reference values.

(B) Verify that you meet the linearity requirements in Table 1 of § 1065.307 using a maximum reference particle concentration, a zero-reference concentration, and at least two other evenly distributed points. Use partial-flow dilution to create the additional reference PM concentrations. The difference between measured values from the electrical aerosol and reference instruments at each point must be no greater than 15% of the mean value from the two measurements at that point.

(d) *Loss correction.* You may use PM loss corrections to account for PM loss in the sample handling system.

(e) *Correction.* Develop a multiplicative correction factor to ensure that total PM measured by photoacoustic or electrical aerosol instruments equate to the gravimetric filter-based total PM measurement. Calculate the correction factor by dividing the mass of PM captured on the gravimetric filter by the quantity represented by the total concentration of PM measured by the instrument multiplied by the time over the test interval multiplied by the gravimetric filter sample flow rate.

■ 221. Amend § 1065.301 by revising paragraph (d) to read as follows:

§ 1065.301 Overview and general provisions.

* * * * *

(d) Use NIST-traceable standards to the tolerances we specify for calibrations and verifications. Where we specify the need to use NIST-traceable standards, you may alternatively use international standards recognized by the CIPM Mutual Recognition Arrangement that are not NIST-traceable.

■ 222. Amend § 1065.305 by revising paragraph (d)(10)(ii) to read as follows:

§ 1065.305 Verifications for accuracy, repeatability, and noise.

* * * * *

(d) * * *

(10) * * *

(ii) The measurement deficiency does not adversely affect your ability to demonstrate compliance with the applicable standards in this chapter.

■ 223. Amend § 1065.307 by revising paragraphs (b), (d) introductory text, and (f) to read as follows:

§ 1065.307 Linearity verification.

* * * * *

(b) *Performance requirements.* If a measurement system does not meet the applicable linearity criteria referenced in Table 1 of this section, correct the deficiency by re-calibrating, servicing, or replacing components as needed. Repeat the linearity verification after correcting the deficiency to ensure that the measurement system meets the linearity criteria. Before you may use a measurement system that does not meet linearity criteria, you must demonstrate to us that the deficiency does not adversely affect your ability to demonstrate compliance with the applicable standards in this chapter.

* * * * *

(d) *Reference signals.* This paragraph (d) describes recommended methods for generating reference values for the linearity-verification protocol in paragraph (c) of this section. Use reference values that simulate actual values, or introduce an actual value and measure it with a reference-measurement system. In the latter case, the reference value is the value reported by the reference-measurement system. Reference values and reference-measurement systems must be NIST-traceable. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty, if not specified elsewhere

in this part 1065. Use the following recommended methods to generate reference values or use good engineering judgment to select a different reference:

* * * * *

(f) *Performance criteria for measurement systems.* Table 1 follows:

TABLE 1 OF § 1065.307—MEASUREMENT SYSTEMS THAT REQUIRE LINEARITY VERIFICATION

Measurement system	Quantity	Linearity criteria			
		$\lvert x_{min}(a_1-1)+a_0\rvert$	a_1	*SEE*	r^2
Speed	f_n	≤0.05% · f_{nmax}	0.98–1.02	≤2% · f_{nmax}	≥0.990
Torque	T	≤1% · T_{max}	0.98–1.02	≤2% · T_{max}	≥0.990
Electrical power	P	≤1% · P_{max}	0.98–1.02	≤2% · P_{max}	≥0.990
Current	I	≤1% · I_{max}	0.98–1.02	≤2% · I_{max}	≥0.990
Voltage	U	≤1% · U_{max}	0.98–1.02	≤2% · U_{max}	≥0.990
Fuel flow rate	$\dot{m}$	≤1% · $\dot{m}_{max}$	0.98–1.02	≤2% · $\dot{m}_{max}$	≥0.990
Fuel mass scale	m	≤0.3% · m_{max}	0.996–1.004	≤0.4% · m_{max}	≥0.999
DEF flow rate	$\dot{m}$	≤1% · $\dot{m}_{max}$	0.98–1.02	≤2% · $\dot{m}_{max}$	≥0.990
DEF mass scale	m	≤0.3% · m_{max}	0.996–1.004	≤0.4% · m_{max}	≥0.999
Intake-air flow rate [a]	$\dot{n}$	≤1% · $\dot{n}_{max}$	0.98–1.02	≤2% · $\dot{n}_{max}$	≥0.990
Dilution air flow rate [a]	$\dot{n}$	≤1% · $\dot{n}_{max}$	0.98–1.02	≤2% · $\dot{n}_{max}$	≥0.990
Diluted exhaust flow rate [a]	$\dot{n}$	≤1% · $\dot{n}_{max}$	0.98–1.02	≤2% · $\dot{n}_{max}$	≥0.990
Raw exhaust flow rate [a]	$\dot{n}$	≤1% · $\dot{n}_{max}$	0.98–1.02	≤2% · $\dot{n}_{max}$	≥0.990
Batch sampler flow rates [a]	$\dot{n}$	≤1% · $\dot{n}_{max}$	0.98–1.02	≤2% · $\dot{n}_{max}$	≥0.990
Gas dividers	x/x_{span}	≤0.5% · $x_{max/xspan}$	0.98–1.02	≤2% · $x_{max/xspan}$	≥0.990
Gas analyzers for laboratory testing	x	≤0.5% · x_{max}	0.99–1.01	≤1% · x_{max}	≥0.998
Gas analyzers for field testing	x	≤1% · x_{max}	0.99–1.01	≤1% · x_{max}	≥0.998
Electrical aerosol analyzer for field testing	x	≤5% · x_{max}	0.85–1.15	≤10% · x_{max}	≥0.950
Photoacoustic analyzer for field testing	x	≤5% · x_{max}	0.90–1.10	≤10% · x_{max}	≥0.980
PM balance	m	≤1% · m_{max}	0.99–1.01	≤1% · m_{max}	≥0.998
Pressures	p	≤1% · p_{max}	0.99–1.01	≤1% · p_{max}	≥0.998
Dewpoint for intake air, PM-stabilization and balance environments.	T_{dew}	≤0.5% · T_{dewmax}	0.99–1.01	≤0.5% · T_{dewmax}	≥0.998
Other dewpoint measurements	T_{dew}	≤1% · T_{dewmax}	0.99–1.01	≤1% · T_{dewmax}	≥0.998
Analog-to-digital conversion of temperature signals.	T	≤1% · T_{max}	0.99–1.01	≤1% · T_{max}	≥0.998

[a] For flow meters that determine volumetric flow rate, $\dot{V}_{std}$, you may substitute $\dot{V}_{std}$ for $\dot{n}$ as the quantity and substitute $\dot{V}_{stdmax}$ for $\dot{n}_{max}$.

* * * * *

■ 224. Amend § 1065.308 by revising paragraph (e)(3) to read as follows:

§ 1065.308 Continuous gas analyzer system-response and updating-recording verification—for gas analyzers not continuously compensated for other gas species.

* * * * *

(e) * * *

(3) If a measurement system fails the criteria in paragraphs (e)(1) and (2) of this section, you may use the measurement system only if the deficiency does not adversely affect your ability to show compliance with the applicable standards in this chapter.

* * * * *

■ 225. Amend § 1065.309 by revising paragraph (e)(3) to read as follows:

§ 1065.309 Continuous gas analyzer system-response and updating-recording verification—for gas analyzers continuously compensated for other gas species.

* * * * *

(e) * * *

(3) If a measurement system fails the criteria in paragraphs (e)(1) and (2) of this section, you may use the measurement system only if the deficiency does not adversely affect your ability to show compliance with the applicable standards in this chapter.

* * * * *

■ 226. Amend § 1065.315 by revising paragraphs (a)(1) through (3) and (b) to read as follows:

§ 1065.315 Pressure, temperature, and dewpoint calibration.

(a) * * *

(1) *Pressure.* We recommend temperature-compensated, digital-pneumatic, or deadweight pressure calibrators, with data-logging capabilities to minimize transcription errors. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

(2) *Temperature.* We recommend digital dry-block or stirred-liquid temperature calibrators, with data logging capabilities to minimize transcription errors. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty. You may perform linearity verification for temperature measurement systems with thermocouples, RTDs, and thermistors by removing the sensor from the system and using a simulator in its place. Use a NIST-traceable simulator that is independently calibrated and, as appropriate, cold-junction compensated. The simulator uncertainty scaled to absolute temperature must be less than 0.5% of T_{max}. If you use this option, you must use sensors that the supplier states are accurate to better than 0.5% of T_{max} compared with their standard calibration curve.

(3) *Dewpoint.* We recommend a minimum of three different temperature-equilibrated and temperature-monitored calibration salt solutions in containers that seal completely around the dewpoint sensor. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

(b) You may remove system components for off-site calibration. We recommend specifying calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

■ 227. Amend § 1065.320 by revising paragraph (c) to read as follows:

§ 1065.320 Fuel-flow calibration.

* * * * *

(c) You may remove system components for off-site calibration. When installing a flow meter with an off-site calibration, we recommend that

you consider the effects of the tubing configuration upstream and downstream of the flow meter. We recommend specifying calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

■ 228. Amend § 1065.325 by revising paragraphs (a) and (b) to read as follows:

§ 1065.325 Intake-flow calibration.

(a) Calibrate intake-air flow meters upon initial installation. Follow the instrument manufacturer's instructions and use good engineering judgment to repeat the calibration. We recommend using a calibration subsonic venturi, ultrasonic flow meter or laminar flow element. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

(b) You may remove system components for off-site calibration. When installing a flow meter with an off-site calibration, we recommend that you consider the effects of the tubing configuration upstream and downstream of the flow meter. We recommend specifying calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

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■ 229. Amend § 1065.330 by revising paragraphs (a) and (b) to read as follows:

§ 1065.330 Exhaust-flow calibration.

(a) Calibrate exhaust-flow meters upon initial installation. Follow the instrument manufacturer's instructions and use good engineering judgment to repeat the calibration. We recommend that you use a calibration subsonic venturi or ultrasonic flow meter and simulate exhaust temperatures by incorporating a heat exchanger between the calibration meter and the exhaust-flow meter. If you can demonstrate that the flow meter to be calibrated is insensitive to exhaust temperatures, you may use other reference meters such as laminar flow elements, which are not commonly designed to withstand typical raw exhaust temperatures. We recommend using calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

(b) You may remove system components for off-site calibration. When installing a flow meter with an off-site calibration, we recommend that you consider the effects of the tubing configuration upstream and downstream of the flow meter. We recommend specifying calibration reference quantities that are NIST-traceable within ±0.5% uncertainty.

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■ 230. Amend § 1065.341 by revising paragraph (e)(3) to read as follows:

§ 1065.341 CVS and PFD flow verification (propane check).

* * * * *

(e) * * *

(3) Calculate total C_3H_8 mass based on your CVS and HC data as described in § 1065.650 (40 CFR 1066.605 for vehicle testing) and § 1065.660, using the molar mass of C_3H_8, M_{C3H8}, instead of the effective molar mass of HC, M_{HC}.

* * * * *

■ 231. Amend § 1065.345 by revising paragraph (d) to read as follows:

§ 1065.345 Vacuum-side leak verification.

* * * * *

(d) *Dilution-of-span-gas leak test.* You may use any gas analyzer for this test. If you use a FID for this test, correct for any HC contamination in the sampling system according to § 1065.660. If you use an O_2 analyzer described in § 1065.280 for this test, you may use purified N_2 to detect a leak. To avoid misleading results from this test, we recommend using only analyzers that have a repeatability of 0.5% or better at the reference gas concentration used for this test. Perform a vacuum-side leak test as follows:

(1) Prepare a gas analyzer as you would for emission testing.

(2) Supply reference gas to the analyzer span port and record the measured value.

(3) Route overflow reference gas to the inlet of the sample probe or at a tee fitting in the transfer line near the exit of the probe. You may use a valve upstream of the overflow fitting to prevent overflow of reference gas out of the inlet of the probe, but you must then provide an overflow vent in the overflow supply line.

(4) Verify that the measured overflow reference gas concentration is within ±0.5% of the concentration measured in paragraph (d)(2) of this section. A measured value lower than expected indicates a leak, but a value higher than expected may indicate a problem with the reference gas or the analyzer itself. A measured value higher than expected does not indicate a leak.

* * * * *

■ 232. Amend § 1065.350 by revising paragraph (e)(1) to read as follows:

§ 1065.350 H_2O interference verification for CO_2 NDIR analyzers.

* * * * *

(e) * * *

(1) You may omit this verification if you can show by engineering analysis that for your CO_2 sampling system and your emission-calculation procedures, the H_2O interference for your CO_2 NDIR analyzer always affects your brake-specific emission results within ±0.5% of each of the applicable standards in this chapter. This specification also applies for vehicle testing, except that it relates to emission results in g/mile or g/kilometer.

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■ 233. Amend § 1065.405 by revising paragraph (a) to read as follows:

§ 1065.405 Test engine preparation and maintenance.

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(a) If you are testing an emission-data engine for certification, make sure it is built to represent production engines, consistent with paragraph (f) of this section.

(1) This includes governors that you normally install on production engines. Production engines should also be tested with their installed governors. If your engine is equipped with multiple user-selectable governor types and if the governor does not manipulate the emission control system (*i.e.,* the governor only modulates an ''operator demand'' signal such as commanded fuel rate, torque, or power), choose the governor type that allows the test cell to most accurately follow the duty cycle. If the governor manipulates the emission control system, treat it as an adjustable parameter. If you do not install governors on production engines, simulate a governor that is representative of a governor that others will install on your production engines.

(2) In certain circumstances, you may incorporate test cell components to simulate an in-use configuration, consistent with good engineering judgment. For example, §§ 1065.122 and 1065.125 allow the use of test cell components to represent engine cooling and intake air systems.

(3) The provisions in § 1065.110(e) also apply to emission-data engines for certification.

(4) For engines using SCR, use any size DEF tank and fuel tank. We may require you to give us a production-type DEF tank, including any associated sensors, for our testing.

* * * * *

■ 234. Amend § 1065.410 by revising paragraph (c) to read as follows:

§ 1065.410 Maintenance limits for stabilized test engines.

* * * * *

(c) If you inspect an engine, keep a record of the inspection and update your application for certification to document any changes that result. You may use any kind of equipment,

instrument, or tool that is available at dealerships and other service outlets to identify malfunctioning components or perform maintenance. You may inspect using electronic tools or internal engine systems to monitor engine performance, but only if the information is readable without specialized equipment.

* * * * *

■ 235. Amend § 1065.501 by revising paragraph (a) introductory text to read as follows:

§ 1065.501 Overview.

(a) Use the procedures detailed in this subpart to measure engine emissions over a specified duty cycle. Refer to subpart J of this part for field test procedures that describe how to measure emissions during in-use engine operation. Refer to subpart L of this part for measurement procedures for testing related to standards other than brake-specific emission standards. This section describes how to—

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■ 236. Amend § 1065.510 by revising paragraphs (a) introductory text, (b) introductory text, (b)(4) through (6), (c)(2), (d) introductory text, (d)(4), (d)(5)(iii), and (g)(2) to read as follows:

§ 1065.510 Engine mapping.

(a) *Applicability, scope, and frequency.* An engine map is a data set that consists of a series of paired data points that represent the maximum brake torque versus engine speed, measured at the engine's primary output shaft. Map your engine if the standard-setting part requires engine mapping to generate a duty cycle for your engine configuration. Map your engine while it is connected to a dynamometer or other device that can absorb work output from the engine's primary output shaft according to § 1065.110. Configure any auxiliary work inputs and outputs such as hybrid, turbo-compounding, or thermoelectric systems to represent their in-use configurations, and use the same configuration for emission testing. See Figure 1 of § 1065.210. This may involve configuring initial states of charge and rates and times of auxiliary-work inputs and outputs. We recommend that you contact the EPA Program Officer before testing to determine how you should configure any auxiliary-work inputs and outputs. If your engine has an auxiliary emission control device to reduce torque output that may activate during engine mapping, turn it off before mapping. Use the most recent engine map to transform a normalized duty cycle from the standard-setting part to a reference duty cycle specific to your engine. Normalized duty cycles are specified in the standard-setting part. You may update an engine map at any time by repeating the engine-mapping procedure. You must map or re-map an engine before a test if any of the following apply:

* * * * *

(b) *Mapping variable-speed engines.* Map variable-speed engines using the procedure in this paragraph (b). Note that under § 1065.10(c) we may allow or require you to use ''other procedures'' if the specified procedure results in unrepresentative testing or if your engine cannot be tested using the specified procedure. If the engine has a user-adjustable idle speed setpoint, you may set it to its minimum adjustable value for this mapping procedure and the resulting map may be used for any test, regardless of where it is set for running each test.

* * * * *

(4) Operate the engine at the minimum mapped speed. A minimum mapped speed equal to (95 ±1)% of its warm idle speed determined in paragraph (b)(3) of this section may be used for any engine or test. A higher minimum mapped speed may be used if all the duty cycles that the engine is subject to have a minimum reference speed higher than the warm idle speed determined in paragraph (b)(3) of this section. In this case you may use a minimum mapped speed equal to (95 ±1)% of the lowest minimum reference speed in all the duty cycles the engine is subject to. Set operator demand to maximum and control engine speed at this minimum mapped speed for at least 15 seconds. Set operator demand to maximum and control engine speed at (95 ±1)% of its warm idle speed determined in paragraph (b)(3)(i) of this section for at least 15 seconds.

(5) Perform a continuous or discrete engine map as described in paragraphs (b)(5)(i) or (ii) of this section. A continuous engine map may be used for any engine. A discrete engine map may be used for engines subject only to steady-state duty cycles. Use linear interpolation between the series of points generated by either of these maps to determine intermediate torque values. Use the series of points generated by either of these maps to generate the power map as described in paragraph (e) of this section.

(i) For continuous engine mapping, begin recording mean feedback speed and torque at 1 Hz or more frequently and increase speed at a constant rate such that it takes (4 to 6) min to sweep from the minimum mapped speed described in paragraphs (b)(4) of this section to the check point speed described in paragraph (b)(5)(iii) of this section. Use good engineering judgment to determine when to stop recording data to ensure that the sweep is complete. In most cases, this means that you can stop the sweep at any point after the power falls to 50% of the maximum value.

(ii) For discrete engine mapping, select at least 20 evenly spaced setpoints from the minimum mapped speed described in paragraph (b)(4) of this section to the check point speed described in paragraph (b)(5)(iii) of this section. At each setpoint, stabilize speed and allow torque to stabilize. We recommend that you stabilize an engine for at least 15 seconds at each setpoint and record the mean feedback speed and torque of the last (4 to 6) seconds. Record the mean speed and torque at each setpoint.

(iii) The check point speed of the map is the highest speed above maximum power at which 50% of maximum power occurs. If this speed is unsafe or unachievable (*e.g.,* for ungoverned engines or engines that do not operate at that point), use good engineering judgment to map up to the maximum safe speed or maximum achievable speed. For discrete mapping, if the engine cannot be mapped to the check point speed, make sure the map includes at least 20 points from 95% of warm idle to the maximum mapped speed. For continuous mapping, if the engine cannot be mapped to the check point speed, verify that the sweep time from 95% of warm idle to the maximum mapped speed is (4 to 6) min.

(iv) Note that under § 1065.10(c)(1) we may allow you to disregard portions of the map when selecting maximum test speed if the specified procedure would result in a duty cycle that does not represent in-use operation.

(6) Determine warm high-idle speed for engines with a high-speed governor. You may skip this if the engine is not subject to transient testing with a duty cycle that includes reference speed values above 100%. You may use a manufacturer-declared warm high-idle speed if the engine is electronically governed. For engines with a high-speed governor that regulates speed by disabling and enabling fuel or ignition at two manufacturer-specified speeds, declare the middle of this specified speed range as the warm high-idle speed. You may alternatively measure warm high-idle speed using the following procedure:

(i) Run an operating point targeting zero torque.

(A) Set operator demand to maximum and use the dynamometer to target zero

torque on the engine's primary output shaft.

(B) Wait for the engine governor and dynamometer to stabilize. We recommend that you stabilize for at least 15 seconds.

(C) Record 1 Hz means of the feedback speed and torque for at least 30 seconds. You may record means at a higher frequency as long as there are no gaps in the recorded data. For engines with a high-speed governor that regulates speed by disabling and enabling fuel or ignition, you may need to extend this stabilization period to include at least one disabling event at the higher speed and one enabling event at the lower speed.

(D) Determine if the feedback speed is stable over the recording period. The feedback speed is considered stable if all the recorded 1 Hz means are within ±2% of the mean feedback speed over the recording period. If the feedback speed is not stable because of the dynamometer, void the results and repeat measurements after making any necessary corrections. You may void and repeat the entire map sequence, or you may void and replace only the results for establishing warm high-idle speed; use good engineering judgment to warm-up the engine before repeating measurements.

(E) If the feedback speed is stable, use the mean feedback speed over the recording period as the measured speed for this operating point.

(F) If the feedback speed is not stable because of the engine, determine the mean as the value representing the midpoint between the observed maximum and minimum recorded feedback speed.

(G) If the mean feedback torque over the recording period is within (0 ±1)% of $T_{maxmapped}$, use the measured speed for this operating point as the warm high-idle speed. Otherwise, continue testing as described in paragraph (b)(6)(ii) of this section.

(ii) Run a second operating point targeting a positive torque. Follow the same procedure in paragraphs (b)(6)(i)(A) through (F) of this section, except that the dynamometer is set to target a torque equal to the mean feedback torque over the recording period from the previous operating point plus 20% of $T_{max\ mapped}$.

(iii) Use the mean feedback speed and torque values from paragraphs (b)(6)(i) and (ii) of this section to determine the warm high-idle speed. If the two recorded speed values are the same, use that value as the warm high-idle-speed. Otherwise, use a linear equation passing through these two speed-torque points and extrapolate to solve for the speed at zero torque and use this speed intercept value as the warm high-idle speed.

(iv) You may use a manufacturer-declared T_{max} instead of the measured $T_{max\ mapped}$. If you do this, you may also measure the warm high-idle speed as described in this paragraph (b)(6) before running the operating point and speed sweeps specified in paragraphs (b)(4) and (5) of this section.

* * * * *

(c) * * *

(2) Map the amount of negative torque required to motor the engine by repeating paragraph (b) of this section with minimum operator demand, as applicable. You may start the negative torque map at either the minimum or maximum speed from paragraph (b) of this section.

* * * * *

(d) *Mapping constant-speed engines.* Map constant-speed engines using the procedure in this paragraph (d). When testing without a motoring dynamometer (*e.g.,* eddy-current or water-brake dynamometer or any device that is already installed on a vehicle, equipment, or vessel) operate these devices over the no-load operating points in the procedure as close to no-load as possible.

* * * * *

(4) With the governor or simulated governor controlling speed using operator demand, operate the engine at the no-load, or minimum achievable load, governed speed (at high speed, not low idle) for at least 15 seconds.

(5) * * *

(iii) For any isochronous governed (0% speed droop) constant-speed engine, you may map the engine with two points as described in this paragraph (d)(5)(iii). After stabilizing at the no-load, or minimum achievable load, governed speed in paragraph (d)(4) of this section, record the mean feedback speed and torque. Continue to operate the engine with the governor or simulated governor controlling engine speed using operator demand, and control the dynamometer to target a speed of 99.5% of the recorded mean no-load governed speed. Allow speed and torque to stabilize. Record the mean feedback speed and torque. Record the target speed. The absolute value of the speed error (the mean feedback speed minus the target speed) must be no greater than 0.1% of the recorded mean no-load governed speed. From this series of two mean feedback speed and torque values, use linear interpolation to determine intermediate values. Use this series of two mean feedback speeds and torques to generate a power map as described in paragraph (e) of this section. Note that the measured maximum test torque as determined in § 1065.610(b)(1) will be the mean feedback torque recorded on the second point.

* * * * *

(g) * * *

(2) The purpose of the mapping procedure in this paragraph (g) is to determine the maximum torque available at each speed, such as what might occur during transient operation with a fully charged RESS. Use one of the following methods to generate a hybrid-active map:

(i) Perform an engine map by using a series of continuous sweeps to cover the engine's full range of operating speeds. Prepare the engine for hybrid-active mapping by ensuring that the RESS state of charge is representative of normal operation. Perform the sweep as specified in paragraph (b)(5)(i) of this section, but stop the sweep to charge the RESS when the power measured from the RESS drops below the expected maximum power from the RESS by more than 2% of total system power (including engine and RESS power). Unless good engineering judgment indicates otherwise, assume that the expected maximum power from the RESS is equal to the measured RESS power at the start of the sweep segment. For example, if the 3-second rolling average of total engine-RESS power is 200 kW and the power from the RESS at the beginning of the sweep segment is 50 kW, once the power from the RESS reaches 46 kW, stop the sweep to charge the RESS. Note that this assumption is not valid where the hybrid motor is torque-limited. Calculate total system power as a 3-second rolling average of instantaneous total system power. After each charging event, stabilize the engine for 15 seconds at the speed at which you ended the previous segment with operator demand set to maximum before continuing the sweep from that speed. Repeat the cycle of charging, mapping, and recharging until you have completed the engine map. You may shut down the system or include other operation between segments to be consistent with the intent of this paragraph (g)(2)(i). For example, for systems in which continuous charging and discharging can overheat batteries to an extent that affects performance, you may operate the engine at zero power from the RESS for enough time after the system is recharged to allow the batteries to cool. Use good engineering judgment to smooth the torque curve to eliminate discontinuities between map intervals.

(ii) Perform an engine map by using discrete speeds. Select map setpoints at intervals defined by the ranges of engine speed being mapped. From 95% of warm idle speed to 90% of the expected maximum test speed, select setpoints that result in a minimum of 13 equally spaced speed setpoints. From 90% to 110% of expected maximum test speed, select setpoints in equally spaced intervals that are nominally 2% of expected maximum test speed. Above 110% of expected maximum test speed, select setpoints based on the same speed intervals used for mapping from 95% warm idle speed to 90% maximum test speed. You may stop mapping at the highest speed above maximum power at which 50% of maximum power occurs. We refer to the speed at 50% power as the check point speed as described in paragraph (b)(5)(iii) of this section. Stabilize engine speed at each setpoint, targeting a torque value at 70% of peak torque at that speed without hybrid-assist. Make sure the engine is fully warmed up and the RESS state of charge is within the normal operating range. Snap the operator demand to maximum, operate the engine there for at least 10 seconds, and record the 3-second rolling average feedback speed and torque at 1 Hz or higher. Record the peak 3-second average torque and 3-second average speed at that point. Use linear interpolation to determine intermediate speeds and torques. Follow § 1065.610(a) to calculate the maximum test speed. Verify that the measured maximum test speed falls in the range from 92 to 108% of the estimated maximum test speed. If the measured maximum test speed does not fall in this range, repeat the map using the measured value of maximum test speed.

* * * * *

■ 237. Amend § 1065.512 by revising paragraph (b)(1) to read as follows:

§ 1065.512 Duty cycle generation.

* * * * *

(b) * * *

(1) *Engine speed for variable-speed engines.* For variable-speed engines, normalized speed may be expressed as a percentage between warm idle speed, f_{nidle}, and maximum test speed, f_{ntest}, or speed may be expressed by referring to a defined speed by name, such as ''warm idle,'' ''intermediate speed,'' or ''A,'' ''B,'' or ''C'' speed. Section 1065.610 describes how to transform these normalized values into a sequence of reference speeds, f_{nref}. Running duty cycles with negative or small normalized speed values near warm idle speed may cause low-speed idle governors to activate and the engine torque to exceed the reference torque even though the operator demand is at a minimum. In such cases, we recommend controlling the dynamometer so it gives priority to follow the reference torque instead of the reference speed and let the engine govern the speed. Note that the cycle-validation criteria in § 1065.514 allow an engine to govern itself. This allowance permits you to test engines with enhanced-idle devices and to simulate the effects of transmissions such as automatic transmissions. For example, an enhanced-idle device might be an idle speed value that is normally commanded only under cold-start conditions to quickly warm up the engine and aftertreatment devices. In this case, negative and very low normalized speeds will generate reference speeds below this higher enhanced-idle speed. You may do either of the following when using enhanced-idle devices:

(i) Control the dynamometer so it gives priority to follow the reference torque, controlling the operator demand so it gives priority to follow reference speed and let the engine govern the speed when the operator demand is at minimum.

(ii) While running an engine where the ECM broadcasts an enhanced-idle speed that is above the denormalized speed, use the broadcast speed as the reference speed. Use these new reference points for duty-cycle validation. This does not affect how you determine denormalized reference torque in paragraph (b)(2) of this section.

(iii) If an ECM broadcast signal is not available, perform one or more practice cycles to determine the enhanced-idle speed as a function of cycle time. Generate the reference cycle as you normally would but replace any reference speed that is lower than the enhanced-idle speed with the enhanced-idle speed. This does not affect how you determine denormalized reference torque in paragraph (b)(2) of this section.

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■ 238. Amend § 1065.514 by revising paragraph (d) to read as follows

§ 1065.514 Cycle-validation criteria for operation over specified duty cycles.

* * * * *

(d) *Omitting additional points.* Besides engine cranking, you may omit additional points from cycle-validation statistics as described in the following table:

TABLE 1 TO PARAGRAPH (d) OF § 1065.514—PERMISSIBLE CRITERIA FOR OMITTING POINTS FROM DUTY-CYCLE REGRESSION STATISTICS

When operator demand is at its . . .	you may omit . . .	if . . .
For reference duty cycles that are specified in terms of speed and torque (f_{nref}, T_{ref})		
minimum	power and torque	T_{ref} < 0% (motoring).
minimum	power and speed	f_{nref} = 0% (idle speed) and T_{ref} = 0% (idle torque) and $T_{ref} - (2\% \cdot T_{max\ mapped}) < T < T_{ref} + (2\% \cdot T_{max\ mapped})$.
minimum	power and speed	f_{nref} < enhanced-idle speed[a] and T_{ref} > 0%.
minimum	power and either torque or speed	$f_n > f_{nref}$ or $T > T_{ref}$ but not if $f_n > (f_{nref} \cdot 102\%)$ and $T > T_{ref} + (2\% \cdot T_{max\ mapped})$.
maximum	power and either torque or speed	$f_n < f_{nref}$ or $T < T_{ref}$ but not if $f_n < (f_{nref} \cdot 98\%)$ and $T < T_{ref} - (2\% \cdot T_{max\ mapped})$.
For reference duty cycles that are specified in terms of speed and power (f_{nref}, P_{ref})		
minimum	power and torque	P_{ref} < 0% (motoring).
minimum	power and speed	f_{nref} = 0% (idle speed) and P_{ref} = 0% (idle power) and $P_{ref} - (2\% \cdot P_{max\ mapped}) < P < P_{ref} + (2\% \cdot P_{max\ mapped})$.
minimum	power and either torque or speed	$f_n > f_{nref}$ or $P > P_{ref}$ but not if $f_n > (f_{nref} \cdot 102\%)$ and $P > P_{ref} + (2\% \cdot P_{max\ mapped})$.
maximum	power and either torque or speed	$f_n < f_{nref}$ or $P < Pref$ but not if $f_n < (f_{nref} \cdot 98\%)$ and $P < P_{ref} - (2\% \cdot P_{max\ mapped})$.

[a] Determine enhanced-idle speed from ECM broadcast or a practice cycle.

* * * * *

■ 239. Amend § 1065.530 by revising paragraph (g)(5) introductory text to read as follows:

§ 1065.530 Emission test sequence.

* * * * *

(g) * * *

(5) If you perform the optional carbon balance error verification, verify carbon balance error as specified in the standard-setting part and § 1065.543. Calculate and report the three carbon balance error quantities for each test interval; carbon mass absolute error for a test interval, ε_{aC}, carbon mass rate absolute error for a test interval, ε_{aCrate}, and carbon mass relative error for a test interval, ε_{rC}. For duty cycles with multiple test intervals, you may calculate and report the composite carbon mass relative error, ε_{rCcomp}, for the whole duty cycle. If you report ε_{rCcomp}, you must still calculate and report ε_{aC}, ε_{aCrate}, and ε_{rC} for each test interval.

* * * * *

■ 240. Amend § 1065.543 by revising paragraphs (a) and (b) to read as follows:

§ 1065.543 Carbon balance error verification.

(a) This optional carbon balance error verification compares independently calculated quantities of carbon flowing into and out of an engine system. The engine system includes aftertreatment devices as applicable. Calculating carbon intake considers carbon-carrying streams flowing into the system, including intake air, fuel, and optionally DEF or other fluids. Carbon flow out of the system comes from exhaust emission calculations. Note that this verification is not valid if you calculate exhaust molar flow rate using fuel rate and chemical balance as described in § 1065.655(f)(3) because carbon flows into and out of the system are not independent. Use good engineering judgment to ensure that carbon mass in and carbon mass out data signals align.

(b) Perform the carbon balance error verification after emission sampling is complete for a test sequence as described in § 1065.530(g)(5). Testing must include measured values as needed to determine intake air, fuel flow, and carbon-related gaseous exhaust emissions. You may optionally account for the flow of carbon-carrying fluids other than intake air and fuel into the system. Perform carbon balance error verification as follows:

(1) Calculate carbon balance error quantities as described in § 1065.643. The three quantities for individual test intervals are carbon mass absolute error, ε_{aC}, carbon mass rate absolute error, ε_{aCrate}, and carbon mass relative error, ε_{rC}. Determine ε_{aC}, ε_{aCrate}, and ε_{rC} for all test intervals. You may determine composite carbon mass relative error, ε_{rCcomp}, as a fourth quantity that optionally applies for duty cycles with multiple test intervals.

(2) You meet the carbon balance error verification for a test sequence if all test intervals pass the test-interval criteria. A test interval passes if at least one of the absolute values of the three carbon balance error quantities for test intervals, ε_{aC}, ε_{aCrate}, and ε_{rC}, is at or below its respective limit value in paragraphs (b)(2)(i) through (iii) of this section. You meet the carbon balance error verification for a duty cycle with multiple test intervals if the duty cycle passes the duty-cycle criterion. A duty cycle passes if the absolute value of the composite carbon mass relative error quantity, ε_{rCcomp}, is at or below the limit value in paragraph (b)(2)(iii) of this section. Unless specified otherwise in the standard-setting part, if verification fails for a test sequence, you may repeat the entire test sequence or repeat individual test intervals as described in § 1065.526.

(i) Calculate the carbon mass absolute error limit, $L_{\varepsilon aC}$, in grams to three decimal places for comparison to the absolute value of ε_{aC}, using the following equation:

$$L_{\epsilon aC} = c \cdot P_{max}$$

Eq. 1065.543-1

Where:

c = power-specific carbon mass absolute error coefficient = 0.007 g/kW.

P_{max} = maximum power from the engine map generated according to § 1065.510. If measured P_{max} is not available, use a manufacturer-declared value for P_{max}.

Example:

c = 0.007 g/kW
P_{max} = 230.0 kW
$L_{\epsilon aC} = 0.007 \cdot 230.0$
$L_{\epsilon aC}$ = 1.610 g

(ii) Calculate the carbon mass rate absolute error limit, $L_{\varepsilon aCrate}$, in grams per hour to three decimal places for comparison to the absolute value of ε_{aCrate}, using the following equation:

$$L_{\epsilon aCrate} = d \cdot P_{max}$$

Eq. 1065.543-2

Where:

d = power-specific carbon mass rate absolute error coefficient = 0.31 g/(kW·hr).

P_{max} = maximum power from the engine map generated according to § 1065.510. If measured P_{max} is not available, use a manufacturer-declared value for P_{max}.

Example:

d = 0.31 g/(kW·hr)
P_{max} = 230.0 kW
$L_{\epsilon aCrate} = 0.31.230.0$
$L_{\epsilon aCrate}$ = 71.300 g/hr

(iii) The carbon mass relative error limit, $L\varepsilon_{rC}$, is 0.020 for comparison to the absolute value of ε_{rC}, and to the absolute value of ε_{rCcomp}.

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■ 241. Amend § 1065.545 by revising paragraphs (a) and (b) introductory text to read as follows:

§ 1065.545 Verification of proportional flow control for batch sampling.

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(a) For any pair of sample and total flow rates, use continuous recorded data or 1 Hz means. Total flow rate means the raw exhaust flow rate for raw exhaust sampling and the dilute exhaust flow rate for CVS sampling. For each test interval, determine the standard error of the estimate, *SEE,* of the sample flow rate versus the total flow rate as described in § 1065.602, forcing the intercept to zero. Determine the mean sample flow rate over each test interval as described in § 1065.602. For each test interval, demonstrate that *SEE* is at or below 3.5% of the mean sample flow rate.

(b) For any pair of sample and total flow rates, use continuous recorded data or 1 Hz means. Total flow rate means the raw exhaust flow rate for raw exhaust sampling and the dilute exhaust flow rate for CVS sampling. For each test interval, demonstrate that each flow rate is constant within ±2.5% of its respective mean or target flow rate. You may use the following options instead of recording the respective flow rate of each type of meter:

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■ 242. Amend § 1065.610 by:
■ a. Revising the introductory text, paragraphs (a) introductory text, (a)(1) introductory text, and (a)(3).
■ b. Removing paragraph (a)(4).
■ c. Revising paragraphs (b) introductory text, (b)(1) introductory text, (b)(2) and (3), and (c)(2).

The revisions read as follows:

§ 1065.610 Duty cycle generation.

This section describes how to generate duty cycles that are specific to your engine, based on the normalized duty cycles in the standard-setting part. During an emission test, use a duty cycle that is specific to your engine to command engine speed, torque, and power, as applicable, using an engine dynamometer and an engine operator demand. Paragraphs (a) and (b) of this section describe how to ''normalize'' your engine's map to determine the maximum test speed or torque for your

engine. The rest of this section describes how to use these values to ''denormalize'' the duty cycles in the standard-setting parts, which are all published on a normalized basis. Thus, the term ''normalized'' in paragraphs (a) and (b) of this section refers to different values than it does in the rest of the section.

(a) *Maximum test speed, f_{ntest}.* For variable-speed engines, determine f_{ntest} from the torque and power maps, generated according to § 1065.510, as follows:

(1) Determine a measured value for f_{ntest} as follows:

* * * * *

(3) Transform normalized speeds to reference speeds according to paragraph (c) of this section by using the measured maximum test speed determined according to paragraphs (a)(1) and (2) of this section—or use your declared maximum test speed, as allowed in § 1065.510.

(b) *Maximum test torque, T_{test}.* For constant-speed engines, determine T_{test} from the torque and power-versus-speed maps, generated according to § 1065.510, as follows:

(1) For constant speed engines mapped using the methods in § 1065.510(d)(5)(i) or (ii), determine a measured value for T_{test} as follows:

* * * * *

(2) For constant speed engines using the two-point mapping method in § 1065.510(d)(5)(iii), you may follow paragraph (a)(1) of this section to determine the measured T_{test}, or you may use the measured torque of the second point as the measured T_{test} directly.

(3) Transform normalized torques to reference torques according to paragraph (d) of this section by using the measured maximum test torque determined according to paragraph (b)(1) or (2) of this section—or use your declared maximum test torque, as allowed in § 1065.510.

(c) * * *

(2) *A, B, C, and D speeds.* If your normalized duty cycle specifies speeds as A, B, C, or D values, use your power-versus-speed curve to determine the lowest speed below maximum power at which 50% of maximum power occurs. Denote this value as n_{lo}. Take n_{lo} to be warm idle speed if all power points at speeds below the maximum power speed are higher than 50% of maximum power. Also determine the highest speed above maximum power at which 70% of maximum power occurs. Denote this value as n_{hi}. If all power points at speeds above the maximum power speed are higher than 70% of maximum power, take n_{hi} to be the declared maximum safe engine speed or the declared maximum representative engine speed, whichever is lower. Use n_{hi} and n_{lo} to calculate reference values for A, B, C, or D speeds as follows:

$$f_{nrefA} = 0.25 \cdot (n_{hi} - n_{lo}) + n_{lo}$$
Eq. 1065.610-4

$$f_{nrefB} = 0.50 \cdot (n_{hi} - n_{lo}) + n_{lo}$$
Eq. 1065.610-5

$$f_{nrefC} = 0.75 \cdot (n_{hi} - n_{lo}) + n_{lo}$$
Eq. 1065.610-6

$$f_{nrefD} = 0.15 \cdot (n_{hi} - n_{lo}) + n_{lo}$$
Eq. 1065.610-7

Example:

n_{lo} = 1005 r/min
n_{hi} = 2385 r/min
$f_{nrefA} = 0.25 \cdot (2385 - 1005) + 1005$
$f_{nrefB} = 0.50 \cdot (2385 - 1005) + 1005$
$f_{nrefC} = 0.75 \cdot (2385 - 1005) + 1005$
$f_{nrefD} = 0.15 \cdot (2385 - 1005) + 1005$
f_{nrefA} = 1350 r/min
f_{nrefB} = 1695 r/min
f_{nrefC} = 2040 r/min
f_{nrefD} = 1212 r/min

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■ 243. Amend § 1065.630 by revising paragraphs (a) and (b) introductory text to read as follows:

§ 1065.630 Local acceleration of gravity.

(a) The acceleration of Earth's gravity, a_g, varies depending on the test location. Determine a_g at your location by entering latitude, longitude, and elevation data into the U.S. National Oceanographic and Atmospheric Administration's surface gravity prediction website at *https://geodesy.noaa.gov/cgi-bin/grav_pdx.prl.*

(b) If the website specified in paragraph (a) of this section is unavailable, or the test location is outside of the continental United States, you may calculate a_g for your latitude as follows:

* * * * *

■ 244. Amend § 1065.643 by revising paragraph (d) to read as follows:

§ 1065.643 Carbon balance error verification calculations.

* * * * *

(d) *Carbon balance error quantities.* Calculate carbon balance error quantities as follows:

(1) Calculate carbon mass absolute error, ε_{aC}, for a test interval as follows:

$$\epsilon_{aC} = m_{Cexh} - m_{Cfluid} - m_{Cair}$$
Eq. 1065.643-7

Where:

m_{Cexh} = mass of carbon in exhaust emissions over the test interval as determined in paragraph (d) of this section.
m_{Cfluid} = mass of carbon in all the carbon-carrying fluid streams flowing into the system over the test interval as determined in paragraph (a) of this section.
m_{Cair} = mass of carbon in the intake air flowing into the system over the test interval as determined in paragraph (b) of this section.

Example:

m_{Cexh} = 1247.2 g
m_{Cfluid} = 975.3 g
m_{Cair} = 278.6 g
$\varepsilon_{aC} = 1247.2 - 975.3 - 278.6$
$\varepsilon_{aC} = -6.7$ g

(2) Calculate carbon mass rate absolute error, ε_{aCrate}, for a test interval as follows:

$$\epsilon_{aCrate} = \frac{\epsilon_{aC}}{t}$$
Eq. 1065.643-8

Where:

t = duration of the test interval.

Example:

$\varepsilon_{aC} = -6.7$ g
t = 1202.2 s = 0.3339 hr

$$\epsilon_{aCrate} = \frac{-6.7}{0.3339}$$

$\varepsilon_{aCrate} = -20.065$ g/hr

(3) Calculate carbon mass relative error, ε_{rC}, for a test interval as follows:

$$\epsilon_{rC} = \frac{\epsilon_{aC}}{m_{Cfluid} + m_{Cair}}$$
Eq. 1065.643-9

Example:

$\varepsilon_{aC} = -6.7$ g
m_{Cfluid} = 975.3 g
m_{Cair} = 278.6 g

$$\epsilon_{rC} = \frac{-6.7}{975.3 + 278.6}$$

$\varepsilon_{rC} = -0.0053$

(4) Calculate composite carbon mass relative error, ε_{rCcomp}, for a duty cycle with multiple test intervals as follows:

(i) Calculate ε_{rCcomp} using the following equation:

$$\epsilon_{\mathrm{rCcomp}} = \frac{\sum_{i=1}^{N} WF_i \cdot \frac{(m_{\mathrm{Cexh}i} - m_{\mathrm{Cfluid}i} - m_{\mathrm{Cair}i})}{t_i}}{\sum_{i=1}^{N} WF_i \cdot \frac{(m_{\mathrm{Cfluid}i} + m_{\mathrm{Cair}i})}{t_i}}$$

Eq. 1065.643-10

Where:

i = an indexing variable that represents one test interval.

N = number of test intervals.

WF = weighting factor for the test interval as defined in the standard-setting part.

m_{Cexh} = mass of carbon in exhaust emissions over the test interval as determined in paragraph (c) of this section.

m_{Cfluid} = mass of carbon in all the carbon-carrying fluid streams that flowed into the system over the test interval as determined in paragraph (a) of this section.

m_{Cair} = mass of carbon in the intake air that flowed into the system over the test interval as determined in paragraph (b) of this section.

t = duration of the test interval. For duty cycles with multiple test intervals of a prescribed duration, such as cold-start and hot-start transient cycles, set $t = 1$ for all test intervals. For discrete-mode steady-state duty cycles with multiple test intervals of varying duration, set t equal to the actual duration of each test interval.

(ii) The following example illustrates calculation of $\varepsilon_{\mathrm{rCcomp}}$, for cold-start and hot-start transient cycles:

$N = 2$
$WF_1 = 1/7$
$WF_2 = 6/7$
$m_{\mathrm{Cexh1}} = 1255.3$ g
$m_{\mathrm{Cexh2}} = 1247.2$ g
$m_{\mathrm{Cfluid1}} = 977.8$ g
$m_{\mathrm{Cfluid2}} = 975.3$ g
$m_{\mathrm{Cair1}} = 280.2$ g
$m_{\mathrm{Cair2}} = 278.6$ g

$$\epsilon_{\mathrm{rCcomp}} = \frac{\frac{1}{7} \cdot \frac{(1255.3 - 977.8 - 280.2)}{1} + \frac{6}{7} \cdot \frac{(1247.2 - 975.3 - 278.6)}{1}}{\frac{1}{7} \cdot \frac{(977.8 + 280.2)}{1} + \frac{6}{7} \cdot \frac{(975.3 + 278.6)}{1}}$$

$\varepsilon_{\mathrm{rCcomp}} = -0.0049$

(iii) The following example illustrates calculation of $\varepsilon_{\mathrm{rCcomp}}$ for multiple test intervals with varying duration, such as discrete-mode steady-state duty cycles:

$N = 2$
$WF_1 = 0.85$
$WF_2 = 0.15$
$m_{\mathrm{Cexh1}} = 2.873$ g
$m_{\mathrm{Cexh2}} = 0.125$ g
$m_{\mathrm{Cfluid1}} = 2.864$ g
$m_{\mathrm{Cfluid2}} = 0.095$ g
$m_{\mathrm{Cair1}} = 0.023$ g
$m_{\mathrm{Cair2}} = 0.024$ g
$t_1 = 123$ s
$t_2 = 306$ s

$$\epsilon_{\mathrm{rCcomp}} = \frac{0.85 \cdot \left(\frac{2.873 - 2.864 - 0.023}{123}\right) + 0.15 \cdot \left(\frac{0.125 - 0.095 - 0.024}{306}\right)}{0.85 \cdot \left(\frac{2.864 + 0.023}{123}\right) + 0.15 \cdot \left(\frac{0.095 + 0.024}{306}\right)}$$

$\varepsilon_{\mathrm{rCcomp}} = -0.0047$

■ 245. Amend § 1065.650 by revising paragraphs (a), (c)(2)(i), (c)(3), (c)(4)(i), (c)(6), (d)(7), (e)(1) and (2), (f)(1) and (2), and (g)(1) and (2) to read as follows:

§ 1065.650 Emission calculations.

(a) *General.* Calculate brake-specific emissions over each applicable duty cycle or test interval. For test intervals with zero work (or power), calculate the emission mass (or mass rate), but do not calculate brake-specific emissions. Unless specified otherwise, for the purposes of calculating and reporting emission mass (or mass rate), do not alter any negative values of measured or calculated quantities. You may truncate negative values in chemical balance quantities listed in § 1065.655(c) to facilitate convergence. For duty cycles with multiple test intervals, refer to the standard-setting part for calculations you need to determine a composite result, such as a calculation that weights and sums the results of individual test intervals in a duty cycle. If the standard-setting part does not include those calculations, use the equations in paragraph (g) of this section. This section is written based on rectangular integration, where each indexed value (*i.e.,* ''$_i$'') represents (or approximates) the mean value of the parameter for its respective time interval, delta-t. You may also integrate continuous signals using trapezoidal integration consistent with good engineering judgment.

* * * * *

(c) * * *

(2) * * *

(i) *Varying flow rate.* If you continuously sample from a varying exhaust flow rate, time align and then multiply concentration measurements by the flow rate from which you extracted it. We consider the following to be examples of varying flows that require a continuous multiplication of concentration times molar flow rate: raw exhaust, exhaust diluted with a constant flow rate of dilution air, and CVS dilution with a CVS flow meter that does not have an upstream heat exchanger or electronic flow control. This multiplication results in the flow rate of the emission itself. Integrate the emission flow rate over a test interval to determine the total emission. If the total emission is a molar quantity, convert this quantity to a mass by multiplying it by its molar mass, M. The result is the mass of the emission, m. Calculate m for continuous sampling with variable flow using the following equations:

$$m = M \cdot \sum_{i=1}^{N} x_i \cdot \dot{n}_i \cdot \Delta t$$

Eq. 1065.650-4

Where:

$$\Delta t = 1/f_{record}$$
Eq. 1065.650-5

Example:

M_{NMHC} = 13.875389 g/mol
N = 1200
x_{NMHC1} = 84.5 μmol/mol = 84.5 · 10^{-6} mol/mol
x_{NMHC2} = 86.0 μmol/mol = 86.0 · 10^{-6} mol/mol
$\dot{n}_{exh1}$ = 2.876 mol/s
$\dot{n}_{exh2}$ = 2.224 mol/s
f_{record} = 1 Hz

Using Eq. 1065.650–5,

Δt = 1/1 = 1 s
m_{NMHC} = 13.875389 · (84.5 · 10^{-6} · 2.876 + 86.0 · 10^{-6} · 2.224 + . . . + $x_{NMHC1200}$ · $\dot{n}_{exh}$) · 1
m_{NMHC} = 25.23 g

* * * * *

(3) *Batch sampling.* For batch sampling, the concentration is a single value from a proportionally extracted batch sample (such as a bag, filter, impinger, or cartridge). In this case, multiply the mean concentration of the batch sample by the total flow from which the sample was extracted. You may calculate total flow by integrating a varying flow rate or by determining the mean of a constant flow rate, as follows:

(i) *Varying flow rate.* If you collect a batch sample from a varying exhaust flow rate, extract a sample proportional to the varying exhaust flow rate. We consider the following to be examples of varying flows that require proportional sampling: raw exhaust, exhaust diluted with a constant flow rate of dilution air, and CVS dilution with a CVS flow meter that does not have an upstream heat exchanger or electronic flow control. Integrate the flow rate over a test interval to determine the total flow from which you extracted the proportional sample. Multiply the mean concentration of the batch sample by the total flow from which the sample was extracted to determine the total emission. If the total emission is a molar quantity, convert this quantity to a mass by multiplying it by its molar mass, *M.* The result is the total emission mass, *m.* In the case of PM emissions, where the mean PM concentration is already in units of mass per mole of exhaust, simply multiply it by the total flow. The result is the total mass of PM, m_{PM}. Calculate *m* for each constituent as follows:

(A) Calculate *m* for measuring gaseous emission constituents with sampling that results in a molar concentration, $\bar{x}$, using the following equation:

$$m = M \cdot \bar{x} \cdot \sum_{i=1}^{N} \dot{n}_i \cdot \Delta t$$
Eq. 1065.650-6

Example:

M_{NO_X} = 46.0055 g/mol
N = 9000
$\bar{x}$ = 85.6 μmol/mol = 85.6 · 10^{-6} mol/mol
$\dot{n}_{dexh1}$ = 25.534 mol/s
$\dot{n}_{dexh2}$ = 26.950 mol/s
f_{record} = 5 Hz

Using Eq. 1065.650–5:

Δt = 1/5 = 0.2 s
m_{NO_X} 46.0055 · 85.6 · 10^{-6} · (25.534 + 26.950+ . . . + $\dot{n}_{exh9000}$) · 0.2
m_{NO_X} = 4.201 g

(B) Calculate *m* for sampling PM or any other analysis of a batch sample that yields a mass per mole of exhaust, $\bar{M}$, using the following equation:

$$m = \bar{M} \cdot \sum_{i=1}^{N} \dot{n}_i \cdot \Delta t$$
Eq. 1065.650-7

(ii) *Proportional or constant flow rate.* If you batch sample from a constant exhaust flow rate, extract a sample at a proportional or constant flow rate. We consider the following to be examples of constant exhaust flows: CVS diluted exhaust with a CVS flow meter that has either an upstream heat exchanger, electronic flow control, or both. Determine the mean molar flow rate from which you extracted the sample. Multiply the mean concentration of the batch sample by the mean molar flow rate of the exhaust from which the sample was extracted to determine the total emission and multiply the result by the time of the test interval. If the total emission is a molar quantity, convert this quantity to a mass by multiplying it by its molar mass, *M.* The result is the total emission mass, *m.* In the case of PM emissions, where the mean PM concentration is already in units of mass per mole of exhaust, simply multiply it by the total flow, and the result is the total mass of PM, m_{PM}. Calculate *m* for each constituent as follows:

(A) Calculate *m* for measuring gaseous emission constituents with sampling that results in a molar concentration, $\bar{x}$, using the following equation:

$$m = M \cdot \bar{x} \cdot \bar{\dot{n}} \cdot \Delta t$$
Eq. 1065.650-8

(B) Calculate m for sampling PM or any other analysis of a batch sample that yields a mass per mole of exhaust, $\bar{M}$, using the following equation:

$$m = \bar{M} \cdot \bar{\dot{n}} \cdot \Delta t$$
Eq. 1065.650-9

(C) The following example illustrates a calculation of m_{PM}:

$\bar{M}_{PM}$ = 144.0 μg/mol = 144.0 · 10^{-6} g/mol
$\bar{\dot{n}}_{dexh}$ = 57.692 mol/s
Δt = 1200 s
m_{PM} = 144.0 · 10^{-6} · 57.692 · 1200
m_{PM} = 9.9692 g

(4) * * *

(i) For sampling with a constant dilution ratio, *DR,* of diluted exhaust versus exhaust flow (*e.g.,* secondary dilution for PM sampling), calculate *m* using the following equation:

$$m_{PM} = m_{PMdil} \cdot DR$$
Eq. 1065.650-10

Example:

m_{PMdil} = 6.853 g
DR = 6:1
m_{PM} = 6.853 · 6
m_{PM} = 41.118 g

* * * * *

(6) *Mass of NMNEHC.* Determine the mass of NMNEHC using one of the following methods:

(i) If the test fuel has less than 0.010 mol/mol of ethane and you omit the NMNEHC calculations as described in § 1065.660(c)(1), take the corrected mass of NMNEHC to be 0.95 times the corrected mass of NMHC.

(ii) If the test fuel has at least 0.010 mol/mol of ethane and you omit the NMNEHC calculations as described in § 1065.660(c)(1), take the corrected mass of NMNEHC to be 1.0 times the corrected mass of NMHC.

(d) * * *

(7) Integrate the resulting values for power over the test interval. Calculate total work as follows:

$$W = \sum_{i=1}^{N} P_i \cdot \Delta t$$
Eq. 1065.650-11

Where:

W = total work from the primary output shaft.
P_i = instantaneous power from the primary output shaft over an interval *i.*

$$P_i = f_{ni} \cdot T_i$$
Eq. 1065.650-12

Example:

N = 9000
f_{n1} = 1800.2 r/min
f_{n2} = 1805.8 r/min
T_1 = 177.23 N·m

T_2 = 175.00 N·m
C_{rev} = 2·π rad/r
C_{t1} = 60 s/min
C_p = 1000 (N·m·rad/s)/kW
f_{record} = 5 Hz
C_{t2} = 3600 s/hr

$$P_1 = \frac{1800.2 \cdot 177.23 \cdot 2 \cdot 3.14159}{60 \cdot 1000}$$

P_1 = 33.41 kW
P_2 = 33.09 kW
Δt = 1/5 = 0.2 s

Using Eq. 1065.650–5:

$$W = \frac{(33.41 + 33.09 + \ldots + P_{9000}) \cdot 0.2}{3600}$$

W = 16.875 kW·hr

* * * * *

(e) * * *

(1) To calculate, $\overline{\dot{m}}$, multiply its mean concentration, $\bar{x}$, by its corresponding mean molar flow rate, $\overline{\dot{n}}$. If the result is a molar flow rate, convert this quantity to a mass rate by multiplying it by its molar mass, *M.* The result is the mean mass rate of the emission, $\overline{\dot{m}}$. In the case of PM emissions, where the mean PM concentration is already in units of mass per mole of exhaust, simply multiply it by the mean molar flow rate, $\overline{\dot{n}}$. The result is the mass rate of PM, $\dot{m}_{PM}$. Calculate $\overline{\dot{m}}$ using the following equation:

$$\bar{\dot{m}} = M \cdot \bar{x} \cdot \bar{\dot{n}}$$

Eq. 1065.650-13

(2) To calculate an engine's mean steady-state total power, $\bar{P}$, add the mean steady-state power from all the work paths described in § 1065.210 that cross the system boundary including electrical power, mechanical shaft power, and fluid pumping power. For all work paths, except the engine's primary output shaft (crankshaft), the mean steady-state power over the test interval is the integration of the net work flow rate (power) out of the system boundary divided by the period of the test interval. When power flows into the system boundary, the power/work flow rate signal becomes negative; in this case, include these negative power/work rate values in the integration to calculate the mean power from that work path. Some work paths may result in a negative mean power. Include negative mean power values from any work path in the mean total power from the engine rather than setting these values to zero. The rest of this paragraph (e)(2) describes how to calculate the mean power from the engine's primary output shaft. Calculate *P* using Eq. 1065.650–13, noting that $\bar{P}$, $\bar{f}_n$, and $\bar{T}$ refer to mean power, mean rotational shaft frequency, and mean torque from the primary output shaft. Account for the power of simulated accessories according to § 1065.110 (reducing the mean primary output shaft power or torque by the accessory power or torque). Set the power to zero during actual motoring operation (negative feedback torques), unless the engine was connected to one or more energy storage devices. Examples of such energy storage devices include hybrid powertrain batteries and hydraulic accumulators, like the ones denoted ''Acc.'' and ''Batt.'' as illustrated in Figure 1 of § 1065.210. Set the power to zero for modes with a zero reference load (0 N·m reference torque or 0 kW reference power). Include power during idle modes with simulated minimum torque or power.

$$\bar{P} = \bar{f}_n \cdot \bar{T}$$

Eq. 1065.650-14

* * * * *

(f) * * *

(1) *Total mass.* To determine a value proportional to the total mass of an emission, determine total mass as described in paragraph (c) of this section, except substitute for the molar flow rate, $\dot{n}$, or the total flow, *n,* with a signal that is linearly proportional to molar flow rate, $\tilde{n}$, or linearly proportional to total flow, $\tilde{n}$, as follows:

$$\tilde{\dot{m}}_{fuel\,i} = \frac{1}{w_{fuel}} \cdot \frac{M_C \cdot \tilde{\dot{n}}_i \cdot x_{Ccombdry\,i}}{1 + x_{H2Oexhdry\,i}}$$

Eq. 1065.650-15

(2) *Total work.* To calculate a value proportional to total work over a test interval, integrate a value that is proportional to power. Use information about the brake-specific fuel consumption of your engine, e_{fuel}, to convert a signal proportional to fuel flow rate to a signal proportional to power. To determine a signal proportional to fuel flow rate, divide a signal that is proportional to the mass rate of carbon products by the fraction of carbon in your fuel, w_C. You may use a measured w_C or you may use default values for a given fuel as described in § 1065.655(e). Calculate the mass rate of carbon from the amount of carbon and water in the exhaust, which you determine with a chemical balance of fuel, DEF, intake air, and exhaust as described in § 1065.655. In the chemical balance, you must use concentrations from the flow that generated the signal proportional to molar flow rate, $\overline{\dot{n}}$, in paragraph (e)(1) of this section. Calculate a value proportional to total work as follows:

$$W = \sum_{i=1}^{N} \tilde{P}_i \cdot \Delta t$$

Eq. 1065.650-16

Where:

$$\tilde{P}_i = \frac{\tilde{\dot{m}}_{fuel\,i}}{e_{fuel}}$$

Eq. 1065.650-17

* * * * *

(g) * * *

(1) Use the following equation to calculate composite brake-specific emissions for duty cycles with multiple test intervals all with prescribed durations, such as cold-start and hot-start transient cycles:

$$e_{comp} = \frac{\sum_{i=1}^{N} WF_i \cdot m_i}{\sum_{i=1}^{N} WF_i \cdot W_i}$$

Eq. 1065.650-18

Where:

i = test interval number.
N = number of test intervals.
WF = weighting factor for the test interval as defined in the standard-setting part.

m = mass of emissions over the test interval as determined in paragraph (c) of this section.
W = total work from the engine over the test interval as determined in paragraph (d) of this section.

Example:

$N = 2$
$WF_1 = 0.1428$
$WF_2 = 0.8572$
$m_1 = 70.125$ g
$m_2 = 64.975$ g
$W_1 = 25.783$ kW·hr
$W_2 = 25.783$ kW·hr

$$e_{NO_x comp} = \frac{(0.1428 \cdot 70.125) + (0.8572 \cdot 64.975)}{(0.1428 \cdot 25.783) + (0.8572 \cdot 25.783)}$$

$e_{NOxcomp} = 2.548$ g/kW·hr

(2) Calculate composite brake-specific emissions for duty cycles with multiple test intervals that allow use of varying duration, such as discrete-mode steady-state duty cycles, as follows:

(i) Use the following equation if you calculate brake-specific emissions over test intervals based on total mass and total work as described in paragraph (b)(1) of this section:

$$e_{comp} = \frac{\sum_{i=1}^{N} WF_i \cdot \frac{m_i}{t_i}}{\sum_{i=1}^{N} WF_i \cdot \frac{W_i}{t_i}}$$

Eq. 1065.650-19

Where:

i = test interval number.
N = number of test intervals.
WF = weighting factor for the test interval as defined in the standard-setting part.
m = mass of emissions over the test interval as determined in paragraph (c) of this section.
W = total work from the engine over the test interval as determined in paragraph (d) of this section.
t = duration of the test interval.

Example:

$N = 2$
$WF_1 = 0.85$
$WF_2 = 0.15$
$m_1 = 1.3753$ g
$m_2 = 0.4135$ g
$t_1 = 120$ s
$t_2 = 200$ s
$W_1 = 2.8375$ kW · hr
$W_2 = 0.0$ kW · hr

$$e_{NO_x comp} = \frac{\left(0.85 \cdot \frac{1.3753}{120}\right) + \left(0.15 \cdot \frac{0.4135}{200}\right)}{\left(0.85 \cdot \frac{2.8375}{120}\right) + \left(0.15 \cdot \frac{0.0}{200}\right)}$$

$e_{NOxcomp} = 0.5001$ g/kW·hr

(ii) Use the following equation if you calculate brake-specific emissions over test intervals based on the ratio of mass rate to power as described in paragraph (b)(2) of this section:

$$e_{comp} = \frac{\sum_{i=1}^{N} WF_i \cdot \bar{\dot{m}}_i}{\sum_{i=1}^{N} WF_i \cdot \bar{P}_i}$$

Eq. 1065.650-20

Where:

i = test interval number.
N = number of test intervals.
WF = weighting factor for the test interval as defined in the standard-setting part.
$\bar{\dot{m}}$ = mean steady-state mass rate of emissions over the test interval as determined in paragraph (e) of this section.
$\bar{p}$ = mean steady-state power over the test interval as described in paragraph (e) of this section.

Example:

$N = 2$
$WF_1 = 0.85$
$WF_2 = 0.15$
$\bar{\dot{m}}_1 = 2.25842$ g/hr
$\bar{\dot{m}}_2 = 0.063443$ g/hr
$\bar{P}_1 = 4.5383$ kW
$\bar{P}_2 = 0.0$ kW

$$e_{NO_x comp} = \frac{(0.85 \cdot 2.25842) + (0.15 \cdot 0.063443)}{(0.85 \cdot 4.5383) + (0.15 \cdot 0.0)}$$

$e_{NOxcomp} = 0.5001$ g/kW·hr

* * * * *

■ 246. Amend § 1065.655 by revising paragraphs (c) introductory text, (e)(1)(i), (e)(4), and (f)(3) to read as follows:

§ 1065.655 Chemical balances of fuel, DEF, intake air, and exhaust.

* * * * *

(c) *Chemical balance procedure.* The calculations for a chemical balance involve a system of equations that require iteration. We recommend using a computer to solve this system of equations. You must guess the initial values of up to three quantities: the amount of water in the measured flow, x_{H2Oexh}, fraction of dilution air in diluted exhaust, $x_{dil/exh}$, and the amount of products on a C_1 basis per dry mole of dry measured flow, $x_{Ccombdry}$. You may use time-weighted mean values of intake air humidity and dilution air humidity in the chemical balance; as long as your intake air and dilution air humidities remain within tolerances of ±0.0025 mol/mol of their respective mean values over the test interval. For each emission concentration, x, and amount of water, x_{H2Oexh}, you must determine their completely dry concentrations, x_{dry} and $x_{H2Oexhdry}$. You must also use your fuel mixture's atomic hydrogen-to-carbon ratio, α, oxygen-to-carbon ratio, β, sulfur-to-carbon ratio, γ, and nitrogen-to-carbon ratio, δ; you may optionally account for diesel exhaust fluid (or other fluids injected into the exhaust), if applicable. You may calculate α, β, γ, and δ based on measured fuel composition or based on measured fuel and diesel exhaust fluid (or other fluids injected into the exhaust) composition together, as

described in paragraph (e) of this section. You may alternatively use any combination of default values and measured values as described in paragraph (e) of this section. Use the following steps to complete a chemical balance:

* * * * *

(e) * * *

(1) * * *

(i) Determine the carbon and hydrogen mass fractions according to ASTM D5291 (incorporated by reference in § 1065.1010). When using ASTM D5291 to determine carbon and hydrogen mass fractions of gasoline (with or without blended ethanol), use good engineering judgment to adapt the method as appropriate. This may include consulting with the instrument manufacturer on how to test high-volatility fuels. Allow the weight of volatile fuel samples to stabilize for 20 minutes before starting the analysis; if the weight still drifts after 20 minutes, prepare a new sample). Retest the sample if the carbon, hydrogen, oxygen, sulfur, and nitrogen mass fractions do not add up to a total mass of 100 ±0.5%; you may assume oxygen has a zero mass contribution for this specification for diesel fuel and neat (E0) gasoline. You may also assume that sulfur and nitrogen have a zero mass contribution for this specification for all fuels except residual fuel blends.

* * * * *

(4) Calculate α, β, γ, and δ using the following equations:

$$\alpha = \frac{M_C}{M_H} \cdot \frac{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Hj}}{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Cj}}$$

Eq. 1065.655-20

$$\beta = \frac{M_C}{M_O} \cdot \frac{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Oj}}{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Cj}}$$

Eq. 1065.655-21

$$\gamma = \frac{M_C}{M_S} \cdot \frac{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Sj}}{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Cj}}$$

Eq. 1065.655-22

$$\delta = \frac{M_C}{M_N} \cdot \frac{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Nj}}{\sum_{j=1}^{N} \dot{m}_j \cdot w_{Cj}}$$

Eq. 1065.655-23

Where:

N = total number of fuels and injected fluids over the duty cycle.

j = an indexing variable that represents one fuel or injected fluid, starting with $j = 1$.

$\dot{m}_j$ = the mass flow rate of the fuel or any injected fluid j. For applications using a single fuel and no DEF fluid, set this value to 1. For batch measurements, divide the total mass of fuel over the test interval duration to determine a mass rate.

w_{Hj} = hydrogen mass fraction of fuel or any injected fluid j.

w_{Cj} = carbon mass fraction of fuel or any injected fluid j.

w_{Oj} = oxygen mass fraction of fuel or any injected fluid j.

w_{Sj} = sulfur mass fraction of fuel or any injected fluid j.

w_{Nj} = nitrogen mass fraction of fuel or any injected fluid j.

Example:

$N = 1$

$j = 1$

$\dot{m}_1 = 1$

$w_{H1} = 0.1239$

$w_{C1} = 0.8206$

$w_{O1} = 0.0547$

$w_{S1} = 0.00066$

$w_{N1} = 0.000095$

$M_C = 12.0107$ g/mol

$M_H = 1.00794$ g/mol

$M_O = 15.9994$ g/mol

$M_S = 32.065$ g/mol

$M_N = 14.0067$

$$\alpha = \frac{12.0107 \cdot 1 \cdot 0.1239}{1.00794 \cdot 1 \cdot 0.8206}$$

$$\beta = \frac{12.0107 \cdot 1 \cdot 0.0547}{15.9994 \cdot 1 \cdot 0.8206}$$

$$\gamma = \frac{12.0107 \cdot 1 \cdot 0.00066}{32.065 \cdot 1 \cdot 0.8206}$$

$$\delta = \frac{12.0107 \cdot 1 \cdot 0.000095}{14.0067 \cdot 1 \cdot 0.8206}$$

$\alpha = 1.799$

$\beta = 0.05004$

$\gamma = 0.0003012$

$\delta = 0.0001003$

* * * * *

(f) * * *

(3) *Fluid mass flow rate calculation.* This calculation may be used only for steady-state laboratory testing. You may not use this calculation if the standard-setting part requires carbon balance error verification as described in § 1065.543. See § 1065.915(d)(5)(iv) for application to field testing. Calculate $\dot{n}_{exh}$ based on $\dot{m}_j$ using the following equation:

$$\dot{n}_{exh} = \frac{1 + x_{H2Oexhdry}}{M_C \cdot x_{Ccombdry}} \cdot \sum_{j=1}^{N} \dot{m}_j \cdot w_{Cj}$$

Where:

$\dot{n}_{exh}$ = raw exhaust molar flow rate from which you measured emissions.

j = an indexing variable that represents one fuel or injected fluid, starting with $j = 1$.

N = total number of fuels and injected fluids over the duty cycle.

$\dot{m}_j$ = the mass flow rate of the fuel or any injected fluid j.

w_{Cj} = carbon mass fraction of the fuel and any injected fluid j.

Example:

$N = 1$

$j = 1$

$\dot{m}_1 = 7.559$ g/s

$w_{C1} = 0.869$ g/g

$M_C = 12.0107$ g/mol

$x_{Ccombdry1} = 99.87$ mmol/mol = 0.09987 mol/mol

$x_{H20exhdry1} = 107.64$ mmol/mol = 0.10764 mol/mol

$$\dot{n}_{exh} = \frac{1 + 0.10764}{12.0107 \cdot 0.09987} \cdot 7.559 \cdot 0.869$$

$n_{exh} = 6.066$ mol/s

* * * * *

■ 247. Amend § 1065.660 by revising paragraphs (b)(2)(i) introductory text, (c)(1), and (d)(1)(i) introductory text to read as follows:

§ 1065.660 THC, NMHC, NMNEHC, CH_4, and C_2H_6 determination.

* * * * *

(b) * * *

(2) * * *

(i) If you need to account for penetration fractions determined as a function of molar water concentration, use Eq. 1065.660–4. Otherwise, use the following equation for penetration fractions determined using an NMC configuration as outlined in § 1065.365(d):

* * * * *

(c) * * *

(1) Calculate x_{NMNEHC} based on the test fuel's ethane content as follows:

(i) If the content of your test fuel contains less than 0.010 mol/mol of ethane, you may omit the calculation of NMNEHC concentration and calculate the mass of NMNEHC as described in § 1065.650(c)(6)(i).

(ii) If the content of your fuel test contains at least 0.010 mol/mol of ethane, you may omit the calculation of NMNEHC concentration and calculate the mass of NMNEHC as described in § 1065.650(c)(6)(ii).

* * * * *

(d) * * *

(1) * * *

(i) If you need to account for penetration fractions determined as a function of molar water concentration, use Eq. 1065.660–11. Otherwise, use the following equation for penetration fractions determined using an NMC configuration as outlined in § 1065.365(d):

* * * * *

■ 248. Amend § 1065.667 by revising paragraph (a) to read as follows:

§ 1065.667 Dilution air background emission correction.

(a) To determine the mass of background emissions to subtract from a diluted exhaust sample, first determine the total flow of dilution air, n_{dil}, over the test interval. This may be a measured quantity or a calculated quantity. Multiply the total flow of dilution air by the mean mole fraction (*i.e.,* concentration) of a background emission. This may be a time-weighted mean or a flow-weighted mean (*e.g.,* a proportionally sampled background). Finally, multiply by the molar mass, *M,* of the associated gaseous emission constituent. The product of n_{dil} and the mean molar concentration of a background emission and its molar mass, *M,* is the total background emission mass, *m.* In the case of PM, where the mean PM concentration is already in units of mass per mole of exhaust, multiply it by the total amount of dilution air flow, and the result is the total background mass of PM, m_{PM}. Subtract total background mass from total mass to correct for background emissions.

* * * * *

■ 249. Amend § 1065.670 by revising the introductory text to read as follows:

§ 1065.670 NO_X intake-air humidity and temperature corrections.

See the standard-setting part to determine if you may correct NO_X emissions for the effects of intake-air humidity or temperature. Use the NO_X intake-air humidity and temperature corrections specified in the standard-setting part instead of the NO_X intake-air humidity correction specified in this part 1065. If the standard-setting part does not prohibit correcting NO_X emissions for intake-air humidity according to this part 1065, correct NO_X concentrations for intake-air humidity as described in this section. See § 1065.650(c)(1) for the proper sequence for applying the NO_X intake-air humidity and temperature corrections. You may use a time-weighted mean intake air humidity to calculate this correction if your intake air humidity remains within a tolerance of ±0.0025 mol/mol of the mean value over the test interval. For intake-air humidity correction, use one of the following approaches:

* * * * *

■ 250. Amend § 1065.672 by revising paragraphs (d)(3) and (4) to read as follows:

§ 1065.672 Drift correction.

* * * * *

(d) * * *

(3) For any pre-test interval concentrations, use the last concentration determined before the test interval. For some test intervals, the last pre-zero or pre-span might have occurred before one or more earlier test intervals.

(4) For any post-test interval concentrations, use the first concentration determined after the test interval. For some test intervals, the first post-zero or post-span might occur after one or more later test intervals.

* * * * *

■ 251. Amend § 1065.675 by revising paragraph (b) to read as follows:

§ 1065.675 CLD quench verification calculations.

* * * * *

(b) Estimate the maximum expected mole fraction of water during emission testing, x_{H2Oexp}. Make this estimate where the humidified NO span gas was introduced in § 1065.370(e)(6). When estimating the maximum expected mole fraction of water, consider the maximum expected water content in intake air, fuel combustion products, and dilution air (if applicable). If you introduced the humidified NO span gas into the sample system upstream of a sample dryer during the verification test, you need not estimate the maximum expected mole fraction of water and you must set x_{H2Oexp} equal to $x_{H2Omeas}$.

* * * * *

■ 252. Amend § 1065.680 by revising the introductory text to read as follows:

§ 1065.680 Adjusting emission levels to account for infrequently regenerating aftertreatment devices.

This section describes how to calculate and apply emission adjustment factors for engines using aftertreatment technology with infrequent regeneration events that may occur during testing. These adjustment factors are typically calculated based on measurements conducted for the purposes of engine certification, and then used to adjust the results of testing related to demonstrating compliance with emission standards. For this section, ''regeneration'' means an intended event during which emission levels change while the system restores aftertreatment performance. For example, exhaust gas temperatures may increase temporarily to remove sulfur from an adsorber or SCR catalyst or to oxidize accumulated particulate matter in a trap. The duration of this event extends until the aftertreatment performance and emission levels have returned to normal baseline levels. Also, ''infrequent'' refers to regeneration events that are expected to occur on average less than once over a transient or ramped-modal duty cycle, or on average less than once per mode in a discrete-mode test.

* * * * *

■ 253. Amend § 1065.695 by revising paragraphs (a) and (c)(12)(ix) to read as follows:

§ 1065.695 Data requirements.

(a) To determine the information we require from engine tests, refer to the standard-setting part and request from your EPA Program Officer the format used to apply for certification or demonstrate compliance. We may require different information for different purposes, such as for certification applications, approval requests for alternate procedures, selective enforcement audits, laboratory audits, production-line test reports, and field-test reports.

* * * * *

(c) * * *

(12) * * *

(ix) Warm idle speed value, any enhanced-idle speed value.

* * * * *

■ 254. Amend § 1065.715 by revising paragraph (b)(3) to read as follows:

§ 1065.715 Natural gas.

* * * * *

(b) * * *

(3) You may ask for approval to use fuel that does not meet the specifications in paragraph (a) of this section, but only if using the fuel would not adversely affect your ability to demonstrate compliance with the applicable standards in this chapter.

* * * * *

■ 255. Amend § 1065.720 by revising paragraphs (a) and (b)(3) to read as follows:

§ 1065.720 Liquefied petroleum gas.

(a) Except as specified in paragraph (b) of this section, liquefied petroleum gas for testing must meet the specifications in the following table:

TABLE 1 TO PARAGRAPH (a) OF § 1065.720—TEST FUEL SPECIFICATIONS FOR LIQUEFIED PETROLEUM GAS

Property	Value	Reference procedure [a]
Propane, C_3H_8	Minimum, 0.85 m^3/m^3	ASTM D2163.
Vapor pressure at 38°C	Maximum, 1400 kPa	ASTM D1267 or ASTM D2598 [b].
Butanes	Maximum, 0.05 m^3/m^3	ASTM D2163.
Butenes	Maximum, 0.02 m^3/m^3	ASTM D2163.
Pentenes and heavier	Maximum, 0.005 m^3/m^3	ASTM D2163.
Propene	Maximum, 0.1 m^3/m^3	ASTM D2163.
Residual matter (residue on evaporation of 100 ml oil stain observation).	Maximum, 0.05 ml pass [c]	ASTM D2158.
Corrosion, copper strip	Maximum, No. 1	ASTM D1838.
Sulfur	Maximum, 80 mg/kg	ASTM D6667.
Moisture content	pass	ASTM D2713.

[a] Incorporated by reference; see § 1065.1010. See § 1065.701(d) for other allowed procedures.
[b] If these two test methods yield different results, use the results from ASTM D1267.
[c] The test fuel must not yield a persistent oil ring when you add 0.3 ml of solvent residue mixture to a filter paper in 0.1 ml increments and examine it in daylight after two minutes.

(b) * * *

(3) You may ask for approval to use fuel that does not meet the specifications in paragraph (a) of this section, but only if using the fuel would not adversely affect your ability to demonstrate compliance with the applicable standards in this chapter.

* * * * *

■ 256. Revise § 1065.790 to read as follows:

§ 1065.790 Mass standards.

(a) *PM balance calibration weights.* Use PM balance calibration weights that are certified as NIST-traceable within ±0.1% uncertainty. Make sure your highest calibration weight has no more than ten times the mass of an unused PM-sample medium.

(b) *Dynamometer, fuel mass scale, and DEF mass scale calibration weights.* Use dynamometer and mass scale calibration weights that are certified as NIST-traceable within ±0.1% uncertainty.

■ 257. Amend § 1065.901 by revising paragraphs (a) and (b)(3) to read as follows:

§ 1065.901 Applicability.

(a) *Field testing.* This subpart specifies procedures for field-testing engines to determine brake-specific emissions and mass rate emissions using portable emission measurement systems (PEMS). These procedures are designed primarily for in-field measurements of engines that remain installed in vehicles or equipment the field. Field-test procedures apply to your engines only as specified in the standard-setting part.

(b) * * *

(3) Do not use PEMS for laboratory measurements if it prevents you from demonstrating compliance with the applicable standards in this chapter. Some of the PEMS requirements in this part 1065 are less stringent than the corresponding laboratory requirements. Depending on actual PEMS performance, you might therefore need to account for some additional measurement uncertainty when using PEMS for laboratory testing. If we ask, you must show us by engineering analysis that any additional measurement uncertainty due to your use of PEMS for laboratory testing is

offset by the extent to which your engine's emissions are below the applicable standards in this chapter. For example, you might show that PEMS versus laboratory uncertainty represents 5% of the standard, but your engine's deteriorated emissions are at least 20% below the standard for each pollutant.

■ 258. Amend § 1065.910 by revising paragraphs (b) and (d)(2) to read as follows:

§ 1065.910 PEMS auxiliary equipment for field testing.

* * * * *

(b) Locate the PEMS to minimize the effects of the following parameters or place the PEMS in an environmental enclosure that minimizes the effect of these parameters on the emission measurement:

(1) Ambient temperature changes.

(2) Electromagnetic radiation.

(3) Mechanical shock and vibration.

* * * * *

(d) * * *

(2) You may install your own portable power supply. For example, you may use batteries, fuel cells, a portable generator, or any other power supply to supplement or replace your use of vehicle power. You may connect an external power source directly to the vehicle's, vessel's, or equipment's power system; however, you must not supply power to the vehicle's power system in excess of 1% of the engine's maximum power.

■ 259. Amend § 1065.915 by revising paragraph (d)(6) to read as follows:

§ 1065.915 PEMS instruments.

* * * * *

(d) * * *

(6) *Permissible deviations.* ECM signals may deviate from the specifications of this part 1065, but the expected deviation must not prevent you from demonstrating that you meet the applicable standards in this chapter. For example, your emission results may be sufficiently below an applicable standard, such that the deviation would not significantly change the result. As another example, a very low engine-coolant temperature may define a logical statement that determines when a test interval may start. In this case, even if the ECM's sensor for detecting coolant temperature was not very accurate or repeatable, its output would never deviate so far as to significantly affect when a test interval may start.

■ 260. Amend § 1065.920 by:

■ a. Revising paragraphs (b)(2), (b)(4) introductory text, and (b)(4)(iii).

■ b. Removing paragraph (b)(5).

■ c. Redesignating paragraphs (b)(6) and (7) as (b)(5) and (6), respectively.

■ d. Revising newly redesignated paragraph (b)(6)(ii).

The revisions read as follows:

§ 1065.920 PEMS calibrations and verifications.

* * * * *

(b) * * *

(2) Select or create a duty cycle that has all the following characteristics:

(i) Engine operation that represents normal in-use speeds, loads, and degree of transient activity. Consider using data from previous field tests to generate a cycle.

(ii) A duration of (6 to 9) hours.

* * * * *

(4) Determine the brake-specific emissions and mass rate emissions, as applicable, for each test interval for both laboratory and the PEMS measurements, as follows:

* * * * *

(iii) If the standard-setting part specifies the use of a measurement allowance for field testing, also apply the measurement allowance during calibration using good engineering judgment. If the measurement allowance is normally added to the standard, this means you must subtract the measurement allowance from measured PEMS emission results.

* * * * *

(6) * * *

(ii) The entire set of test-interval results passes the 95% confidence alternate-procedure statistics for field testing (*t*-test and *F*-test) specified in § 1065.12.

■ 261. Amend § 1065.935 by revising paragraphs (d)(4) and (g) to read as follows:

§ 1065.935 Emission test sequence for field testing.

* * * * *

(d) * * *

(4) Conduct periodic verifications such as zero and span verifications on PEMS gas analyzers and use these to correct for drift according to paragraph (g) of this section. Do not include data recorded during verifications in emission calculations. Conduct the verifications as follows:

(i) For PEMS gas analyzers used to determine NTE emission values, perform verifications as recommended by the PEMS manufacturer or as indicated by good engineering judgment.

(ii) For PEMS gas analyzers used to determine bin emission values, perform zero verifications at least hourly using purified air. Perform span verification at the end of the shift-day or more frequently as recommended by the PEMS manufacturer or as indicated by good engineering judgment.

* * * * *

(g) Take the following steps after emission sampling is complete:

(1) As soon as practical after emission sampling, analyze any gaseous batch samples.

(2) If you used dilution air, either analyze background samples or assume that background emissions were zero. Refer to § 1065.140 for dilution-air specifications.

(3) After quantifying all exhaust gases, record mean analyzer values after stabilizing a zero gas to each analyzer, then record mean analyzer values after stabilizing the span gas to the analyzer. Stabilization may include time to purge an analyzer of any sample gas and any additional time to account for analyzer response. Use these recorded values, including pre-test verifications and any zero verifications during testing, to correct for drift as described in § 1065.550.

(4) Verify PEMS gas analyzers used to determine NTE emission values as follows:

(i) Invalidate any data that does not meet the range criteria in § 1065.550. Note that it is acceptable that analyzers exceed 100% of their ranges when measuring emissions between test intervals, but not during test intervals. You do not have to retest an engine if the range criteria are not met.

(ii) Invalidate any data that does not meet the drift criterion in § 1065.550. For HC, invalidate any data if the difference between the uncorrected and the corrected brake-specific HC emission values are not within ±10% of the uncorrected results or the applicable standard, whichever is greater. For data that does meet the drift criterion, correct those test intervals for drift according to § 1065.672 and use the drift corrected results in emissions calculations.

(5) Verify PEMS gas analyzers used to determine bin emission values as follows:

(i) Invalidate data from a whole shift-day if more than 1% of recorded 1 Hz data exceeds 100% of the selected gas analyzer range. For analyzer outputs exceeding 100% of range, calculate emission results using the reported value. You must retest an engine if the range criteria are not met.

(ii) Invalidate any data for periods in which the CO and CO_2 gas analyzers do not meet the drift criterion in § 1065.550. For HC, invalidate data if the difference between the uncorrected and the corrected brake-specific HC emission values are not within ±10% of the uncorrected results or the applicable

standard, whichever is greater. For data that do meet the drift criterion, correct the data for drift according to § 1065.672 and use the drift-corrected results in emissions calculations.

(iii) For PEMS NO_X analyzers used to determine bin emission values, invalidate data for the engine over the entire shift-day if any data do not meet the following drift limits instead of meeting the drift criteria specified in § 1065.550:

(A) The allowable analyzer zero-drift between successive zero verifications is ±2.5 ppm. The analyzer zero-drift limit over the shift-day is ±10 ppm.

(B) The allowable analyzer span-drift limit is ±4% of the measured span value between successive span verifications.

(6) Unless you weighed PM in-situ, such as by using an inertial PM balance, place any used PM samples into covered or sealed containers and return them to the PM-stabilization environment and weigh them as described in § 1065.595.

■ 262. Amend § 1065.1001 by:

■ a. Removing the definition of ''Designated Compliance Officer''.

■ b. Adding definitions of ''Dual-fuel'', ''EPA Program Officer'', and ''Flexible-fuel'' in alphabetical order.

■ c. Removing the definition of ''Intermediate test speed''.

■ d. Adding a definition of ''Intermediate speed'' in alphabetical order.

■ e. Revising the definition of ''NIST-traceable''.

■ f. Adding definitions of ''No-load'' and ''Rechargeable Energy Storage System (RESS)'' in alphabetical order.

■ g. Revising the definition of ''Steady-state''.

The additions and revisions read as follows:

§ 1065.1001 Definitions.

* * * * *

Dual-fuel has the meaning given in the standard-setting part.

* * * * *

EPA Program Officer means the Director, Compliance Division, U.S. Environmental Protection Agency, 2000 Traverwood Dr., Ann Arbor, MI 48105.

* * * * *

Flexible-fuel has the meaning given in the standard-setting part.

* * * * *

Intermediate speed has the meaning given in § 1065.610.

* * * * *

NIST-traceable means relating to a standard value that can be related to NIST-stated references through an unbroken chain of comparisons, all having stated uncertainties, as specified in NIST Technical Note 1297 (incorporated by reference in § 1065.1010). Allowable uncertainty limits specified for NIST-traceability refer to the propagated uncertainty specified by NIST.

* * * * *

No-load means a dynamometer setting of zero torque.

* * * * *

Rechargeable Energy Storage System (RESS) means the components of a hybrid engine or vehicle that store recovered energy for later use, such as the battery system in a hybrid electric vehicle.

* * * * *

Steady-state means relating to emission tests in which engine speed and load are held at a finite set of nominally constant values. Steady-state tests are generally either discrete-mode tests or ramped-modal tests.

* * * * *

■ 263. Amend § 1065.1005 by adding an entry in Table 1 in paragraph (a) for ''κ'' in alphanumeric order and revising paragraphs (b) and (f)(1), (3), and (4) to read as follows:

§ 1065.1005 Symbols, abbreviations, acronyms, and units of measure.

* * * * *

(a) * * *

TABLE 1 OF § 1065.1005—SYMBOLS FOR QUANTITIES

Symbol	Quantity	Unit	Unit Symbol	Units in terms of SI base units
* *	*	*	*	*
κ	opacity			
* *	*	*	*	*

* * * * *

(b) *Symbols for chemical species.* This part uses the following symbols for chemical species and exhaust constituents:

TABLE 2 OF § 1065.1005—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS

Symbol	Species
Ar	argon.
C	carbon.
CH_2O	formaldehyde.
CH_2O_2	formic acid.
CH_3OH	methanol.
CH_4	methane.
C_2H_4O	acetaldehyde.
C_2H_5OH	ethanol.
C_2H_6	ethane.
C_3H_7OH	propanol.
C_3H_8	propane.
C_4H_{10}	butane.
C_5H_{12}	pentane.
CO	carbon monoxide.
CO_2	carbon dioxide.

TABLE 2 OF § 1065.1005—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS—Continued

Symbol	Species
H	atomic hydrogen.
H_2	molecular hydrogen.
H_2O	water.
H_2SO_4	sulfuric acid.
HC	hydrocarbon.
He	helium.
^{85}Kr	krypton 85.
N_2	molecular nitrogen.
NH_3	ammonia.
NMHC	nonmethane hydrocarbon.
NMHCE	nonmethane hydrocarbon equivalent.
NMNEHC	nonmethane-nonethane hydrocarbon.
NO	nitric oxide.
NO_2	nitrogen dioxide.
NO_X	oxides of nitrogen.
N_2O	nitrous oxide.
NMOG	nonmethane organic gases.
NONMHC	non-oxygenated nonmethane hydrocarbon.
NOTHC	non-oxygenated total hydrocarbon.
O_2	molecular oxygen.
OHC	oxygenated hydrocarbon.
^{210}Po	polonium 210.
PM	particulate matter.
S	sulfur.
SVOC	semi-volatile organic compound.
THC	total hydrocarbon.
THCE	total hydrocarbon equivalent.
ZrO_2	zirconium dioxide.

* * * * *

(f) * * *

(1) This part uses the following constants for the composition of dry air:

TABLE 6 OF § 1065.1005—CONSTANTS

Symbol	Quantity	mol/mol
γ_{Arair}	amount of argon in dry air	0.00934
γ_{CO2air}	amount of carbon dioxide in dry air	0.000375
γ_{N2air}	amount of nitrogen in dry air	0.78084
γ_{O2air}	amount of oxygen in dry air	0.209445

* * * * *

(3) This part uses the following molar gas constant for ideal gases:

TABLE 8 OF § 1065.1005—MOLAR GAS CONSTANT FOR IDEAL GASES

Symbol	Quantity	J/(mol·K) ($m^2 \cdot kg \cdot s^{-2} \cdot mol^{-1} \cdot K^{-1}$)
R	molar gas constant	8.314472

(4) This part uses the following ratios of specific heats for dilution air and diluted exhaust:

TABLE 9 OF § 1065.1005—RATIOS OF SPECIFIC HEATS FOR DILUTION AIR AND DILUTED EXHAUST

Symbol	Quantity	[J/(kg·K)]/[J/(kg·K)]
γ_{air}	ratio of specific heats for intake air or dilution air	1.399
γ_{dil}	ratio of specific heats for diluted exhaust	1.399
γ_{exh}	ratio of specific heats for raw exhaust	1.385

* * * * *

■ 264. Amend § 1065.1010 by:

■ a. Adding introductory text;

■ b. Removing paragraph (a); and
■ c. Redesignating paragraphs (b) through (g) as paragraphs (a) through (f).

The addition reads as follows:

§ 1065.1010 Incorporation by reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, EPA must publish a document in the **Federal Register** and the material must be available to the public. All approved incorporation by reference (IBR) material is available for inspection at EPA and at the National Archives and Records Administration (NARA). Contact EPA at: U.S. EPA, Air and Radiation Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC 20004; *www.epa.gov/dockets*; (202) 202–1744. For information on inspecting this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov*. The material may be obtained from the following sources:

* * * * *

■ 265. Revise the heading for subpart L to read as follows:

Subpart L—Methods for Unregulated and Special Pollutants and Additional Procedures

■ 266. Amend subpart L by adding a new center header ''VANADIUM SUBLIMATION IN SCR CATALYSTS'' after § 1065.1111 and adding §§ 1065.1113, 1065.1115, 1065.1117, 1065.1119, and 1065.1121 under the new center header to read as follows:

Vanadium Sublimation In SCR Catalysts

§ 1065.1113 General provisions related to vanadium sublimation temperatures in SCR catalysts.

Sections 1065.1113 through 1065.1121 specify procedures for determining vanadium emissions from a catalyst based on catalyst temperature. Vanadium can be emitted from the surface of SCR catalysts at temperatures above 550°C, dependent on the catalyst formulation. These procedures are appropriate for measuring the vanadium sublimation product from a reactor by sampling onto an equivalent mass of alumina and performing analysis by Inductively Coupled Plasma—Optical Emission Spectroscopy (ICP–OES). Follow standard analytic chemistry methods for any aspects of the analysis that are not specified.

(a) The procedure is adapted from ''Behavior of Titania-supported Vanadia and Tungsta SCR Catalysts at High Temperatures in Reactant Streams: Tungsten and Vanadium Oxide and Hydroxide Vapor Pressure Reduction by Surficial Stabilization'' (Chapman, D.M., Applied Catalysis A: General, 2011, 392, 143–150) with modifications to the acid digestion method from ''Measuring the trace elemental composition of size-resolved airborne particles'' (Herner, J.D. *et al,* Environmental Science and Technology, 2006, 40, 1925–1933).

(b) Laboratory cleanliness is especially important throughout vanadium testing. Thoroughly clean all sampling system components and glassware before testing to avoid sample contamination.

§ 1065.1115 Reactor design and setup.

Vanadium measurements rely on a reactor that adsorbs sublimation vapors of vanadium onto an alumina capture bed with high surface area.

(a) Configure the reactor with the alumina capture bed downstream of the catalyst in the reactor's hot zone to adsorb vanadium vapors at high temperature. You may use quartz beads upstream of the catalyst to help stabilize reactor gas temperatures. Select an alumina material and design the reactor to minimize sintering of the alumina. For a 1-inch diameter reactor, use 4 to 5 g of ⅛ inch extrudates or -14/+24 mesh (approximately 0.7 to 1.4 mm) gamma alumina (such as Alfa Aesar, aluminum oxide, gamma, catalyst support, high surface area, bimodal). Position the alumina downstream from either an equivalent amount of -14/+24 mesh catalyst sample or an approximately 1-inch diameter by 1 to 3-inch long catalyst-coated monolith sample cored from the production-intent vanadium catalyst substrate. Separate the alumina from the catalyst with a 0.2 to 0.4 g plug of quartz wool. Place a short 4 g plug of quartz wool downstream of the alumina to maintain the position of that bed. Use good engineering judgment to adjust as appropriate for reactors of different sizes.

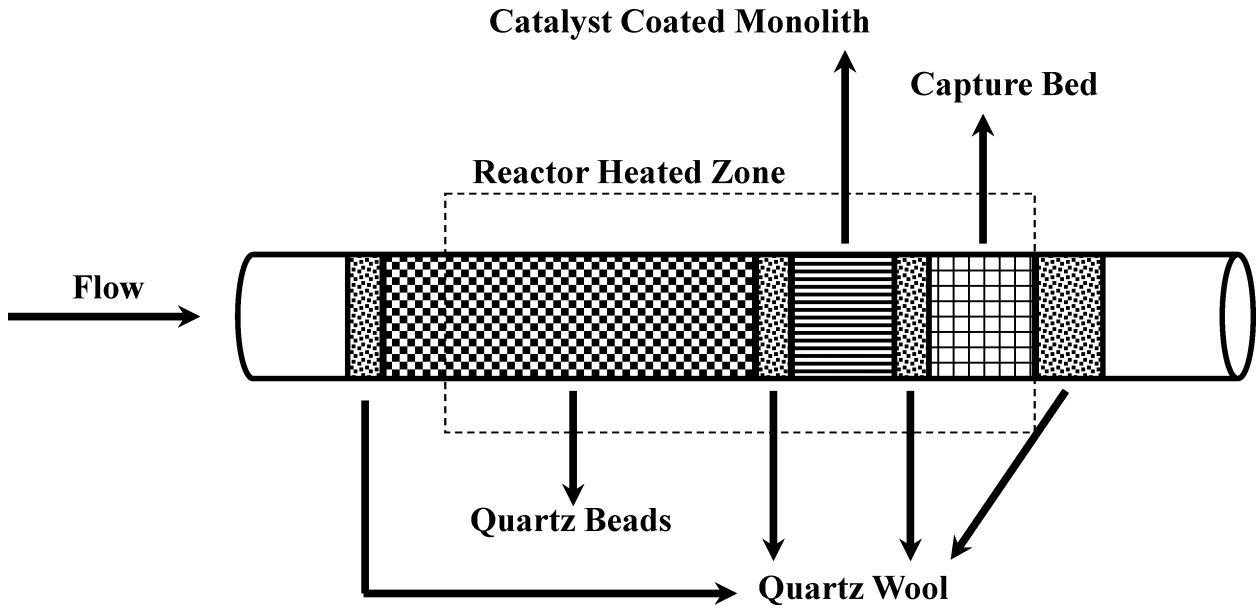
(b) Include the quartz wool with the capture bed to measure vanadium content. We recommend analyzing the downstream quartz wool separately from the alumina to see if the alumina fails to capture some residual vanadium.

(c) Configure the reactor such that both the sample and capture beds are in the reactor's hot zone. Design the reactor to maintain similar temperatures in the capture bed and catalyst. Monitor the catalyst and alumina temperatures with Type K thermocouples inserted into a thermocouple well that is in contact with the catalyst sample bed.

(d) If there is a risk that the quartz wool and capture bed are not able to collect all the vanadium, configure the reactor with an additional capture bed and quartz wool plug just outside the hot zone and analyze the additional capture bed and quartz wool separately.

(e) An example of a catalyst-coated monolith and capture bed arrangement in the reactor tube are shown in the following figure:

Figure 1 to paragraph (e) of § 1065.1115— Example of Reactor Setup



(f) You may need to account for vanadium-loaded particles contaminating catalyst-coated monoliths as a result of physical abrasion. To do this, determine how much titanium is in the capture bed and compare to an alumina blank. Using these values and available information about the ratio of vanadium to titanium in the catalyst, subtract the mass of vanadium catalyst material associated with the catalyst particles from the total measured vanadium on the capture bed to determine the vanadium recovered due to sublimation.

§ 1065.1117 Reactor aging cycle for determination of vanadium sublimation temperature.

This section describes the conditions and process required to operate the reactor described in § 1065.1115 for collection of the vanadium sublimation samples for determination of vanadium sublimation temperature. The reactor aging cycle constitutes the process of testing the catalyst sample over all the test conditions described in paragraph (b) of this section.

(a) Set up the reactor to flow gases with a space velocity of at least 35,000/hr with a pressure drop across the catalyst and capture beds less than 35 kPa. Use test gases meeting the following specifications, noting that not all gases will be used at the same time:

(1) 5 vol% O_2, balance N_2.

(2) NO, balance N_2. Use an NO concentration of (200 to 500) ppm.

(3) NH_3, balance N_2. Use an NH_3 concentration of (200 to 500) ppm.

(b) Perform testing as follows:

(1) Add a new catalyst sample and capture bed into the reactor as described in § 1065.1113. Heat the reactor to 550°C while flowing the oxygen blend specified in paragraph (a)(1) of this section as a pretest gas mixture. Ensure that no H_2O is added to the pretest gas mixture to reduce the risk of sintering and vanadium sublimation.

(2) Start testing at a temperature that is lower than the point at which vanadium starts to sublime. Start testing when the reactor reaches 550°C unless testing supports a lower starting temperature. Once the reactor reaches the starting temperature and the catalyst has been equilibrated to the reactor temperature, flow NO and NH_3 test gases for 18 hours with a nominal H_2O content of 5 volume percent. If an initial starting temperature of 550°C results in vanadium sublimation, you may retest using a new catalyst sample and a lower initial starting temperature.

(3) After 18 hours of exposure, flow the pretest oxygen blend as specified in paragraph (b)(1) of this section and allow the reactor to cool down to room temperature.

(4) Analyze the sample as described in § 1065.1121.

(5) Repeat the testing in paragraphs (b)(1) through (4) of this section by raising the reactor temperature in increments of 50°C up to the temperature at which vanadium sublimation begins.

(6) Once sublimation has been detected, repeat the testing in paragraphs (b)(1) through (4) of this section by decreasing the reactor temperature in increments of 25 °C until the vanadium concentration falls below the sublimation threshold.

(7) Repeat the testing in paragraphs (b)(1) through (6) of this section with a nominal H_2O concentration of 10 volume percent or the maximum water concentration expected at the standard.

(8) You may optionally test in a manner other than testing a single catalyst formulation in series across all test temperatures. For example, you may test additional samples at the same reactor temperature before moving on to the next temperature.

(c) The effective sublimation temperature for the tested catalyst is the lowest reactor temperature determined in paragraph (b) of this section below which vanadium emissions are less than the method detection limit.

§ 1065.1119 Blank testing.

This section describes the process for analyzing blanks. Use blanks to determine the background effects and the potential for contamination from the sampling process.

(a) Take blanks from the same batch of alumina used for the capture bed.

(b) Media blanks are used to determine if there is any contamination in the sample media. Analyze at least one media blank for each reactor aging cycle or round of testing performed under § 1065.1117. If your sample media is taken from the same lot, you may analyze media blanks less frequently consistent with good engineering judgment.

(c) Field blanks are used to determine if there is any contamination from environmental exposure of the sample media. Analyze at least one field blank for each reactor aging cycle or round of testing performed under § 1065.1117. Field blanks must be contained in a sealed environment and accompany the reactor sampling system throughout the course of a test, including reactor disassembly, sample packaging, and

storage. Use good engineering judgment to determine how frequently to generate field blanks. Keep the field blank sample close to the reactor during testing.

(d) Reactor blanks are used to determine if there is any contamination from the sampling system. Analyze at least one reactor blank for each reactor aging cycle or round of testing performed under § 1065.1117.

(1) Test reactor blanks with the reactor on and operated identically to that of a catalyst test in § 1065.1117 with the exception that when loading the reactor, only the alumina capture bed will be loaded (no catalyst sample is loaded for the reactor blank). We recommend acquiring reactor blanks with the reactor operating at average test temperature you used when acquiring your test samples under § 1065.1117.

(2) You must run at least three reactor blanks if the result from the initial blank analysis is above the detection limit of the method, with additional blank runs based on the uncertainty of the reactor blank measurements, consistent with good engineering judgment.

§ 1065.1121 Vanadium sample dissolution and analysis in alumina capture beds.

This section describes the process for dissolution of vanadium from the vanadium sublimation samples collect in § 1065.1117 and any blanks collected in § 1065.1119 as well as the analysis of the digestates to determine the mass of vanadium emitted and the associated sublimation temperature threshold based on the results of all the samples taken during the reactor aging cycle.

(a) Digest the samples using the following procedure, or an equivalent procedure:

(1) Place the recovered alumina, a portion of the ground quartz tube from the reactor, and the quartz wool in a Teflon pressure vessel with a mixture made from 1.5 mL of 16 N HNO_3, 0.5 mL of 28 N HF, and 0.2 mL of 12 N HCl. Note that the amount of ground quartz tube from the reactor included in the digestion can influence the vanadium concentration of both the volatilized vanadium from the sample and the method detection limit. You must be consistent with the amount ground quartz tube included in the sample analysis for your testing. You must limit the amount of quartz tube to include only portions of the tube that would be likely to encounter volatilized vanadium.

(2) Program a microwave oven to heat the sample to 180 °C over 9 minutes, followed by a 10-minute hold at that temperature, and 1 hour of ventilation/cooling.

(3) After cooling, dilute the digests to 30 mL with high purity 18MΩ water prior to ICP–MS (or ICP–OES) analysis. Note that this digestion technique requires adequate safety measures when working with HF at high temperature and pressure. To avoid ''carry-over'' contamination, rigorously clean the vessels between samples as described in ''Microwave digestion procedures for environmental matrixes'' (Lough, G.C. *et al,* Analyst. 1998, 123 (7), 103R–133R).

(b) Analyze the digestates for vanadium as follows:

(1) Perform the analysis using ICP–OES (or ICP–MS) using standard plasma conditions (1350 W forward power) and a desolvating microconcentric nebulizer, which will significantly reduce oxide- and chloride-based interferences.

(2) We recommend that you digest and analyze a minimum of three solid vanadium NIST Standard Reference Materials in duplicate with every batch of 25 vanadium alumina capture bed samples that you analyze in this section, as described in ''Emissions of metals associated with motor vehicle roadways'' (Herner, J.D. *et al,* Environmental Science and Technology. 2005, 39, 826–836). This will serve as a quality assurance check to help gauge the relative uncertainties in each measurement, specifically if the measurement errors are normally distributed and independent.

(3) Use the 3-sigma approach to determine the analytical method detection limits for vanadium and the 10-sigma approach if you determine the reporting limit. This process involves analyzing at least seven replicates of a reactor blank using the analytical method described in paragraphs (a) and (b)(1) of this section, converting the responses into concentration units, and calculating the standard deviation. Determine the detection limit by multiplying the standard deviation by 3 and adding it to the average. Determine the reporting limit by multiplying the standard deviation by 10 and adding it to the average. Determine the following analytical method detection limits:

(i) Determine the ICP–MS (or ICP–OES) instrumental detection limit (ng/L) by measuring at least seven blank samples made up of the reagents from paragraph (a) of this section.

(ii) Determine the method detection limit (μg/m³ of flow) by measuring at least seven reactor blank samples taken as described in § 1065.1119(d).

(iii) We recommend that your method detection limit determined under paragraph (b)(3)(ii) of this section is at or below 15 μg/m³. You must report your detection limits determined in this paragraph (b)(3) and reporting limits (if determined) with your test results.

(4) If you account for vanadium-loaded particles contaminating catalyst-coated monoliths as a result of physical abrasion as allowed in § 1065.1115(f), use the 3-sigma approach to determine the analytical method detection limits for titanium and the 10-sigma approach if you determine the reporting limit. This process involves analyzing at least seven replicates of a blank using the analytical method described in paragraphs (a) and (b)(1) of this section, converting the responses into concentration units, and calculating the standard deviation. Determine the detection limit by multiplying the standard deviation by 3 and subtracting it from the average. Determine the reporting limit by multiplying the standard deviation by 10 and subtracting it from the average.

(i) Determine the ICP–MS (or ICP–OES) instrumental detection limit (ng/L) by measuring at least seven blank samples made up of the reagents from paragraph (a) of this section.

(ii) Determine the method detection limit (μg/m³ of flow) by measuring at least seven reactor blank samples taken as described in § 1065.1119(d).

■ 267. Amend subpart L by adding a new center header ''SMOKE OPACITY'' after the newly added § 1065.1121 and adding §§ 1065.1123, 1065.1125, and 1065.1127 under the new center header to read as follows:

Smoke Opacity

§ 1065.1123 General provisions for determining exhaust opacity.

The provisions of § 1065.1125 describe system specifications for measuring percent opacity of exhaust for all types of engines. The provisions of § 1065.1127 describe how to use such a system to determine percent opacity of engine exhaust for applications other than locomotives. See 40 CFR 1033.525 for measurement procedures for locomotives.

§ 1065.1125 Exhaust opacity measurement system.

Smokemeters measure exhaust opacity using full-flow open-path light extinction with a built-in light beam across the exhaust stack or plume. Prepare and install a smokemeter system as follows:

(a) Except as specified in paragraph (d) of this section, use a smokemeter capable of providing continuous measurement that meets the following specifications:

(1) Use an incandescent lamp with a color temperature between (2800 and 3250) K or a different light source with

a spectral peak between (550 and 570) nm.

(2) Collimate the light beam to a nominal diameter of 3 centimeters and maximum divergence angle of 6 degrees.

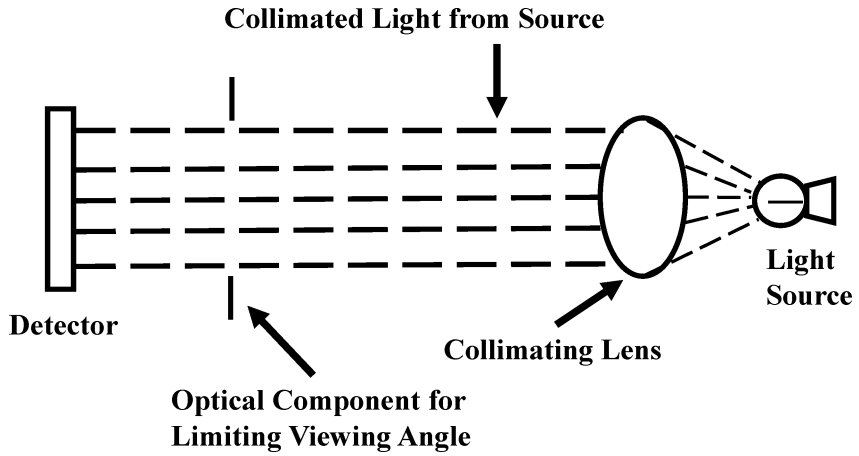
(3) Include a photocell or photodiode as a detector. The detector must have a maximum spectral response between (550 and 570) nm, with less than 4 percent of that maximum response below 430 nm and above 680 nm. These specifications correspond to visual perception with the human eye.

(4) Use a collimating tube with an aperture that matches the diameter of the light beam. Restrict the detector to viewing within a 16 degree included angle.

(5) Optionally use an air curtain across the light source and detector window to minimize deposition of smoke particles, as long as it does not measurably affect the opacity of the sample.

(6) The diagram in the following figure illustrates the smokemeter configuration:

Figure 1 to paragraph (a)(6) of § 1065.1125—Smokemeter Diagram



(b) Smokemeters for locomotive applications must have a full-scale response time of 0.5 seconds or less. Smokemeters for locomotive applications may attenuate signal responses with frequencies higher than 10 Hz with a separate low-pass electronic filter that has the following performance characteristics:

(1) Three decibel point: 10 Hz.

(2) Insertion loss: (0.0 ±0.5) dB.

(3) Selectivity: 12 dB down at 40 Hz minimum.

(4) Attenuation: 27 dB down at 40 Hz minimum.

(c) Configure exhaust systems as follows for measuring exhaust opacity:

(1) For locomotive applications:

(i) Optionally add a stack extension to the locomotive muffler.

(ii) For in-line measurements, the smokemeter is integral to the stack extension.

(iii) For end-of-line measurements, mount the smokemeter directly at the end of the stack extension or muffler.

(iv) For all testing, minimize distance from the optical centerline to the muffler outlet; in no case may it be more than 300 cm. The maximum allowable distance of unducted space upstream of the optical centerline is 50 cm, whether the unducted portion is upstream or downstream of the stack extensions.

(2) Meet the following specifications for all other applications:

(i) For in-line measurements, install the smokemeter in an exhaust pipe segment downstream of all engine components. This will typically be part of a laboratory configuration to route the exhaust to an analyzer. The exhaust pipe diameter must be constant within 3 exhaust pipe diameters before and after the smokemeter's optical centerline. The exhaust pipe diameter may not change by more than a 12-degree half-angle within 6 exhaust pipe diameters upstream of the smokemeter's optical centerline.

(ii) For end-of-line measurements with systems that vent exhaust to the ambient, add a stack extension and position the smokemeter such that its optical centerline is (2.5 ±0.625) cm upstream of the stack extension's exit. Configure the exhaust stack and extension such that at least the last 60 cm is a straight pipe with a circular cross section with an approximate inside diameter as specified in the following table:

TABLE 1 TO PARAGRAPH (c)(2)(ii) OF § 1065.1125—APPROXIMATE EXHAUST PIPE DIAMETER BASED ON ENGINE POWER

Maximum rated power	Approximate exhaust pipe diameter (mm)
kW<40	38
40≤kW<75	50
75≤kW<150	76
150≤kW<225	102
225≤kW<375	127
kW≥ 375	152

(iii) For both in-line and end-of-line measurements, install the smokemeter so its optical centerline is (3 to 10) meters further downstream than the point in the exhaust stream that is farthest downstream considering all the following components: exhaust manifolds, turbocharger outlets, exhaust aftertreatment devices, and junction points for combining exhaust flow from multiple exhaust manifolds.

(3) Orient the light beam perpendicular to the direction of exhaust flow. Install the smokemeter so it does not influence exhaust flow distribution or the shape of the exhaust plume. Set up the smokemeter's optical path length as follows:

(i) For locomotive applications, the optical path length must be at least as wide as the exhaust plume.

(ii) For all other applications, the optical path length must be the same as the diameter of the exhaust flow. For noncircular exhaust configurations, set up the smokemeter such that the light beam's path length is across the longest

axis with an optical path length equal to the hydraulic diameter of the exhaust flow.

(4) The smokemeter must not interfere with the engine's ability to meet the exhaust backpressure requirements in § 1065.130(h).

(5) For engines with multiple exhaust outlets, measure opacity using one of the following methods:

(i) Join the exhaust outlets together to form a single flow path and install the smokemeter (3 to 10) m downstream of the point where the exhaust streams converge or the last exhaust aftertreatment device, whichever is farthest downstream.

(ii) Install a smokemeter in each of the exhaust flow paths. Report all measured values. All measured values must comply with standards.

(6) The smokemeter may use purge air or a different method to prevent carbon or other exhaust deposits on the light source and detector. Such a method used with end-of-line measurements may not cause the smoke plume to change by more than 0.5 cm at the smokemeter. If such a method affects the smokemeter's optical path length, follow the smokemeter manufacturer's instructions to properly account for that effect.

(d) You may use smokemeters meeting alternative specifications as follows:

(1) You may use smokemeters that use other electronic or optical techniques if they employ substantially identical measurement principles and produce substantially equivalent results.

(2) You may ask us to approve the use of a smokemeter that relies on partial flow sampling. Follow the instrument manufacturer's installation, calibration, operation, and maintenance procedures if we approve your request. These procedures must include correcting for any change in the path length of the exhaust plume relative to the diameter of the engine's exhaust outlet.

§ 1065.1127 Test procedure for determining percent opacity.

The test procedure described in this section applies for everything other than locomotives. The test consists of a sequence of engine operating points on an engine dynamometer to measure exhaust opacity during specific engine operating modes to represent in-use operation. Measure opacity using the following procedure:

(a) Use the equipment and procedures specified in this part 1065.

(b) Calibrate the smokemeter as follows:

(1) Calibrate using neutral density filters with approximately 10, 20, and 40 percent opacity. Confirm that the opacity values for each of these reference filters are NIST-traceable within 185 days of testing, or within 370 days of testing if you consistently protect the reference filters from light exposure between tests.

(2) Before each test and optionally during engine idle modes, remove the smokemeter from the exhaust stream, if applicable, and calibrate as follows:

(i) *Zero.* Adjust the smokemeter to give a zero response when there is no detectable smoke.

(ii) *Linearity.* Insert each of the qualified reference filters in the light path perpendicular to the axis of the light beam and adjust the smokemeter to give a result within 1 percentage point of the named value for each reference filter.

(c) Prepare the engine, dynamometer, and smokemeter for testing as follows:

(1) Set up the engine to run in a configuration that represents in-use operation.

(2) Determine the smokemeter's optical path length to the nearest mm.

(3) If the smokemeter uses purge air or another method to prevent deposits on the light source and detector, adjust the system according to the system manufacturer's instructions and activate the system before starting the engine.

(4) Program the dynamometer to operate in torque-control mode throughout testing. Determine the dynamometer load needed to meet the cycle requirements in paragraphs (d)(4)(ii) and (iv) of this section.

(5) You may program the dynamometer to apply motoring assist with negative flywheel torque, but only during the first 0.5 seconds of the acceleration events in paragraphs (d)(4)(i) and (ii) of this section. Negative flywheel torque may not exceed 13.6 N·m.

(d) Operate the engine and dynamometer over repeated test runs of the duty cycle illustrated in Figure 1 of this appendix. As noted in the figure, the test run includes an acceleration mode from points A through F in the figure, followed by a lugging mode from points I to J. Detailed specifications for testing apply as follows:

(1) Continuously record opacity, engine speed, engine torque, and operator demand over the course of the entire test at 10 Hz; however, you may interrupt measurements to recalibrate during each idle mode.

(2) Precondition the engine by operating it for 10 minutes at maximum mapped power.

(3) Operate the engine for (5.0 to 5.5) minutes at warm idle speed, $f_{nidle,}$ with load set to Curb Idle Transmission Torque.

(4) Operate the engine and dynamometer as follows during the acceleration mode:

(i) *First acceleration event—AB.* Partially increase and hold operator demand to stabilize engine speed briefly at (200 ±50) r/min above $f_{nidle.}$ The start of this acceleration is the start of the test (t = 0 s).

(ii) *Second acceleration event—CD.* As soon as measured engine speed is within the range specified in paragraph (d)(4)(i) of this section, but not more than 3 seconds after the start of the test, rapidly set and hold operator demand at maximum. Operate the dynamometer using a preselected load to accelerate engine speed to 85 percent of maximum test speed, $f_{ntest,}$ in (5 ±1.5) seconds. The engine speed throughout the acceleration must be within ±100 r/min of a target represented by a linear transition between the low and high engine speed targets.

(iii) *Transition—DEF.* As soon as measured engine speed reaches 85 percent of $f_{ntest,}$ rapidly set and hold operator demand at minimum and simultaneously apply a load to decelerate to intermediate speed in (0.5 to 3.5) seconds. Use the same load identified for the acceleration event in paragraph (d)(4)(iv) of this section.

(iv) *Third acceleration event—FGH.* Rapidly set and hold operator demand at maximum when the engine is within ±50 r/min of intermediate speed. Operate the dynamometer using a preselected load to accelerate engine speed to at least 95 percent of f_{ntest} in (10 ±2) seconds.

(5) Operate the engine and dynamometer as follows during the lugging mode:

(i) *Transition—HI.* When the engine reaches 95 percent of $f_{ntest,}$ keep operator demand at maximum and immediately set dynamometer load to control the engine at maximum mapped power. Continue the transition segment for (50 to 60) seconds. For at least the last 10 seconds of the transition segment, hold engine speed within ±50 r/min of f_{ntest} and power at or above 95 percent of maximum mapped power. Conclude the transition by increasing dynamometer load to reduce engine speed as specified in paragraph (d)(4)(iii) of this section, keeping operator demand at maximum.

(ii) *Lugging—IJ.* Apply dynamometer loading as needed to decrease engine speed from 50 r/min below f_{ntest} to intermediate speed in (35 ±5) seconds. The engine speed must remain within ±100 r/min of a target represented by a

linear transition between the low and high engine speed targets.

(6) Return the dynamometer and engine controls to the idle position described in paragraph (d)(3) of this section within 60 seconds of completing the lugging mode.

(7) Repeat the procedures in paragraphs (d)(3) through (6) of this section as needed to complete three valid test runs. If you fail to meet the specifications during a test run, continue to follow the specified duty cycle before starting the next test run.

(8) Shut down the engine or remove the smokemeter from the exhaust stream to verify zero and linearity. Void the test if the smokemeter reports more than 2 percent opacity for the zero verification, or if the smokemeter's error for any of the linearity checks specified in paragraph (b)(2) of this section is more than 2 percent.

(e) Analyze and validate the test data as follows:

(1) Divide each test run into test segments. Each successive test segment starts when the preceding segment ends. Identify the test segments based on the following criteria:

(i) The idle mode specified in paragraph (d)(3) of this section for the first test run starts immediately after engine preconditioning is complete. The idle mode for later test runs must start within 60 seconds after the end of the previous test run as specified in paragraph (d)(6) of this section. The idle mode ends when operator demand increases for the first acceleration event (Points A and B).

(ii) The first acceleration event in paragraph (d)(4)(i) of this section ends when operator demand is set to maximum for the second acceleration event (Point C).

(iii) The second acceleration event in paragraph (d)(4)(ii) of this section ends when the engine reaches 85 percent of maximum test speed, $f_{ntest,}$ (Point D) and operator demand is set to minimum (Point E).

(iv) The transition period in paragraph (d)(4)(iii) of this section ends when operator demand is set to maximum (Point F).

(v) The third acceleration event in paragraph (d)(4)(iv) of this section ends when engine speed reaches 95 percent of f_{ntest} (Point H).

(vi) The transition period in paragraph (d)(5)(i) of this section ends when engine speed first decreases to a point more than 50 r/min below f_{ntest} (Point I).

(vii) The lugging mode in paragraph (d)(5)(ii) of this section ends when the engine reaches intermediate speed (Point J).

(2) Convert measured instantaneous values to standard opacity values, $\kappa_{std,}$ based on the appropriate optical path length specified in Table 1 of § 1065.1125 using the following equation:

$$\kappa_{std} = 100 \cdot \left(1 - \left(1 - \frac{\kappa_{meas}}{100}\right)^{\frac{l_{std}}{l_{meas}}}\right)$$

Eq. 1065.1127-1

Where:

κ_{std} = standard instantaneous percent opacity.

κ_{meas} = measured instantaneous percent opacity.

l_{std} = standard optical path length corresponding with engine power, in millimeters.

l_{meas} = the smokemeter's optical path length, in millimeters.

Example for an engine < 40 kW:

κ_{meas} = 14.1%

l_{std} = 38 mm

l_{meas} = 41 mm

$$\kappa_{std} = 100 \cdot \left(1 - \left(1 - \frac{14.1}{100}\right)^{\frac{38}{41}}\right) = 13.1\ \%$$

(3) Select opacity results from corrected measurements collected across test segments as follows:

(i) Divide measurements from acceleration and lugging modes into half-second intervals. Determine average opacity values during each half-second interval.

(ii) Identify the 15 highest half-second values during the acceleration mode of each test run.

(iii) Identify the five highest half-second values during the lugging mode of each test run.

(iv) Identify the three overall highest values from paragraphs (e)(3)(ii) and (iii) of this section for each test run.

(f) Determine percent opacity as follows:

(1) *Acceleration.* Determine the percent opacity for the acceleration mode by calculating the average of the 45 readings from paragraph (e)(3)(ii) of this section.

(2) *Lugging.* Determine the percent opacity for the lugging mode by calculating the average of the 15 readings from paragraph (e)(3)(iii) of this section.

(3) *Peak.* Determine the percent opacity for the peaks in either acceleration or lugging mode by calculating the average of the 9 readings from paragraph (e)(3)(iv) of this section.

(g) Submit the following information in addition to what is required by § 1065.695:

(1) Exhaust pipe diameter(s).

(2) Measured maximum exhaust system backpressure over the entire test.

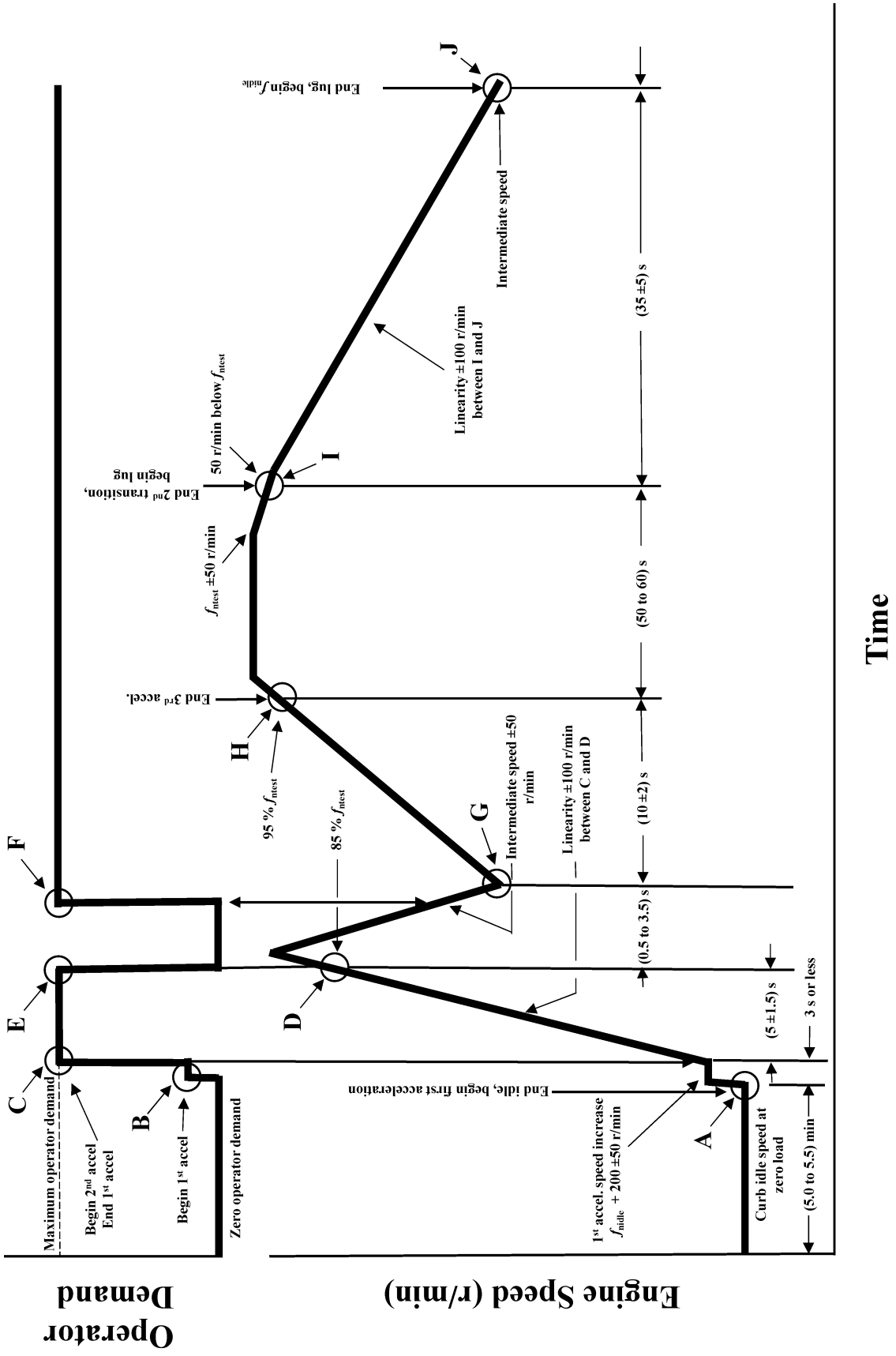
(3) Most recent date for establishing that each of the reference filters from paragraph (b) of this section are NIST-traceable.

(4) Measured smokemeter zero and linearity values after testing.

(5) 10 Hz data from all valid test runs.

(h) The following figure illustrates the dynamometer controls and engine speeds for exhaust opacity testing:

Figure 1 to paragraph (h) of § 1065.1127—Schemati of Smoke Opacity Duty Cycle



■ 268. Amend subpart L by adding a new center header ''ACCELERATED AFTERTREATMENT AGING'' after the newly added § 1065.1127 and adding §§ 1065.1131 through 1065.1145 under

the new center header to read as follows:

Accelerated Aftertreatment Aging

§ 1065.1131 General provisions related to accelerated aging of compression-ignition aftertreatment for deterioration factor determination.

Sections 1065.1131 through 1065.1145 specify procedures for aging compression-ignition engine aftertreatment systems in an accelerated fashion to produce an aged aftertreatment system for durability demonstration. Determine the target number of hours that represents useful life for an engine family as described in the standard setting part. The method described is a procedure for translating field data that represents a given application into an accelerated aging cycle for that specific application, as well as methods for carrying out aging using that cycle. The procedure is intended to be representative of field aging, includes exposure to elements of both thermal and chemical aging, and is designed to achieve an acceleration of aging that is ten times a dynamometer or field test (1,000 hours of accelerated aging is equivalent to 10,000 hours of standard aging).

(a) Development of an application-specific accelerated aging cycle generally consists of the following steps:

(1) Gathering and analysis of input field data.

(2) Determination of key components for aging.

(3) Determination of a thermal deactivation coefficient for each key component.

(4) Determination of potential aging modes using clustering analysis.

(5) Down-selection of final aging modes.

(6) Incorporation of regeneration modes (if necessary).

(7) Cycle generation.

(8) Calculation of thermal deactivation.

(9) Cycle scaling to reach thermal deactivation.

(10) Determination of oil exposure rates.

(11) Determination of sulfur exposure rates.

(b) There are two methods for using field data to develop aging cycles, as described in § 1065.1139(b)(1) and (2). Method selection depends on the type of field data available. Method 1 directly uses field data to generate aging modes, while Method 2 uses field data to weight appropriate regulatory duty cycles that are used for emissions certification.

(c) Carry out accelerated aging on either a modified engine platform or a reactor-based burner platform. The requirements for these platforms are described in § 1065.1141 for engine bench aging and § 1065.1143 for burner-based bench aging.

§ 1065.1133 Application selection, data gathering, and analysis.

This section describes the gathering and analysis of the field generated data that is required for generation of the data cycle. Gather data for the determination of aftertreatment exposure to thermal, lubricating oil, and sulfur related aging factors. You are not required to submit this data as part of your application, but you must make this data available if we request it.

(a) *Field data target selection.* Use good engineering judgment to select one or more target applications for gathering of input field data for the accelerated aging cycle generation that represent a greater than average exposure to potential field aging factors. It should be noted that the same application may not necessarily represent the worst case for all aging factors. If sufficient data is not available to make this determination with multiple applications, you may select the application that is expected to have the highest sales volume for a given engine family.

(1) *Thermal exposure.* We recommend that you select applications for a given engine family that represent the 90th percentile of exposure to thermal aging. For example, if a given engine family incorporates a periodic infrequent regeneration event that involves exposure to higher temperatures than are observed during normal (non-regeneration) operation, we recommend that you select an application wherein the total duration of the cumulative regeneration events is at the 90th percentile of expected applications for that family. For an engine that does not incorporate a distinct regeneration event, we recommend selecting an application that represents the 90th percentile in terms of the overall average temperature.

(2) *Oil exposure.* Use a combination of field and laboratory measurements to determine an average rate of oil consumption in grams per hour that reaches the exhaust. You may use the average total oil consumption rate of the engine if you are unable to determine what portion of the oil consumed reaches the exhaust aftertreatment.

(3) *Sulfur exposure.* The total sulfur exposure is the sum of fuel- and oil-related sulfur. Oil-related sulfur will be accounted for in the acceleration of oil exposure directly. We recommend that you determine fuel-related sulfur exposure by selecting an application that represents the 90th percentile of fuel consumption. Use good engineering judgment to determine that average rate of fuel consumption for the target application. You may use a combination of field and laboratory measurements to make this determination. Calculate the average rate of fuel-related sulfur exposure in grams per hour from the average rate of fuel consumption assuming a fuel sulfur level of 10 ppm by weight.

(b) *Application data gathering.* Use good engineering judgment to gather data from one or more field vehicles to support the accelerated aging cycle generation. We recommend that you gather data at a recording frequency of 1 Hz. The type of data that you gather will depend on the method you plan to use for cycle generation. Record both the data and the number of engine operating hours which that data represents regardless of method, as this information will be used to scale the cycle calculations. Use good engineering judgment to ensure that the amount of data recorded provides an accurate representation of field operation for the target application. If your application includes a periodic regeneration event, you must record multiple events to ensure that you have accurately captured the variation of those events. We recommend that you record at least 300 hours of field operation, and at least 3 different regeneration events if applicable.

(1) When using Method 1, direct field data use, as described in § 1065.1139(b)(1), record data for exhaust flow rate and at least one representative inlet temperature for each major aftertreatment system catalyst component, such as a diesel oxidation catalyst (DOC), diesel particulate filter (DPF), or selective catalytic reduction (SCR) catalyst. If a given catalyst component has multiple substrates installed directly in sequence, it is sufficient to record only the inlet temperature for the first catalyst substrate in the sequence. It is not necessary to record separate temperatures for substrates that are ''zone-coated'' with multiple catalyst functions. Record a representative outlet temperature for any major catalyst component that is used to elevate the temperature of downstream components. This could be the inlet of the next major component if that would be representative. We recommend that you record engine fuel rate to assist in the determination of sulfur exposure rates, but you may use other data for this purpose.

(2) When using Method 2, weighting of certification cycles, as described

§ 1065.1139(b)(2), record data for engine speed and engine load. Record sufficient ECM load parameters to determine a torque value that can be compared directly to engine torque as measured in the laboratory. You may optionally use ECM fuel rate measurements to determine load, but only if the same measurements can also be performed during laboratory testing on certification test cycles using sensors with comparable response characteristics. For example, you could use ECM fuel consumption rates for both field data and during laboratory tests.

(i) Optionally, as an alternative to the parameters required in this paragraph (b)(2), you may use a system exhaust temperature measurement to represent load. This requires one recorded temperature that represents the aftertreatment system. We recommend that you use a temperature recorded at the outlet of the first major catalyst component. If you choose to use this option, you must use the same temperature sensor for both field and laboratory measurements. Do not compare measurements between on-engine production temperature sensors with laboratory temperature sensors.

(ii) Optionally, as an alternative to the parameters required in this paragraph (b)(2), you may use exhaust flow and temperature measurements recorded in the field to support Method 2 calculations. Only one recorded temperature that represents the aftertreatment system is needed in this case. We recommend that you use a temperature recorded at the outlet of the first major catalyst component. Do not compare measurements between on-engine production temperature sensors with laboratory temperature sensors.

(3) If you have an aftertreatment system which involves periodic regeneration events where the temperature is raised above levels observed during normal operation, you must record data to characterize each such event. Data must be recorded at a frequency of at least 1 Hz, and you must record the exhaust flow rate and inlet temperature of each key catalyst component that will experience elevated temperatures during the regeneration. In addition, record a flag or variable that can be used to determine the beginning and end of a regeneration event. You must record at least three such events to allow determination of the average regeneration profile. If you have multiple types of regeneration events which influence different catalyst components in the system, you must record this data for each type of event separately. Use good engineering judgment to determine the average duration of each type of regeneration event, and the average interval of time between successive regeneration events of that type. You may use the data recorded for this cycle determination, or any other representative data to determine average regeneration duration or regeneration interval. These values may be determined from the analysis used to determine emission adjustments to account for infrequent regeneration of aftertreatment devices in § 1065.680.

§ 1065.1135 Determination of key aftertreatment system components.

Most compression-ignition engine aftertreatment systems contain multiple catalysts, each with their own aging characteristics. However, in the accelerated aging protocol the system will be aged as a whole. Therefore, it is necessary to determine which catalyst components are the key components that will be used for deriving and scaling the aging cycle.

(a) The primary aging catalyst in an aftertreatment system is the catalyst that is directly responsible for the majority of NO_X reduction, such as a urea SCR catalyst in a compression ignition aftertreatment system. This catalyst will be used as the basis for cycle generation. If a system contains multiple SCR catalysts that are separated by other heat generating components that would result in a different rate of heat exposure, then each SCR catalyst must be tracked separately. Use good engineering judgment to determine when there are multiple primary catalyst components. An example of this would be a light-off SCR catalyst placed upstream of a DOC which is used to generate heat for regeneration and is followed by a DPF and a second downstream SCR catalyst. In this case, both the light-off SCR and the downstream SCR would have very different thermal history, and therefore must be tracked separately. In applications where there is no SCR catalyst in the aftertreatment system, the primary catalyst is the first oxidizing catalyst component in the system which is typically a DOC or catalyzed DPF.

(b) The secondary aging catalyst in an aftertreatment system is the catalyst that is intended to either alter exhaust characteristics or generate elevated temperature upstream of the primary catalyst. An example of a secondary component catalyst would be a DOC placed upstream of an SCR catalyst, with or without a DPF in between.

§ 1065.1137 Determination of thermal reactivity coefficient.

This section describes the method for determining the thermal reactivity coefficient(s) used for thermal heat load calculation in the accelerated aging protocol.

(a) The calculations for thermal degradation are based on the use of an Arrhenius rate law function to model cumulative thermal degradation due to heat exposure. Under this model, the thermal aging rate constant, *k,* is an exponential function of temperature which takes the form shown in the following equation:

$$k = A \cdot e^{-\frac{E_a}{R \cdot T}}$$

Eq. 1065.1137-1

Where:

A = frequency factor or pre-exponential factor.
E_a = thermal reactivity coefficient in kJ/mol.
R = molar gas constant.
T = catalyst temperature in K.

(b) The process of determining E_a begins with determining what catalyst characteristic will be tracked as the basis for measuring thermal deactivation. This metric varies for each type of catalyst and may be determined from the experimental data using good engineering judgment. We recommend the following metrics; however, you may also use a different metric based on good engineering judgment:

(1) *Copper-based zeolite SCR.* Total ammonia storage capacity is a key aging metric for copper-zeolite SCR catalysts, and they typically contain multiple types of storage sites. It is typical to model these catalysts using two different storage sites, one of which is more active for NO_X reduction, as this has been shown to be an effective metric for tracking thermal aging. In this case, the recommended aging metric is the ratio between the storage capacity of the two sites, with more active site being in the denominator.

(2) *Iron-based zeolite SCR.* Total ammonia storage capacity is a key aging metric for iron-zeolite SCR catalysts using a single storage site at 250 °C for tracking thermal aging.

(3) *Vanadium SCR.* Vanadium-based SCR catalysts do not feature a high level of ammonia storage like zeolites, therefore NO_X reduction efficiency at lower temperatures in the range of 250 °C is the recommended metric for tracking thermal aging.

(4) *Diesel oxidation catalysts.* Conversion rate of NO to NO_2 at 200 °C is the key aging metric for tracking thermal aging for DOCs which are used to optimize exhaust characteristics for a

downstream SCR system. HC reduction efficiency (as measured using ethylene) at 200 °C is the key aging metric for DOCs which are part of a system that does not contain an SCR catalyst for NO_X reduction. This same guidance applies to an oxidation catalyst coated onto the surface of a DPF, if there is no other DOC in the system.

(c)(1) Use good engineering judgment to select at least three different temperatures to run the degradation experiments at. We recommend selecting these temperatures to accelerated thermal deactivation such that measurable changes in the aging metric can be observed at multiple time points over the course of no more than 50 hours. Avoid temperatures that are too high to prevent rapid catalyst failure by a mechanism that does not represent normal aging. An example of temperatures to run the degradation experiment at for a small-pore copper zeolite SCR catalyst is 600 °C, 650 °C, and 725 °C.

(2) For each temperature selected, perform testing to assess the aging metric at different times. These time intervals do not need to be evenly spaced and it is typical to run these experiments using increasing time intervals (*e.g.,* after 2, 4, 8, 16, and 32 hours). Use good engineering judgment to stop each temperature experiment after sufficient data has been generated to characterize the shape of the deactivation behavior at a given temperature.

(d) Generate a fit of the deactivation data generated in paragraph (b) of this section at each temperature using the generalized deactivation equation:

$$-\frac{d\Omega}{dt} = k \cdot \left(\Omega - \Omega_{EQ}\right)^m$$

Eq. 1065.1137-2

Where:

Ω = aging metric.
k = thermal aging rate constant for a given temperature.
Ω_{EQ} = aging metric at equilibrium (set to 0 unless there is a known activity minimum).
m = model order (the model order should be set at the lowest value that best fits the data at all temperatures, minimum = 1).

(e) Using the data pairs of temperature and thermal aging rate constant, *k,* from paragraph (c)(2) of this section, determine the thermal reactivity coefficient, E_a, by performing a regression analysis of the natural log of *k* versus the inverse of temperature, *T,* in Kelvin. Determine E_a from the slope of the resulting line using the following equation:

$$E_a = -\frac{m}{R}$$

Eq. 1065.1137-3

Where:

m = the slope of the regression line of $\ln(k)$ versus $1/T$.
R = molar gas constant.

§ 1065.1139 Aging cycle generation.

Generation of the accelerated aging cycle for a given application involves analysis of the field data to determine a set of aging modes that will represent that field operation. There are two methods of cycle generation, each of which is described separately below. Method 1 involves the direct application of field data and is used when the recorded data includes sufficient exhaust flow and temperature data to allow for determination of aging conditions directly from the field data set and must be available for all of the key components. Method 2 is meant to be used when insufficient flow and temperature data is available from the field data. In Method 2, the field data is used to weight a set of modes derived from the laboratory certification cycles for a given application. These weighted modes are then combined with laboratory recorded flow and temperatures on the certification cycles to derive aging modes. There are two different cases to consider for aging cycle generation, depending on whether or not a given aftertreatment system incorporates the use of a periodic regeneration event. For the purposes of this section, a ''regeneration'' is any event where the operating temperature of some part of the aftertreatment system is raised beyond levels that are observed during normal (non-regeneration) operation. The analysis of regeneration data is considered separately from normal operating data.

(a) *Cycle generation process overview.* The process of cycle generation begins with the determination of the number of bench aging hours. The input into this calculation is the number of real or field hours that represent the useful life for the target application. This could be given as a number of hours or miles, and for miles, the manufacturer must use field data and good engineering judgment to translate this to an equivalent number of operating hours for the target application. The target for the accelerated aging protocol is a 10-time acceleration of the aging process, therefore the total number of aging hours is always set at useful life hours divided by 10. For example, if an on-highway heavy duty engine has a full useful life of 750,000 miles and this is determined to be represented by 24,150 field hours, the target duration for the DAAAC protocol for this application would be 2,415 bench-aging hours. The 2,415 hours will then be divided among different operating modes that will be arranged to result in repetitive temperature cycling over that period. For systems that incorporate periodic regeneration, the total duration will be split between regeneration and normal (non-regeneration) operation. The analysis of normal operation data is given in paragraph (b) of this section. The analysis of regeneration data is given in paragraph (c) of this section.

(b) *Analysis of normal (non-regeneration) operating data.* This analysis develops a reduced set of aging modes that represent normal operation. As noted earlier, there are two methods for conducting this analysis, based on the data available.

(1) *Method 1—Direct clustering.* Use Method 1 when sufficient exhaust flow and temperature data are available directly from the field data. The data requirements for Method 1 are described in § 1065.1133(b)(1). The method involves three steps: clustering analysis, mode consolidation, and cycle building.

(i) The primary method for determining modes from a field data set involves the use of k-means clustering. K-means clustering is a method where a series of observations is partitioned into set of clusters of ''similar'' data points, where every observation is a member of a cluster with the nearest mean, which is referred to as the centroid of that cluster. The number of clusters is a parameter of the analysis, and the k-means algorithm generally seeks an optimal number of clusters to minimize the least-squares distance of all points to their respective centroids. There are a number of different commercially available software programs to perform k-means clustering, as well as freely available algorithm codes. K-means clustering can arrive at many different solutions, and we are providing the following guidance to help select the optimal solution for use in accelerated aging cycle generation. The process involves analyzing the data multiple time using an increasing number of clusters for each analysis. Use at least 5 clusters, and we recommend developing solutions for the range between 5 and 8 clusters, although you may use more if desired. Each cluster is a potential aging mode with a temperature and flow rate defined by the centroid. More clusters result in more aging modes, although this number may be reduced later via model consolidation.

(ii) The cubic clustering criteria (CCC) is a metric calculated for each solution having a different number of clusters.

The computation of CCC is complex and described in more detail in the following reference. The CCC computation is normally available as one of the metrics in commercially available software packages that can be used for k-means clustering. The optimal solution is typically the one with the number of clusters corresponding to the highest CCC.

(iii) Check each solution, starting with the one with the highest CCC to determine if it satisfies the following requirements:

(A) No more than one cluster contains fewer than 3% of the data points.

(B) The temperature ratio between the centroid with the maximum temperature and the centroid with the minimum temperature is at least 1.6 for clusters containing more than 3% of the data points.

(C) If that solution does not satisfy these requirements move to the solution with the next highest CCC.

(iv) The process described in paragraph (c)(1)(iii) of this section generally works well for most data sets, but if you have difficulty with the CCC metric in a particular data set, use good engineering judgment to leverage additional criteria to help the down-selection process. Examples of alternate clustering metrics include a Davies-Bouldin Index (optimizing on the minimum value) or a Calinski-Harabasz Index (optimize on the maximum value).

(v) The initial candidate mode conditions are temperature and flow rate combinations that are the centroids for each cluster from the analysis in paragraph (c)(1)(iii) of this section. As part of the analysis, you must also determine the 10th percentile and 90th percentile temperatures for each cluster. These additional values may be needed later for the cycle heat load tuning process described in § 1065.1143.

(vi) The mode weight factor for a given cluster is the fraction data points contained within that cluster.

(2) *Method 2—Cluster-based weighting of certification cycle modes.* Use Method 2 if there is insufficient exhaust flow and temperature data from the field at the time the cycle is being developed. The data requirements for Method 2 are described in § 1065.1133(b)(2). You also need laboratory data recorded in the form of 1 Hz data sets for the regulatory duty cycles you are certifying to for your application as described in the standard setting part. Include exhaust flow rate and the inlet temperature for each key catalyst component in the laboratory data sets, as described in paragraph (e) of this section. The laboratory data sets must also include parameters that match the field data as described in § 1065.1133(b)(2), which will be used to facilitate the clustering analysis.

(i) Perform k-means clustering is described in § 1065.1133(b)(1) but using data sets containing the two parameters recorded in the field data sets. For example, you might use speed and torque, as recorded both in the field and the laboratory for Method 2 clustering.

(ii) Determine the fraction of points from each of the regulatory laboratory duty-cycles that are within each cluster, in addition to the overall fraction of points from the entire data set.

(iii) For each cycle, calculate a square sum error, *SSE,* as follows:

$$SSE = \sum_{i=1}^{N} \left(Cycle_{\mathrm{prob}i} - RefData_{\mathrm{prob}i} \right)^2$$

Eq. 1065.1139-1

Where:

i = an indexing variable that represents one cluster.

N = total number of clusters.

$Cycle_{prob}$ = the fraction of points in a given cluster, *i,* for the regulatory duty-cycle of interest.

$RefData_{prob}$ = the fraction of points in a given cluster, *i,* for the full data set.

(iv) For each cycle, calculate a dissimilarity index as follows:

$$Dissimilarity = \sqrt{\frac{SSE}{N}}$$

Eq. 1065.1139-2

Where:

SSE = sum square error from Eq. 1065.1139–2.

N = total number of clusters.

(v) If you have more than one regulatory duty cycle, weight the regulatory cycles.

(A) Determine the weighting factors for a given regulatory cycle, w_i, by solving a system of equations:

$$w_{\mathrm{i}} = \frac{1}{1 + \sum_{\mathrm{j} \neq \mathrm{i}} \frac{d_{\mathrm{i}}}{d_{\mathrm{j}}}}$$

Eq. 1065.1139-3

Where:

d_i = dissimilarity for a given regulatory cycle, *i.*

d_j = dissimilarity for a given regulatory cycle, *j.*

(B) For example, for three duty cycles, calculate w_1 as follows:

$$w_1 = \frac{1}{1 + \frac{d_1}{d_2} + \frac{d_1}{d_3}}$$

Eq. 1065.1139-4

(C) Calculate subsequent w_i values after calculating w_1 as follows:

$$w_{\mathrm{i}} = w_1 \cdot \frac{d_1}{d_{\mathrm{i}}}$$

Eq. 1065.1139-5

(D) Calculate the sum of the weighting factors to verify that they are equal to one.

$$w_1 + \ldots w_{\mathrm{n}} = 1$$

Eq. 1065.1139-6

Where:

n = number of regulatory cycles for the application.

(vi) For each regulatory cycle determine the average exhaust flow and the average inlet temperature for each key catalyst. Determine the 25th and 90th percentile inlet temperatures for the primary catalyst and the respective associated exhaust flow rate for each data point.

(vii) Use the cycle weights from paragraph (b)(2)(v) of this section and the mode conditions from paragraph (b)(2)(vi) of this section to generate a set of candidate aging modes by multiplying the cycle weight factor, $w_{[cycle]}$ by 0.25 for the 25th percentile temperature mode, 0.65 for the 50th percentile temperature mode, and by 0.10 for the 90th percentile temperature mode. This will generate a weighted set of mode numbers three times the number of regulatory cycles for the target application. Each mode will have a target temperature and exhaust flow rate.

(viii) If you have only one regulatory cycle for your application, use the cycle modes and weighting factors as they are given in the standard setting part.

(3) *Determination of mode total durations.* The output for either method will be a set of mode exhaust conditions, with an associated weighting factor for each mode. Multiply the mode weight factors by the total number of normal operating (non-regenerating) hours, to get a target mode duration for each mode. This will be used in the heat load calculations.

(c) *Mode consolidation.* Sometimes the clustering analysis process will generate multiple modes that are very similar to each other in temperature, such that although they are distinct modes they will not have a significantly different impact on aftertreatment aging. To reduce the complexity of the aging cycle, you may consolidate modes that are similar into a single mode as described below.

(1) Consolidate any two or more modes which have a target temperature within 10 °C into a single mode. If you choose to do this, the target temperature of the single consolidated mode is the temperature associated with the highest weight factor mode before consolidation. If the modes being consolidated all have weighting factors within 0.05 of each other, use the highest temperature among the modes.

(2) Use the highest exhaust flow target among the modes being combined as the target exhaust flow for new consolidate mode.

(3) Use the combined sum of the weighting factors for all modes being consolidate as the weighting factor for the new consolidated mode. Similarly, the total duration of the new consolidated mode is the sum of the durations of the modes being consolidated.

(d) *Analysis of regeneration data.* Regeneration data is treated separately from the normal operating mode data. Generally, the target for accelerated aging cycle operation is to run all of the regenerations that would be expected over the course of useful life. If multiple types of regeneration are conducted on different system components, each type of regeneration must be analyzed separately using the steps in this paragraph (d). The data requirements for input into this process are described in § 1065.1133(b)(3). The process described below is meant to determine a representative regeneration profile that will be used during aging. You may also ask us to allow the use of other engineering data or analysis to determine a representative regeneration profile.

(1) The total number of regenerations that will be run during the accelerated aging process will be the same as the total number of regenerations over useful life. Calculate this number by dividing the total number of useful life hours by the interval between regenerations as determined in § 1065.1133(b)(3).

(2) Use the 1 Hz regeneration data to determine an appropriate regeneration profile. The recorded regeneration event begins when the engine indicates it has started regeneration using the recorded regeneration indicator and ends when the aftertreatment has returned back to the normal operating temperature after the flag indicates the regeneration is complete.

(3) For each recorded regeneration, calculate the cumulative deactivation, D_t, using the equations in paragraph (e) of this section.

(4) If you have a large number of recorded regenerations in your data set, select a regeneration event with a cumulative deactivation representing the 75th percentile of the distribution of heat loads in your recorded data set. If you have a smaller number of recorded regenerations, such that you cannot clearly identify the real distribution, select the recorded regeneration with the highest recorded cumulative deactivation.

(5) This regeneration event will be used as the regeneration profile for that type of event during aging. The profile should include the entire event, include the temperature ramp and cool-down period.

(6) The regeneration must be conducted in the same manner as it is run in the field. For instance, if the regeneration temperature is generated from an exothermic reaction by injecting fuel in front of a DOC, this methodology should also be used during bench aging.

(7) If part of the system is at a lower temperature during regeneration because it is upstream of the temperature generating component, the set the target temperature for the aftertreatment system inlet to be equivalent to the system inlet temperature used during the highest duration non-regeneration mode, or 350 °C, whichever is lower.

(e) *Heat load calculation and tuning for systems that have regeneration events.* Perform this procedure after the preliminary cycles are completed for both normal and regeneration operation. The target cumulative deactivation is determined from the input field data, and then a similar calculation is performed for the preliminary aging cycle. If the cumulative deactivation for the preliminary cycle does not match cumulative deactivation from the field data, then the cycle is tuned over a series of steps until the target is matched.

(1) The deactivation for a given catalyst is calculated for each time step as follows:

$$D_i = e^{\left(\left(\frac{E_a}{R}\right)\cdot\left(\frac{1}{T_{std}} - \frac{1}{T+273.15}\right)\right)}$$

Eq. 1065.1139-7

Where:

D_i = incremental deactivation for time step i.
E_a = thermal reactivity coefficient for the catalyst as determined in § 1065.1137.
R = molar gas constant in kJ/mol·K.
T_{std} = standard temperature = 293.15 K.
T = catalyst temperature in K.

(2) Calculate the cumulative deactivation, D_t, for a given catalyst over a series of time steps, N, using the following equation:

$$D_t = \sum_{i=0}^{N} D_i$$

Eq. 1065.1139-8

Where:

i = an indexing variable that represents one time step.
N = total number of cumulative deactivation time steps in the data set.
D_i = incremental deactivation for each time step.

(3) Calculate the cumulative deactivation, D_t, for the input field data set. The time step for the calculations should be 1 second for 1-Hz input data.

(i) First calculate D_t for the non-regeneration portion of the field data set. For Method 2 use the 1-Hz data from the regulatory cycles as the field data set.

(ii) Divide the calculate field D_t by the number of hours represented in the field data set.

(iii) Multiply the hourly D_t by the number of hours required to reach full useful life. This is the target $D_{t,field\text{-}normi}$.

(iv) Multiply the total number of regenerations for full useful life by the cumulative deactivation D_t for the target regeneration profile determined in paragraph (d)(4) of this section. This is the target $D_{t,field\text{-}regen}$.

(v) The total target cumulative deactivation for the field data, $D_{t,field}$, is the sum of $D_{t,field\text{-}normi}$ and $D_{t,field\text{-}regen}$.

(4) Calculate the cumulative deactivation for the candidate aging cycle generated under paragraphs (c) and (d) of this section as follows:

(i) Using the modes and mode durations for normal operation generated in paragraph (c) of this section, calculate the cumulative deactivation, $D_{t,cycle\text{-}norm}$, using the

method given in paragraph (e)(2) of this section.

(ii) The total cumulative deactivation for the candidate aging cycle, D_t, is the sum of $D_{t,cycle\text{-}norm}$ and $D_{t,field\text{-}regen}$.

(5) If $D_{t,cycle}$ is within ±1% of $D_{t,field}$, the candidate cycle is deemed representative and may be used for aging.

(6) If $D_{t,cycle}$ is not within ±1% of $D_{t,field}$, the candidate cycle must be adjusted to meet this criterion using the following steps. It should be noted that if the $D_{t,cycle}$ is outside of the criteria it will usually be lower than the $D_{t,field}$.

(i) Increase the duration of the stable portion of the regeneration profile, which is defined as the portion of the regeneration profile where the temperature has completed ramping and is being controlled to a stationary target temperature. Note that this will increase the number of hours of regeneration time. You must compensate for this by decreasing the total number of normal operation (non-regeneration) hours in the cycle. Recalculate the duration of all the normal operation modes. You may not increase the duration of the stable portion of the regeneration profile by more than a factor of 2. If you reach this limit and you still do not meet the criteria in paragraph (e)(5) of this section, proceed to the next step.

(ii) Increase the target temperature of the stable portion of the regeneration profile by the amount necessary to reach the target criteria. You may not increase this temperature higher than the temperature observed in the regeneration profile with the highest D_t observed in the field. If you reach this limit and you still do not meet the criteria in paragraph (e)(5) of this section, proceed to the next step.

(iii) Increase the target temperature of the highest temperature normal operation mode. You may not increase this temperature above the 90th percentile determined in paragraph (b)(1)(v) of this section for Method 1, or above the maximum temperature for the regulatory cycle from which the mode was derived for Method 2. If you reach this limit and you still do not meet the criteria in paragraph (e)(5) of this section, you may repeat this step using the next highest temperature mode, until you reach the target, or all modes have been adjusted.

(iv) If you are unable to reach the target deactivation by following paragraphs (e)(6)(i) through (iii) of this section, use good engineering judgment to increase the number of regenerations to meet the criteria in paragraph (e)(5) of this section. Note that this will increase the total regeneration hours, therefore you must decrease the number of normal operation hours and re-calculate mode durations for the normal operation modes.

(f) *Heat load calculation and tuning for systems that do not have regeneration events.* Follow the steps described for systems with regeneration events to calculate $D_{t,field}$ and $D_{t,cycle}$, omitting the steps related to regeneration events. The $D_{t,cycle}$ will be well below the $D_{t,field}$. Follow the steps given below to adjust the cycle until you meet the criteria in paragraph (e)(5) of this section.

(1) Increase the temperature of the highest temperature mode. Use good engineering judgment to ensure that this temperature does not exceed the limits of the catalyst in a way that might cause rapid deactivation or failure via a mechanism that is not considered normal degradation.

(2) Increase the duration of the highest temperature mode and decrease the duration of the other modes in proportion. You may not increase the duration highest temperature mode by more than a factor of 2.

(g) *Final aging cycle assembly.* The final step of aging cycle development is the assembly of the actual cycle based on the mode data from either paragraph (e) of this section for systems with infrequent regeneration, or paragraph (f) of this section for systems that do not incorporate infrequent regeneration. This cycle will repeat a number of times until the total target aging duration has been reached.

(1) *Cycle assembly with infrequent regenerations.* For systems that use infrequent regenerations, the number of cycle repeats is equal to the number of regeneration events that happen over full useful life. The infrequent regenerations are placed at the end of the cycle. The total cycle duration of the aging cycle is calculated as the total aging duration in hours divided by the number of infrequent regeneration events. In the case of systems with multiple types of infrequent regenerations, use the regeneration with the lowest frequency to calculate the cycle duration.

(i) If you have multiple types of infrequent regenerations, arrange the more frequent regenerations such that they are spaced evenly throughout the cycle.

(ii) Determine the length of the normal (non-regeneration) part of the cycle by subtracting the regeneration duration, including any regeneration extension determined as part of cycle tuning from paragraph (e) of this section, from the total cycle duration. If you have multiple types of regeneration, then the combined total duration of regeneration events performed in the cycle must be subtracted from the total. For example, if you have one type of regeneration that is performed for 30 minutes every 30 cycle hours, and a second type that is performed for 30 minutes every 10 cycle hours (such that 3 of these secondary events will happen during each cycle), then you would subtract a total of 2 hours of regeneration time from the total cycle duration considering all 4 of these events.

(iii) Divide the duration of the normal part of the cycle into modes based on the final weighting factors determined in paragraph (c) of this section following any mode consolidation.

(iv) Place the mode with the lowest temperature first, then move to the highest temperature mode, followed by the next lowest temperature mode, and then the next highest mode, continuing in this alternating pattern until all modes are included.

(v) Transition between normal modes within (60 to 300) seconds. The transition period is considered complete when you are within ±5 °C of the target temperature for the primary key component. Transitions may follow any pattern of flow and temperature to reach this target within the required 300 seconds.

(vi) For normal modes longer than 30 minutes, you may count the transition time as time in mode. Account for the transition time for modes shorter than 30 minutes by shortening the duration of the longest mode by an equivalent amount of time.

(vii) If the shortest normal operating mode is longer than 60 minutes, you must divide the normal cycle into shorter sub-cycles with the same pattern in paragraph (g)(1)(iii) of this section, but with shorter durations, so that the pattern repeats two or more times. You must divide the cycle into sub-cycles until the duration of the shortest mode in each sub-cycle is no longer than 30 minutes. No mode may have a duration shorter than 15 minutes, not including transition time.

(viii) If a regeneration event is scheduled to occur during a normal mode, shift the start of regeneration to the end of the nearest normal mode.

(2) *Cycle assembly without infrequent regenerations.* For systems that do not use infrequent regenerations, the cycle will be arranged to achieve as much thermal cycling as possible using the following steps.

(i) Assign a duration of 15 minutes to the mode with the lowest weight factor. Calculate the duration of the remaining modes in proportion to the final weight factors after mode durations have been

adjusted during heat load tuning in paragraph (f) of this section.

(ii) Place the mode with the lowest temperature first, then move to the highest temperature mode, followed by the next lowest temperature mode, and then the next highest mode, continuing in this alternating pattern until all modes are included.

(iii) Transition between normal modes within (60 to 300) seconds. The transition period is considered complete when you are within ±5 °C of the target temperature for the primary key component. Transitions may follow any pattern of flow and temperature to reach this target within the required 300 seconds.

(iv) For normal modes longer than 30 minutes, you may count the transition time as time in mode. Account for the transition time for modes shorter than 30 minutes by shortening the duration of the longest mode by an equivalent amount of time.

(v) This cycle will be repeated the number of times necessary to reach the target aging duration.

(h) *Determination of accelerated oil exposure targets.* The target oil exposure rate during accelerated aging is 10 times the field average oil consumption rate determined in § 1065.1133(a)(2). You must achieve this target exposure rate on a cycle average basis during aging. Use good engineering judgment to determine the oil exposure rates for individual operating modes that will achieve this cycle average target. For engine-based aging stands you will likely have different oil consumption rates for different modes depending on the speed and load conditions you set. For burner-based aging stands, you may find that you have to limit oil exposure rates at low exhaust flow or low temperature modes to ensure good atomization of injected oil. On a cycle average basis, the portion of oil exposure from the volatile introduction pathway (*i.e.*, oil doped in the burner or engine fuel) must be between (10 to 30)% of the total. The remainder of oil exposure must be introduced through bulk pathway.

(1) *Determination of accelerated fuel sulfur exposure targets.* The target sulfur exposure rate for fuel-related sulfur is determined by utilizing the field mean fuel rate data for the engine determined in § 1065.1133(a)(3). Calculate the total sulfur exposure mass using this mean fuel rate, the total number of non-accelerated hours to reach full useful life, and a fuel sulfur level of 10 ppmw.

(i) For an engine-based aging stand, if you perform accelerated sulfur exposure by additizing engine fuel to a higher sulfur level, determine the accelerated aging target additized fuel sulfur mass fraction, w_S, as follows:

$$w_{S,target} = \frac{\bar{\dot{m}}_{fuel,field}}{\bar{\dot{m}}_{fuel,cyle}} \cdot m_{Sfuel,ref} \cdot S_{acc,rate}$$

Eq. 1065.1139-9

Where:

$\bar{\dot{m}}_{fuel,field}$ = field mean fuel flow rate.

$\bar{\dot{m}}_{fuel,cycle}$ = accelerated aging cycle mean fuel flow rate.

$m_{Sfuel,ref}$ = reference mass of sulfur per mass of fuel = 0.00001 kg/kg

$S_{acc,rate}$ = sulfur acceleration rate = 10

Example:

$\bar{\dot{m}}_{fuel,field}$ = 54.3 kg/hr

$\bar{\dot{m}}_{fuel,cycle}$ = 34.1 kg/hr

$m_{Sfuel,ref}$ = 0.00001 kg/kg.

$S_{acc,rate}$ = 10.

$$w_{S,target} = \frac{54.3}{34.1} \cdot 0.00001 \cdot 10$$

$w_{S,target}$ = 0.000159

(ii) If you use gaseous SO_2 to perform accelerated sulfur exposure, such as on a burner-based stand, calculate the target SO_2 concentration to be introduced, $x_{SO2,target}$, as follows:

$$x_{SO2,target} = \frac{\bar{\dot{m}}_{fuel,field}}{\bar{\dot{m}}_{exhaust,cycle}} \cdot \left(\frac{x_{Sfuel,ref} \cdot S_{acc,rate} \cdot M_{exh}}{M_S} \right)$$

Eq. 1065.1139-10

Where:

$\bar{\dot{m}}_{fuel,field}$ = field mean fuel flow rate.

$\bar{\dot{m}}_{exhaust,cycle}$ = mean exhaust flow rate during the burner aging cycle.

$x_{Sfuel,ref}$ = reference mol fraction of sulfur in fuel = 10 µmol/mol.

$S_{acc,rate}$ = sulfur acceleration rate = 10.

M_{exh} = molar mass of exhaust = molar mass of air.

M_S = molar mass of sulfur.

Example:

$\bar{\dot{m}}_{fuel,field}$ = 54.3 kg/hr

$\bar{\dot{m}}_{exhaust,cycle}$ = 1000.8 kg/hr

$x_{Sfuel,ref}$ = 10 µmol/mol

$S_{acc,rate}$ = 10

M_{exh} = 28.96559 g/mol

M_S = 32.065 g/mol

$$x_{SO2,target} = \frac{54.3}{1000.8} \cdot \left(\frac{10 \cdot 10 \cdot 28.96559}{32.065} \right)$$

$x_{SO2,target}$ = 4.90 µmol/mol

(iii) You may choose to turn off gaseous sulfur injection during infrequent regeneration modes, but if you do you must increase the target SO_2 concentration by the ratio of total aging time to total normal (non-regeneration) aging time.

(2) [Reserved]

§ 1065.1141 Facility requirements for engine-based aging stands.

An engine-based accelerated aging platform is built around the use of a compression-ignition engine for generation of heat and flow. You are not

required to use the same engine as the target application that is being aged. You may use any compression-ignition engine as a bench aging engine, and the engine may be modified as needed to support meeting the aging procedure requirements. You may use the same bench aging engine for deterioration factor determination from multiple engine families. The engine must be capable of reaching the combination of temperature, flow, NO_X, and oil consumption targets required. We recommend using an engine platform larger than the target application for a given aftertreatment system to provide more flexibility to achieve the target conditions and oil consumption rates. You may modify the bench aging engine controls in any manner necessary to help reach aging conditions. You may bypass some of the bench aging engine exhaust around the aftertreatment system being aged to reach targets, but you must account for this in all calculations and monitoring to ensure that the correct amount of oil and sulfur are reaching the aftertreatment system. If you bypass some of the engine exhaust around the aftertreatment system, you must directly measure exhaust flow rate through the aftertreatment system. You may dilute bench aging engine exhaust prior to introduction to the aftertreatment system, but you must account for this in all calculations and monitoring to ensure that the correct engine conditions and the correct amount of oil and sulfur are reaching the aftertreatment system. Your engine-based aging stand must incorporate the following capabilities:

(a) Use good engineering judgment to incorporate a means of controlling temperature independent of the engine. An example of such a temperature control would be an air-to-air heat exchanger. The temperature control system must be designed to prevent condensation in the exhaust upstream of the aftertreatment system. This independent temperature control is necessary to provide the flexibility required to reach temperature, flow, oil consumption targets, and NO_X targets.

(b) Use good engineering judgment to modify the engine to increase oil consumption rates to levels required for accelerated aging. These increased oil consumption levels must be sufficient to reach the bulk pathway exposure targets determined in § 1065.1139(h). A combination of engine modifications and careful operating mode selection will be used to reach the final bulk pathway oil exposure target on a cycle average. You must modify the engine in a fashion that will increase oil consumption in a manner such that the oil consumption is still generally representative of oil passing the piston rings into the cylinder. Use good engineering judgment to break in the modified engine to stabilize oil consumption rates. We recommend the following methods of modification (in order of preference):

(1) Install the top compression rings inverted (upside down) on all the cylinders of the bench aging engine.

(2) If the approach in paragraph (b)(1) of the section is insufficient to reach the targets, modify the oil control rings in one or more cylinders to create small notches or gaps (usually no more than 2 per cylinder) in the top portion of the oil control rings that contact the cylinder liner (care must be taken to avoid compromising the structural integrity of the ring itself).

(c) We recommend that the engine-aging stand include a constant volume oil system with a sufficiently large oil reservoir to avoid oil ''top-offs'' between oil change intervals.

(d) If the engine-aging stand will be used for aging of systems that perform infrequent regenerations, the aging stand must incorporate a means of increasing temperature representative of the target application. For example, if the target application increases temperature for regeneration by introducing fuel into the exhaust upstream of an oxidation catalyst, the aging stand must incorporate a similar method of introducing fuel into the exhaust.

(e) If the engine-aging stand will be used for aging systems that incorporate SCR-based NO_X reduction, the aging stand must incorporate a representative means of introducing DEF at the appropriate location(s).

(f) Use good engineering judgment to incorporate a means of monitoring oil consumption on at least a periodic basis. You may use a periodic drain and weigh approach to quantify oil consumption. You must validate that the aging stand reaches oil consumption targets prior to the start of aging. You must verify oil consumption during aging prior to each emission testing point, and at each oil change interval. Validate or verify oil consumption over a running period of at least 72 hours to obtain a valid measurement. If you do not include the constant volume oil system recommended in paragraph (c) of this section, you must account for all oil additions.

(g) Use good engineering judgment to establish an oil change interval that allows you to maintain relatively stable oil consumption rates over the aging process. Note that this interval may be shorter than the normal recommended interval for the engine due to the modifications that have been made.

(h) If the engine-aging stand will be used for aging of systems that incorporate a diesel particulate filter (DPF), we recommend you perform secondary tracking of oil exposure by using clean (soot free) DPF weights to track ash loading and compare this mass of ash to the amount predicted using the measured oil consumption mass and the oil ash concentration. The mass of ash found by DPF weight should fall within (55 to 70)% of the of mass predicted from oil consumption measurements.

(i) Incorporate a means of introducing lubricating oil into the engine fuel to enable the volatile pathway of oil exposure. You must introduce sufficient oil to reach the volatile pathway oil exposure targets determined in paragraph (h) of this section. You must measure the rate of volatile pathway oil introduction on a continuous basis.

(j) If you perform sulfur acceleration by increasing the sulfur level of the engine fuel, you must meet the target sulfur level within ±5 ppmw. Verify the sulfur level of the fuel prior to starting aging, or whenever a new batch of aging fuel is acquired.

(k) If you use gaseous SO_2 for sulfur acceleration, you must incorporate a means to introduce the gaseous SO_2 upstream of the aftertreatment system. Use good engineering judgment to ensure that gaseous SO_2 is well mixed prior to entering the aftertreatment system. You must monitor the rate of gaseous SO_2 introduction on a continuous basis.

§ 1065.1143 Requirements for burner-based aging stands.

A burner-based aging platform is built using a fuel-fired burner as the primary heat generation mechanism. The burner must utilize diesel fuel and it must produce a lean exhaust gas mixture. You must configure the burner system to be capable of controlling temperature, exhaust flow rate, NO_X, oxygen, and water to produce a representative exhaust mixture that meets the accelerated aging cycle targets for the aftertreatment system to be aged. You may bypass some of the bench aging exhaust around the aftertreatment system being aged to reach targets, but you must account for this in all calculations and monitoring to ensure that the correct amount of oil and sulfur are reaching the aftertreatment system. The burner system must incorporate the following capabilities:

(a) Directly measure the exhaust flow through the aftertreatment system being aged.

(b) Ensure transient response of the system is sufficient to meet the cycle transition time targets for all parameters.

(c) Incorporate a means of oxygen and water control such that the burner system is able to generate oxygen and water levels representative of compression-ignition engine exhaust.

(d) Incorporate a means of oil introduction for the bulk pathway. You must implement a method that introduces lubricating oil in a region of the burner that does not result in complete combustion of the oil, but at the same time is hot enough to oxidize oil and oil additives in a manner similar to what occurs when oil enters the cylinder of an engine past the piston rings. Care must be taken to ensure the oil is properly atomized and mixed into the post-combustion burner gases before they have cooled to normal exhaust temperatures, to insure proper digestion and oxidation of the oil constituents. You must measure the bulk pathway oil injection rate on a continuous basis. You must validate that this method produces representative oil products using the secondary method in § 1065.1141(h) regardless of whether you will use the burner-based aging stand to age systems which include a DPF. Use good engineering judgment to select a DPF for the initial validation of the system. Perform this validation when the burner-based aging stand is first commissioned or if any system modifications are made that affect the oil consumption introduction method. We also recommend that you examine ash distribution on the validation DPF in comparison to a representative engine aged DPF.

(e) Incorporate a means of introducing lubricating oil into the burner fuel to enable the volatile pathway of oil exposure. You must introduce sufficient oil to reach the volatile pathway oil exposure targets determined in § 1065.1139(h). You must measure the rate of volatile pathway oil introduction on a continuous basis.

(f) If the burner-based aging stand will be used for aging of systems that perform infrequent regenerations, the aging stand must incorporate a means of increasing temperature representative of the target application. For example, if the target application increases temperature for regeneration by introducing fuel into the exhaust upstream of an oxidation catalyst, the aging stand must incorporate a similar method of introducing fuel into the exhaust.

(g) If the burner-based aging stand will be used for aging of systems that incorporate SCR-based NO_X reduction, the aging stand must incorporate a representative means of introducing DEF at the appropriate location(s).

(h) If the burner-based aging stand will be used for aging of systems that incorporate a diesel particulate filter (DPF), we recommend you perform secondary tracking of oil exposure by using clean (soot free) DPF weights to track ash loading and compare this mass of ash to the amount predicted using the measured oil consumption mass and the oil ash concentration. The mass of ash found by DPF weight should fall within (55 to 70)% of the of mass predicted from oil consumption measurements.

(i) You must incorporate a means to introduce the gaseous SO_2 upstream of the aftertreatment system. Use good engineering judgment to ensure that gaseous SO_2 is well mixed prior to entering the aftertreatment system. You must monitor the rate of gaseous SO_2 introduction on a continuous basis.

§ 1065.1145 Execution of accelerated aging, cycle tracking, and cycle validation criteria.

The aging cycle generally consists first of practice runs to validate and tune the final cycle, followed by the actual running of the repeat cycles needed to accumulate field equivalent hours to reach full useful life. During the course of the aging run, various aging parameters are tracked to allow verification of proper cycle execution, as well as to allow for correction of the aging parameters to stay within the target limits.

(a) *Preliminary cycle validation runs.* Prior to the start of aging, conduct a number of practice runs to tune the cycle parameters. It is recommended that initial practice runs be conducted without the aftertreatment installed, but with the backpressure of the aftertreatment simulated to help ensure that the tuned cycle is representative. For final cycle tuning, including regenerations, it is recommended to use a duplicate or spare aftertreatment system of similar design to the target system, to avoid damage or excessive initial aging during the tuning. However, it is permissible to conduct final tuning using the target system being aged, but you must limit the total duration to no more than 100 field equivalent hours (10 hours of accelerated aging), including both thermal and chemical components. The process followed for these initial runs will vary depending on whether you are using an engine-based platform or a burner-based platform.

(1) *Engine-based platform.* (i) *Initial cycle development.* It will be necessary to determine a set of engine modes that will generate the required combinations of temperature, exhaust flow, oil consumption, and NO_X to meet the target aging requirements. The development of these modes will be an iterative process using the engine and independent temperature control features of the aging stand. This process assumes that you have already implemented the oil consumption increase modifications, and that these have already been stabilized and validated to reach the necessary levels of bulk oil exposure. In general, we recommend the use of higher engine speeds and loads to generate the desired oil consumption, leveraging the temperature controls as needed to lower temperature to the targets. Several iterations will likely be needed to reach all targets. Note that during transitions you may utilize any combination of conditions necessary to help primary component catalysts reach the target temperature and flow conditions within no more than 5 minutes. For example, you may use a higher exhaust flow rate and lower temperature to rapidly cool the aftertreatment system to the next temperature. NO_X targets do not need to be met during transitions. It is permissible to deviate from engine-out NO_X emission targets if needed to reach the temperature, exhaust flow, and oil consumption targets. We recommend that you maintain a NO_X level that is at the target level or higher, but you may lower NO_X by up to 25%, if necessary, on some modes. Note that validation of oil consumption requires at least 72 hours of operation. Tune the parameters for infrequent regeneration towards then end of this initial development process (such as hydrocarbon injection schedules and temperature ramp rates).

(ii) *Final cycle validation.* Once the cycle is tuned, conduct a final run using the target aftertreatment system to verify conditions and log temperatures for heat load calculation. Using the recorded cycle data, calculate D_t for all primary component catalysts to ensure that you are matching the desired $D_{t,cycle}$ targets. If you are not within ±3% of the target $D_{t,cycle,}$ adjust the cycle accordingly. Calculate D_t for any secondary catalyst components to verify that they are within ±3% of either the target D_t or the target aging metric. Note that the accelerated aging methodology assumes that the relationship between the temperature of the primary and secondary catalyst components will the be same as the field observations. If this relationship deviates in the lab by having more or less heat transfer through the system, it may be necessary to modify that relationship on the aging stand. You may need to take measures

such as adding or removing insulation or utilize external cooling fans to help these parameters match more closely.

(2) *Burner-based platform.* (i) *Cycle development.* The burner-based platform will be able to meet the exhaust flow, temperature, NO_X, and oil consumption targets directly without the need for additional cycle development. This process assumes that you have already implemented and validated your oil consumption exposure methods to reach the necessary levels of bulk oil exposure. In addition, you must meet the oxygen and water targets during aging modes within ±2% for oxygen and ±2% for water. Note that during transitions you may utilize any combination of conditions necessary to help primary component catalysts reach the target temperature and flow conditions within no more than 5 minutes. For example, you may use a higher exhaust flow rate and lower temperature to rapidly cool the aftertreatment system to the next temperature. NO_X, oxygen, and water targets do not need to be met during transitions.

(ii) *Final cycle validation.* Once the cycle is tuned, conduct a final run using the target aftertreatment system to verify conditions and log temperatures for heat load calculation. Using the recorded cycle data, calculate D_t for all primary components catalysts to ensure that you are matching the desired $D_{t,cycle}$ targets. If you are not within ±3% of the target $D_{t,cycle,}$ adjust the cycle accordingly. Calculate D_t for any secondary catalyst components to check that they are within ±3% of either the target D_t or the target aging metric. Note that the accelerated aging methodology assumes that the relationship between the temperature of the primary and secondary catalyst components will the be same as that observed in the field. If this relationship deviates in the lab by having more or less heat transfer through the system, it may be necessary to modify that relationship on the aging stand. You may need to take measures such as adding or removing insulation or utilize external cooling fans to help these parameters match more closely.

(b) *Aftertreatment break in.* Break in the emission-data engine and aftertreatment prior to the initial zero-hour test by running both on an engine dynamometer as described in subpart E of this part. Use good engineering judgment to develop a representative cycle that represents the field data. You may use the same data used for accelerated aging cycle development or other data. If your system utilizes infrequent regeneration, include at least one complete regeneration event, but we recommend that you include at least two such events to stabilize emissions performance. Your break in process must include at least 125 hours of engine operation with the aftertreatment system. You may ask to use a longer break in duration based on good engineering judgment, to ensure that emission performance is stabilized prior to the zero-hour testing.

(c) *Initial emission testing.* Prior to the start of accelerated aging conduct the initial zero-hour emission test and any required engine dynamometer aging following the requirements of the standard setting part for your engine. Dynaometer aging hours count toward the total aging hours.

(d) *Accelerated aging.* Following zero-hour emission testing and any engine dynamometer aging, perform accelerated aging using the cycle validated in either paragraph (a)(1) or (2) of this section. Repeat the cycle the number of times required to reach full useful life equivalent aging. Interrupt the aging cycle as needed to conduct any scheduled intermediate emission tests, clean the DPF of accumulated ash, and for any facility releated reasons. We recommended you interrupt aging at the end of a given aging cycle, following the completion of any scheduled infrequent regeneration event.

(e) *QA tracking and validation.* During aging, track a number of aging parameters to ensure that fall within the required limits. Correct aging parameters as need to remain within the required control limits.

(1) *Thermal load tracking.* For each primary catalyst component, generate a target line which describes the relationship between aging hours on the cycle and cumulative deactivation, D_t. Generate control limit lines that are ±3% of the target line. You must remain within these control limits over the course of aging. Adjust aging parameters as needed to remain within these limits for the primary catalyst components. For each secondary catalyst component, generate both a target D_t line and a line describing the target behavior of the aging metric directly. You must remain within either ±10% of either the D_t line or ±3% of the aging metric target line for any secondary catalyst component. Adjust aging parameters as needed to remain within these limits noting that you must remain within limits for the primary components. Adjusting the secondary catalyst aging may require altering heat transfer through the system to make it more representative of the field aging.

(2) *Oil consumption tracking.* Generate a target oil consumption line for both the bulk and volatile pathway which describes the relationship between oil exposure and aging hours on the cycle. For the engine-based stand the control limits are ±10% for total oil consumption, noting that the volatile pathway must not exceed 30% of the total. For the burner-based stand, the controls limits are ±5% for both pathways, which are tracked separately.

(i) *Changing engine oil.* For an engine-based platform, periodically change engine oil to maintain stable oil consumption rates and maintain the health of the aging engine. Interrupt aging as needed to perform oil changes. Perform a drain-and-weigh measurement. Following an oil change you must run at least 4 hours with the exhaust bypassing the aftertreatment system to stabilize the new oil. If you see a sudden change in oil consumption it may be necessary to stop aging and either change oil or correct an issue with the accelerated oil consumption. If the aging engine requires repairs to correct an oil consumption issue in the middle of aging, you must re-validate the oil consumption rate for 72 hours before you continue aging. The engine exhaust should be left bypassing the aftertreatment system until the repaired engine has been validated.

(ii) *Secondary oil consumption validation.* If your aftertreatment includes a diesel particulate filter, we recommend that you perform secondary validation of oil consumption by using clean (soot free) DPF weights to track ash loading and compare this mass of ash to the amount predicted using the measured oil consumption mass and the oil ash concentration. The mass of ash found by DPF weight should fall within a range of (55 to 70)% of the of mass predicted from oil consumption measurements. Perform this validation at the end of aging, at any intermediate emission test points, and at any point where you need to clean the DPF of accumulated ash in according with recommended maintenance.

(iii) *Sulfur tracking.* Generate a fuel sulfur exposure line describing the relationship between aging hours and cumulative target sulfur exposure mass. The control limits for sulfur exposure are ±3%. Log actual fuel consumption and the measured fuel sulfur level of the current batch of fuel (if you are doping fuel to accelerate sulfur exposure) for engine stand aging. Use these measurements to ensure that sulfur exposure remains within the control limits. Adjust sulfur doping levels in the fuel from batch to batch as needed to stay within limits. If you use gaseous SO_2 for sulfur acceleration, monitor the mass flow rate of the gaseous sulfur. Use these measurements to calculate total

sulfur mass exposure, and correct SO_2 gas flow rates as needed to stay within the control limits.

(f) *Emission testing at intermediate and final test points.* Conduct emission testing at the end of aging and at any intermediate emission test points as described in the standard setting part. Following installation of the aged aftertreatment system on the emission-data engine at intermediate or final test points, prior to the start of emission testing, use good engineering judgment to operate the engine and aftertreatment system for a number of hours to stabilize emission controls and to allow any adaptive controls to update. Declare the number of stabilization hours prior to the start of the accelerated aging program.

PART 1066—VEHICLE–TESTING PROCEDURES

■ 269. The authority citation for part 1066 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 270. Amend § 1066.110 by revising paragraphs (b)(1)(vi), (b)(2)(i) and (b)(2)(v) introductory text to read as follows:

§ 1066.110 Equipment specifications for emission sampling systems.

* * * * *

(b) * * *

(1) * * *

(vi) You must seal your system to the extent necessary to ensure that any remaining leaks do not affect your ability to demonstrate compliance with the applicable standards in this chapter. We recommend that you seal all known leaks.

* * * * *

(2) * * *

(i) For PM background measurement, the following provisions apply in addition to the provisions in 40 CFR 1065.140(b):

* * * * *

(v) If you choose to dilute the exhaust by using a remote mix tee, which dilutes the exhaust at the tailpipe, you may use the following provisions consistent with good engineering judgment, as long as they do not affect your ability to demonstrate compliance with the applicable standards in this chapter:

* * * * *

■ 271. Amend § 1066.220 by revising paragraph (b) to read as follows:

§ 1066.220 Linearity verification for chassis dynamometer systems.

* * * * *

(b) *Performance requirements.* If a measurement system does not meet the applicable linearity criteria in Table 1 of this section, correct the deficiency by re-calibrating, servicing, or replacing components as needed. Repeat the linearity verification after correcting the deficiency to ensure that the measurement system meets the linearity criteria. Before you may use a measurement system that does not meet linearity criteria, you must demonstrate to us that the deficiency does not adversely affect your ability to demonstrate compliance with the applicable standards in this chapter.

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■ 272. Amend § 1066.301 by revising paragraph (b) to read as follows:

§ 1066.301 Overview of road-load determination procedures.

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(b) The general procedure for determining road-load force is performing coastdown tests and calculating road-load coefficients. This procedure is described in SAE J1263 and SAE J2263 (incorporated by reference in § 1066.1010). Continued testing based on the 2008 version of SAE J2263 is optional, except that it is no longer available for testing starting with model year 2026. This subpart specifies certain deviations from those procedures for certain applications.

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■ 273. Amend § 1066.415 by revising paragraph (e)(2) to read as follows:

§ 1066.415 Vehicle operation.

* * * * *

(e) * * *

(2) If vehicles have features that preclude dynamometer testing, you may modify these features as necessary to allow testing, consistent with good engineering judgment, as long as it does not affect your ability to demonstrate that your vehicles comply with the applicable standards in this chapter. Send us written notification describing these changes along with supporting rationale.

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■ 274. Amend § 1066.420 by revising paragraph (b) to read as follows:

§ 1066.420 Test preparation.

* * * * *

(b) Minimize the effect of nonmethane hydrocarbon contamination in the hydrocarbon sampling system for vehicles with compression-ignition engines as follows:

(1) For vehicles at or below 14,000 pounds GVWR, account for contamination using one of the following methods:

(i) Introduce zero and span gas during analyzer calibration using one of the following methods, noting that the hydrocarbon analyzer flow rate and pressure during zero and span calibration (and background bag reading) must be exactly the same as that used during testing to minimize measurement errors:

(A) Close off the hydrocarbon sampling system sample probe and introduce gases downstream of the probe making sure that you do not pressurize the system.

(B) Introduce zero and span gas directly at the hydrocarbon sampling system probe at a flow rate greater than 125% of the hydrocarbon analyzer flow rate allowing some gas to exit probe inlet.

(ii) Perform the contamination verification in paragraph (b)(2) of this section, except use 0.5 μmol/mol in 40 CFR 1065.520(f)(8)(iii).

(2) For vehicles above 14,000 pounds GVWR, verify the amount of nonmethane hydrocarbon contamination as described in 40 CFR 1065.520(f).

* * * * *

■ 275. Amend § 1066.710 by revising the introductory text and paragraph (b)(1), removing Figure 1 of § 1066.710, and adding paragraph (f) to read as follows:

§ 1066.710 Cold temperature testing procedures for measuring CO and NMHC emissions and determining fuel economy.

This section describes procedures for measuring carbon monoxide (CO) and nonmethane hydrocarbon (NMHC) emissions and determining fuel economy on a cold day using the FTP test cycle (see § 1066.801).

* * * * *

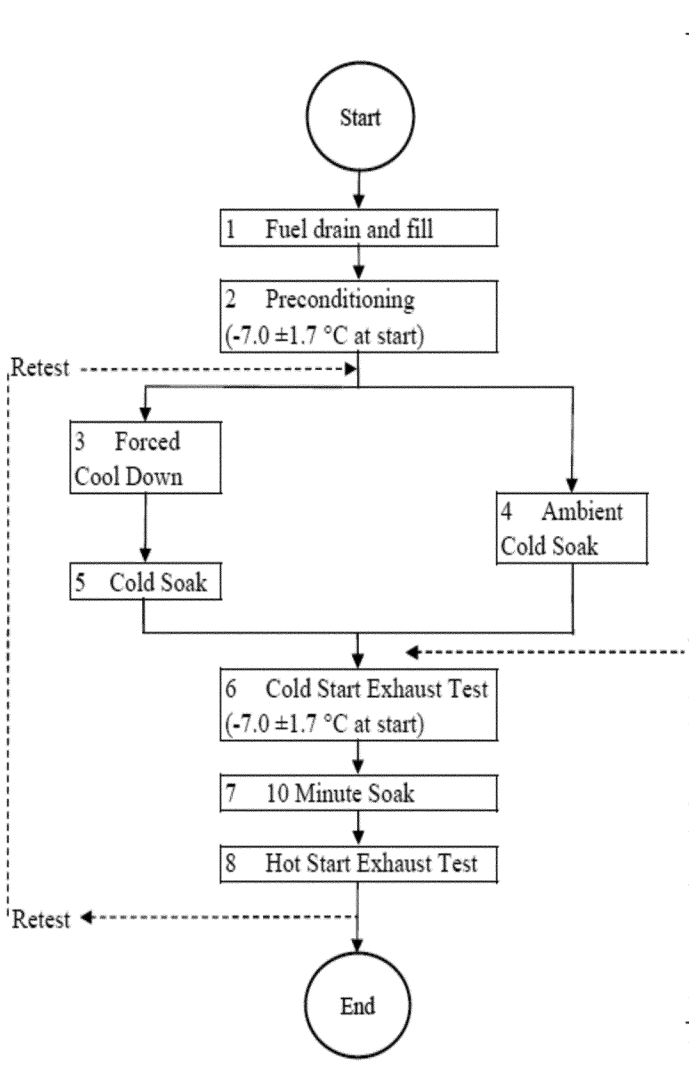
(b) * * *

(1) *Ambient temperature for emission tests.* Measure and record ambient temperature in the test cell at least once every 60 seconds during the sampling period. The temperature must be (−7.0 ±1.7)°C at the start of the test and average temperature must be (−7.0 ±2.8)°C during the test. Instantaneous temperature values may be above −4.0°C or below −9.0°C, but not for more than 3 minutes at a time during the test. At no time may the ambient temperatures be below −12.0°C or above −1.0°C.

* * * * *

(f) The following figure illustrates the cold temperature testing sequence for measuring CO and NMHC emissions and determining fuel economy:

Figure 1 to paragraph (f) § 1066.710—Cold Temperature Testing Sequence for Measuring CO and NMHC Emissions and Determining Fuel Economy



Step	Note
1	Winter grade fuel (optional use of FTP fuel by manufacturer)
2*	Full UDDS (optional use of higher temperautre by manufacturer)
3	No time specifications Uniform vehicle cooling Oil temperature at -7.0 ±1.7 °C
4*	12 to 36 hours
5*	1 hour minimum
6*	Full UDDS
7	On dynamometer
8*	Partial UDDS (first 505 s)

Note: If vehicle leaves -7.0° C soak area to transfer to -7.0 °C test area and passes through a warm area (>-4.0 °C), it must be restabilized in the test cell for six times the period it was exposed to the warmer temperature.

*Temperature Specifications

Average	-7.0 ±2.8 °C
Maximum excursions	-12.0 °C minimum, -1.0 °C maximum
Three-minute excursions	-9.0 °C minimum, -4.0 °C maximum

■ 276. Amend § 1066.815 by revising paragraph (d)(1)(ii) to read as follows:

§ 1066.815 Exhaust emission test procedures for FTP testing.

* * * * *

(d) * * *

(1) * * *

(ii) Simultaneously start any electronic integrating devices, continuous data recording, and batch sampling before attempting to start the engine. Initiate the sequence of points in the test cycle when the engine starts. Place the vehicle in gear 15 seconds after engine starting, which is 5 seconds before the first acceleration.

* * * * *

■ 277. Amend § 1066.831 by revising paragraph (d) to read as follows:

§ 1066.831 Exhaust emission test procedures for aggressive driving.

* * * * *

(d) For diesel-fueled vehicles, measure THC emissions on a continuous basis. For separate measurement of the city and highway test intervals as described in paragraph (c) of this section, perform separate calculations for each portion of the test cycle.

* * * * *

■ 278. Amend § 1066.835 by revising paragraphs (f)(1), (2), and (f)(3)(iii) to read as follows:

§ 1066.835 Exhaust emission test procedure for SC03 emissions.

* * * * *

(f) * * *

(1) *Ambient temperature and humidity.* Measure and record ambient temperature and humidity in the test cell at least once every 30 seconds during the sampling period. Alternatively, if you collect data of at least once every 12 seconds, you may use a moving average of up to 30 second intervals to measure and record ambient temperature and humidity. Control ambient temperature throughout the test sequence to (35.0 ± 3.0)°C. Control ambient temperature during emission sampling to (33.6 to 36.4)°C on average. Control ambient humidity during emission sampling as described in § 1066.420(d).

(2) *Conditions before testing.* Use good engineering judgment to demonstrate that you meet the specified temperature and humidity tolerances in paragraph (f)(1) of this section during the preconditioning cycle and during the vehicle soak period in paragraph (c)(6) of this section.

(3) * * *

(iii) Determine radiant energy intensity experienced by the vehicle as the average value between two measurements along the vehicle's centerline, one at the base of the windshield and the other at the bottom of the rear window (or equivalent location for vehicles without a rear window). This value must be (850 ± 45)

W/m^2. Instruments for measuring radiant energy intensity must meet the following minimum specifications:

* * * * *

■ 279. Amend § 1066.845 by revising paragraphs (c), (f)(3) and (g) and adding paragraph (h) to read as follows:

§ 1066.845 AC17 air conditioning efficiency test procedure.

* * * * *

(c) *Ambient conditions.* Measure and control ambient conditions as specified in § 1066.835(f), except that you must control ambient temperature during emission sampling to (22.0 to 28.0)°C throughout the test and (23.5 to 26.5)°C on average. These tolerances apply to the combined SC03 and HFET drive cycles during emission sampling. Note that you must set the same ambient temperature target for both the air conditioning on and off portions of emission sampling. Control ambient temperature during the preconditioning cycle and 30 minute soak to (25.0 ± 5.0)°C. For these same modes with no emission sampling, target the specified ambient humidity levels, but you do not need to meet the humidity tolerances. Note that solar heating is disabled for certain test intervals as described in this section.

* * * * *

(f) * * *

(3) Turn on solar heating within one minute after turning off the engine. Once the solar energy intensity reaches 805 W/m^2, let the vehicle soak for (30 ± 1) minutes. You may alternatively rely on prior measurements to start the soak period after a defined period of warming up to the specified solar heat load. Close the vehicle's windows at the start of the soak period; ensure that the windows are adequately closed where instrumentation and wiring pass through to the interior.

* * * * *

(g) *Calculations.* (1) Determine the mass of CO_2 emissions for each of the two test intervals as described in § 1066.605.

(2) Calculate separate composite mass-weighted emissions of CO_2, $e_{CO2-AC17compAC[status]}$, representing the average of the SC03 and HFET emissions, in grams per mile for operation with the vehicle's air conditioner and the solar heating on and off using the following equation:

$$e_{\text{CO2-AC17compAC[status]}} = 0.5 \cdot \left(\frac{m_{\text{SC03}}}{D_{\text{SC03}}}\right) + 0.5 \cdot \left(\frac{m_{\text{HFET}}}{D_{\text{HFET}}}\right)$$

Eq. 1066.845-1

Where:

m_{SC03} = mass emissions from the SC03 test interval, in grams.

D_{SC03} = measured driving distance during the SC03 test interval, in miles.

m_{HFET} = mass emissions from the HFET test interval, in grams.

D_{HFET} = measured driving distance during the HFET test interval, in miles.

(3) Calculate the incremental CO_2 emissions due to air conditioning operation by subtracting the composite mass-weighted emissions of CO_2 with the vehicle's air conditioner and the solar heating on, $e_{CO2-AC17compACon,}$ from the composite mass-weighted emissions of CO_2 with the vehicle's air conditioner and the solar heating off, $e_{CO2-AC17compACoff.}$

(h) Record information for each test as specified in § 1066.695. Emission results and the results of all calculations must be reported for each phase of the test. The manufacturer must also report the following information for each vehicle tested: interior volume, climate control system type and characteristics, refrigerant used, compressor type, and evaporator/condenser characteristics.

■ 280. Amend § 1066.1001 by adding definitions of ''Charge-depleting'' and ''Charge-sustaining'' in alphabetical order and revising the definition of ''Test interval'' to read as follows:

§ 1066.1001 Definitions.

* * * * *

Charge-depleting means relating to the test interval of a plug-in hybrid engine or powertrain in which the engine or powertrain consumes electric energy from the RESS that has been charged from an external power source until the RESS is depleted to the point that a test interval qualifies as charge-sustaining. The engine might consume fuel to produce power during a charge-depleting test interval.

Charge-sustaining means relating to the test interval of a plug-in hybrid engine or powertrain in which the engine or powertrain consumes fuel to produce power such that the battery's net-energy change meets the end-of-test criterion of SAE J1711 or SAE J2711, as applicable (incorporated by reference in § 1066.1010).

* * * * *

Test interval means a period over which a vehicle's emission rates are determined separately. For many standards, compliance with the standard is based on a weighted average of the mass emissions from multiple test intervals. For example, the standard-setting part may specify a complete duty cycle as a cold-start test interval and a hot-start test interval. In cases where multiple test intervals occur over a duty cycle, the standard-setting part may specify additional calculations that weight and combine results to arrive at composite values for comparison against the applicable standards in this chapter.

* * * * *

■ 281. Amend § 1066.1005 by revising paragraphs (b), (g), and (h) to read as follows:

§ 1066.1005 Symbols, abbreviations, acronyms, and units of measure.

* * * * *

(b) *Symbols for chemical species.* This part uses the following symbols for chemical species and exhaust constituents:

TABLE 2 TO PARAGRAPH (b) OF § 1066.1005—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS

Symbol	Species
CH_4	methane.
CH_3OH	methanol.
CH_2O	formaldehyde.
C_2H_4O	acetaldehyde.
C_2H_5OH	ethanol.
C_2H_6	ethane.
C_3H_7OH	propanol.

TABLE 2 TO PARAGRAPH (b) OF § 1066.1005—SYMBOLS FOR CHEMICAL SPECIES AND EXHAUST CONSTITUENTS—Continued

Symbol	Species
C_3H_8	propane.
C_4H_{10}	butane.
C_5H_{12}	pentane.
CO	carbon monoxide.
CO_2	carbon dioxide.
H_2O	water.
HC	hydrocarbon.
N_2	molecular nitrogen.
NMHC	nonmethane hydrocarbon.
NMHCE	nonmethane hydrocarbon equivalent.
NMOG	nonmethane organic gas.
NO	nitric oxide.
NO_2	nitrogen dioxide.
NO_X	oxides of nitrogen.
N_2O	nitrous oxide.
O_2	molecular oxygen.
OHC	oxygenated hydrocarbon.
PM	particulate matter.
THC	total hydrocarbon.
THCE	total hydrocarbon equivalent.

* * * * *

(g) *Constants.* (1) This part uses the following constants for the composition of dry air:

TABLE 7 TO PARAGRAPH (g)(1) OF § 1066.1005—CONSTANTS FOR THE COMPOSITION OF DRY AIR

Symbol	Quantity	mol/mol
x_{Arair}	amount of argon in dry air.	0.00934
x_{CO2air}	amount of carbon dioxide in dry air.	0.000375
x_{N2air}	amount of nitrogen in dry air.	0.78084
x_{O2air}	amount of oxygen in dry air.	0.209445

(2) This part uses the following molar masses or effective molar masses of chemical species:

TABLE 8 TO PARAGRAPH (g)(2) OF § 1066.1005—MOLAR MASSES OR EFFECTIVE MOLAR MASSES OF CHEMICAL SPECIES

Symbol	Quantity	g/mol (10^{-3}·kg·mol^{-1})
M_{air}	molar mass of dry air [1].	28.96559

TABLE 8 TO PARAGRAPH (g)(2) OF § 1066.1005—MOLAR MASSES OR EFFECTIVE MOLAR MASSES OF CHEMICAL SPECIES—Continued

Symbol	Quantity	g/mol (10^{-3}·kg·mol^{-1})
M_{H2O}	molar mass of water.	18.01528

[1] See paragraph (g)(1) of this section for the composition of dry air.

(3) This part uses the following molar gas constant for ideal gases:

TABLE 9 TO PARAGRAPH (g)(3) OF § 1066.1005—MOLAR GAS CONSTANT FOR IDEAL GASES

Symbol	Quantity	J/(mol·K) (m^2·kg·s^{-2}·mol^{-1}·K^{-1})
R	molar gas constant	8.314472

(h) *Prefixes.* This part uses the following prefixes to define a quantity:

TABLE 10 TO PARAGRAPH (h) OF § 1066.1005—PREFIXES TO DEFINE A QUANTITY

Symbol	Quantity	Value
n	nano	10^{-9}
μ	micro	10^{-6}
m	milli	10^{-3}
c	centi	10^{-2}
k	kilo	10^{3}
M	mega	10^{6}

■ 282. Revise § 1066.1010 to read as follows:

§ 1066.1010 Incorporation by reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, EPA must publish a document in the **Federal Register** and the material must be available to the public. All approved incorporation by reference (IBR) material is available for inspection at EPA and at the National Archives and Records Administration (NARA). Contact EPA at: U.S. EPA, Air and Radiation Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC 20004; *www.epa.gov/dockets*; (202) 202–1744. For information on inspecting this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations.html* or email *fr.inspection@nara.gov*. The material may be obtained from the following sources:

(a) National Institute of Standards and Technology (NIST), 100 Bureau Drive, Stop 1070, Gaithersburg, MD 20899–1070; (301) 975–6478; *www.nist.gov*.

(1) NIST Special Publication 811, 2008 Edition, Guide for the Use of the International System of Units (SI), Physics Laboratory, March 2008; IBR approved for §§ 1066.20(a); 1066.1005.

(2) [Reserved]

(b) SAE International, 400 Commonwealth Dr., Warrendale, PA 15096–0001; (877) 606–7323 (U.S. and Canada) or (724) 776–4970 (outside the U.S. and Canada); *www.sae.org*.

(1) SAE J1263 MAR2010, Road Load Measurement and Dynamometer Simulation Using Coastdown Techniques, Revised March 2010, (''SAE J1263''); IBR approved for §§ 1066.301(b); 1066.305(a); 1066.310(b).

(2) SAE J1634 JUL2017, Battery Electric Vehicle Energy Consumption and Range Test Procedure, Revised July 2017, (''SAE J1634''); IBR approved for § 1066.501(a).

(3) SAE J1711 JUN2010, Recommended Practice for Measuring the Exhaust Emissions and Fuel Economy of Hybrid-Electric Vehicles, Including Plug-In Hybrid Vehicles, Revised June 2010, (''SAE J1711''); IBR approved for §§ 1066.501(a); 1066.1001.

(4) SAE J2263 DEC2008, Road Load Measurement Using Onboard Anemometry and Coastdown Techniques, Revised December 2008; IBR approved for §§ 1066.301(b); 1066.305; 1066.310(b).

(5) SAE J2263 MAY2020, (R) Road Load Measurement Using Onboard Anemometry and Coastdown Techniques, Revised May 2020, (''SAE J2263''); IBR approved for §§ 1066.301(b); 1066.305; 1066.310(b).

(6) SAE J2264 JAN2014, Chassis Dynamometer Simulation of Road Load Using Coastdown Techniques, Revised January 2014, (''SAE J2264''); IBR approved for § 1066.315.

(7) SAE J2711 MAY2020, (R) Recommended Practice for Measuring Fuel Economy and Emissions of Hybrid-Electric and Conventional Heavy-Duty Vehicles, Revised May 2020, (''SAE J2711''); IBR approved for §§ 1066.501(a); 1066.1001.

(8) SAE J2951 JAN2014, Drive Quality Evaluation for Chassis Dynamometer Testing, Revised January 2014, (''SAE J2951''); IBR approved for § 1066.425(j).

PART 1068—GENERAL COMPLIANCE PROVISIONS FOR HIGHWAY, STATIONARY, AND NONROAD PROGRAMS

■ 283. The authority citation for part 1068 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

■ 284. Amend § 1068.1 by revising paragraphs (a)(2), (4), (5), (6), (8), (9), and (13) and adding paragraph (a)(15) to read as follows:

§ 1068.1 Does this part apply to me?

(a) * * *

(2) This part 1068 applies for heavy-duty motor vehicles and motor vehicle engines we regulate under 40 CFR parts 1036 and 1037. This includes trailers. This part 1068 applies to heavy-duty motor vehicles and motor vehicle engines certified under 40 CFR part 86 to the extent and in the manner specified in 40 CFR parts 85, 86, and 1036.

* * * * *

(4) This part applies to aircraft and aircraft engines we regulate under 40 CFR parts 1030 and 1031 to the extent and in the manner specified in 40 CFR parts 1030 and 1031.

(5) This part 1068 applies for locomotives that are subject to the provisions of 40 CFR part 1033.

(6) This part 1068 applies for land-based nonroad compression-ignition engines that are subject to the provisions of 40 CFR part 1039. This part 1068 applies for engines certified under 40 CFR part 89 to the extent and in the manner specified in 40 CFR part 1039.

* * * * *

(8) This part 1068 applies for marine compression-ignition engines that are subject to the provisions of 40 CFR part 1042. This part 1068 applies for marine compression-ignition engines certified under 40 CFR part 94 to the extent and in the manner specified in 40 CFR part 1042.

(9) This part 1068 applies for marine spark-ignition engines that are subject to the provisions of 40 CFR part 1045. This part 1068 applies for marine spark-ignition engines certified under 40 CFR part 91 to the extent and in the manner specified in 40 CFR part 1045.

* * * * *

(13) This part applies for small nonroad spark-ignition engines that are subject to the provisions of 40 CFR part 1054. This part 1068 applies for nonroad spark-ignition engines certified under 40 CFR part 90 to the extent and in the manner specified in 40 CFR part 1054.

* * * * *

(15) This part 1068 applies to portable fuel containers we regulate under 40 CFR part 59 to the extent and in the manner specified in 40 CFR part 59, subpart F.

* * * * *

■ 285. Revise § 1068.10 to read as follows:

§ 1068.10 Practices for handling confidential business information.

The provisions of this section apply both to any information you send us and to any information we collect from inspections, audits, or other site visits.

(a) When you submit information to us, if you claim any of that information as confidential, you may identify what you claim to be confidential by marking, circling, bracketing, stamping, or some other method; however, we will not consider any claims of confidentiality over information we have determined to be not entitled to confidential treatment under § 1068.11 or other applicable provisions.

(b) If you send us information without claiming it is confidential, we may make it available to the public without further notice to you, as described in 40 CFR 2.301(j).

(c) For submissions that include information that may be entitled to confidential treatment, we may require that you send a ''public'' copy of the report that does not include the confidential information. We may require that you substantiate your claim to confidential treatment for any items not contained in the public version. We will release additional information from the complete version of such a submission only as allowed under 40 CFR 2.301(j) and as described in this subpart and the standard-setting part.

(d) We will safeguard your confidential business information (CBI) as described in 40 CFR 2.301(j). Also, we will treat certain information as confidential and will only disclose this information if it has been determined to be not entitled to confidential treatment as specified in § 1068.11(c). The following general provisions describe how we will process requests for making information publicly available:

(1) *Certification information.* We will treat information submitted in an application for certification as confidential until the introduction-into-commerce date you identify in your application for certification consistent with 40 CFR 2.301(a)(2)(ii)(B). If you do not identify an introduction-into-commerce date or if we issue the certificate after your specified date, we will treat information submitted in an application for certification as described in § 1068.11 after the date we issue the certificate.

(2) *Preliminary and superseded information.* Preliminary and superseded versions of information you submit are covered by confidentiality determinations in the same manner as

final documents. However, we will generally not disclose preliminary or superseded information unless we receive a request under 5 U.S.C. 552 that specifically asks for all versions of a document, including preliminary and superseded versions. We will consider a document preliminary if we have not reviewed it to verify its accuracy or if the reporting deadline has not yet passed. We will consider information superseded if you submit a new document or a revised application for certification to replace the earlier version.

(3) *Authorizing CBI disclosure.* The provisions of this section do not prevent us from disclosing protected information if you specifically authorize it.

(4) *Relationship to the standard-setting part.* The standard-setting part may identify additional provisions related to confidentiality determinations. Note that the standard-setting part identifies information requirements that apply for each type of engine/equipment. If this section identifies information that is not required for a given engine, that does not create a requirement to submit the information.

(5) *Changes in law.* The confidentiality determinations in this section and in the standard-setting parts may be changed through the processes described in 40 CFR 2.301(j)(4).

■ 286. Add § 1068.11 to subpart A to read as follows:

§ 1068.11 Confidentiality determinations and related procedures.

This section characterizes various categories of information for purposes of making confidentiality determinations, as follows:

(a) This paragraph (a) applies the definition of ''Emission data'' in 40 CFR 2.301(a) for information related to engines/equipment subject to this part. ''Emission data'' cannot be treated as confidential business information and shall be available to be disclosed to the public except as specified in § 1068.10(d)(1). The following categories of information qualify as emission data, except as specified in paragraph (c) of this section:

(1) Certification and compliance information, including information submitted in an application for a certificate of conformity that is used to assess compliance.

(2) Fleet value information, including information submitted for compliance with fleet average emission standards and emissions related ABT credit information, including the information used to generate credits.

(3) Source family information. For example, engine family information or test group information would identify the regulated emission source.

(4) Test information and results, including emission test results and other data from emission testing that are submitted in an application for a certificate of conformity, test results from in-use testing, production-line testing, and any other testing to demonstrate emissions. The information in this category includes all related information to characterize test results, document the measurement procedure, and modeling inputs and outputs where the compliance demonstration is based on computer modeling.

(5) ABT credit information, including information submitted for current and future compliance demonstrations using credits under an ABT program.

(6) Production volume, including information submitted for compliance with fleet average emission standards, compliance with requirements to test production engines/equipment, or compliance through ABT programs.

(7) Defect and recall information, including all information submitted in relation to a defect or recall except the remedial steps you identify in § 1068.510(a)(2).

(8) Selective enforcement audit compliance information.

(b) The following categories of information are not eligible for confidential treatment, except as specified in § 1068.10(d)(1):

(1) Published information, including information that is made available in annual and quarterly filings submitted to the U.S. Securities and Exchanges Commission, on company websites, or otherwise made publicly available by the information submitter.

(2) Observable information available to the public after the introduction to commerce date.

(c) The following categories of information are subject to the process for confidentiality determinations in 40 CFR part 2 as described in 40 CFR 2.301(j)(5):

(1) Projected sales volume and projected production volume.

(2) Production start and end dates.

(3) Detailed description of emission control operation and function.

(4) Design specifications related to aftertreatment devices.

(5) Description of auxiliary emission control devices (AECDs).

(6) Plans for meeting regulatory requirements. For example, this applies for any projections of emission credits for the coming model year or determinations of the number of required repair facilities that are based on projected production volumes.

(7) The following information related to deterioration factors and other adjustment factors:

(i) Procedures to determine deterioration factors and other emission adjustment factors.

(ii) Any information used to justify those procedures.

(iii) Emission measurements you use to compare procedures or demonstrate that the procedures are appropriate.

(8) Financial information related to the following items:

(i) ABT credit transactions, including dollar amount, identity of parties, and contract information.

(ii) Meeting bond requirements, including aggregate U.S. asset holdings, financial details regarding specific assets, whether the manufacturer or importer obtains a bond, and copies of bond policies.

(9) Serial numbers or other information to identify specific engines or equipment selected for testing.

(10) Procedures that apply based on your request to test engines/equipment differently than we specify in the regulation. This applies for special and alternative test procedures. This also applies, for example, if we approve a broader or narrower zone of engine operation for not-to-exceed testing.

(11) Information related to testing vanadium catalysts in 40 CFR part 1065, subpart L.

(12) GPS data identifying the location for in-use emission measurements.

(13) Information related to possible defects that are subject to further investigation (not confirmed defects).

(14) Information submitted in support of a requested exemption.

(d) If you submit information that is not addressed in paragraphs (a) through (c) of this section, you may claim the information as confidential. We may require you to provide us with information to substantiate your claims. If claimed, we may consider this substantiating information to be confidential to the same degree as the information for which you are requesting confidential treatment. We will make our determination based on your statements to us, the supporting information you send us, and any other available information. However, we may determine that your information is not subject to confidential treatment consistent with 40 CFR part 2 and 5 U.S.C. 552(b)(4).

(e) Applications for certification and submitted reports typically rely on software or templates to identify specific categories of information. If you submit information in a comment field

designated for users to add general information, we will respond to requests for disclosing that information consistent with paragraphs (a) through (d) of this section.

■ 287. Amend § 1068.30 by adding a definition of ''Critical emission-related component'' in alphabetical order and revising the definition of ''Designated Compliance Officer'' to read as follows:

§ 1068.30 Definitions.

* * * * *

Critical emission-related component means a part or system whose primary purpose is to reduce emissions or whose failure would commonly increase emissions without significantly degrading engine/equipment performance.

* * * * *

Designated Compliance Officer means one of the following:

(1) For motor vehicles regulated under 40 CFR part 86, subpart S: Director, Light-Duty Vehicle Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov*; *www.epa.gov/ve-certification*.

(2) For compression-ignition engines used in heavy-duty highway vehicles regulated under 40 CFR part 86, subpart A, and 40 CFR parts 1036 and 1037, and for nonroad and stationary compression-ignition engines or equipment regulated under 40 CFR parts 60, 1033, 1039, and 1042: Director, Diesel Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov*; *www.epa.gov/ve-certification*.

(3) Director, Gasoline Engine Compliance Center, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; *complianceinfo@epa.gov*; *www.epa.gov/ve-certification*, for all the following engines and vehicles:

(i) For spark-ignition engines used in heavy-duty highway vehicles regulated under 40 CFR part 86, subpart A, and 40 CFR parts 1036 and 1037,

(ii) For highway motorcycles regulated under 40 CFR part 86, subpart E.

(iii) For nonroad and stationary spark-ignition engines or equipment regulated under 40 CFR parts 60, 1045, 1048, 1051, 1054, and 1060.

■ 288. Add § 1068.50 to subpart A to read as follows:

§ 1068.50 Adjustable parameters.

(a) The standard-setting part requires as a condition of certification that engines with adjustable parameters meet all the requirements of the standard-setting part for any setting in the practically adjustable range. This section defines these terms and describes general provisions that apply broadly across sectors. This section refers to engines, because most adjustable parameters are integral to the engine even in the case of equipment-based standards; this section also applies for equipment-based adjustable parameters. The provisions of this section apply starting with model year 2027 and are optional for earlier model years.

(b) You must use good engineering judgment for all decisions related to adjustable parameters. We recommend that you ask for preliminary approval for decisions related to new technologies, substantially changed engine designs, or new methods for limiting adjustability. The standard-setting part describes the information you must include in the application for certification related to adjustable parameters. Decisions related to adjustable parameters include the following:

(1) Determining which engine operating parameters qualify as adjustable parameters.

(2) Establishing the adequacy of the limits, stops, seals, programming limits, inducements, or other means used to limit adjustment, limit reprogramming, or ensure replenishment.

(3) Defining the practically adjustable range for each such parameter.

(c) For purposes of this section, ''operating parameter'' means any feature that can, by the nature of its design, be adjusted to affect engine performance. For example, while bolts used to assemble the engine are practically adjustable (can be loosened or tightened), they are not adjustable parameters because they are not operating parameters. Consider all programmable parameters not involving user-selectable controls to be a single, collective operating parameter.

(d) Operating parameters are considered adjustable parameters if they are practically adjustable by a user or other person by physical adjustment, programmable adjustment, or regular replenishment of a fluid or other consumable material. However, an operating parameter is not an adjustable parameter if—

(1) We determine it is permanently sealed or it is not practically adjustable using available tools, as described in paragraph (e) of this section; or

(2) We determine that engine operation over the full range of adjustment does not affect emissions without also degrading engine performance to the extent that operators will be aware of the problem.

(e) An operating parameter is considered practically adjustable as follows:

(1) Physically adjustable parameters are considered practically adjustable if the adjustment is accessible and can be performed by an experienced mechanic using appropriate tools within the following time and cost thresholds, excluding extraordinary measures:

(i) For engines at or below 30 kW, physically adjustable parameters are considered practically adjustable if a typical user can make adjustments with ordinary tools within 15 minutes using service parts that cost no more than $30.

(ii) For 30–560 kW engines, physically adjustable parameters are considered practically adjustable if a qualified mechanic can make adjustments with ordinary tools within 60 minutes using service parts that cost no more than $60.

(iii) For engines above 560 kW, physically adjustable parameters are considered practically adjustable if a qualified mechanic can make adjustments with any available supplies and tools within 60 minutes.

(iv) Cost thresholds in this section are expressed in 2020 dollars. Adjust these values for certification by comparing most recently available Consumer Price Index for All Urban Consumers (CPI–U) value published by the Bureau of Labor Statistics at *www.bls.gov/data/inflation_calculator.htm*.

(v) Cost thresholds do not include the cost of labor or the cost of any necessary tools or nonconsumable supplies. Time thresholds refer to the time required to access and adjust the parameter, excluding any time necessary to purchase parts, tools, or supplies, or to perform testing.

(vi) The term ''ordinary tools'' has the following meanings for different sizes of engines:

(A) Ordinary tools consist of slotted and Phillips head screwdrivers, pliers, hammers, awls, wrenches, electric screwdrivers, electric drills, and any tools supplied by the manufacturer, where those tools are used for their intended purpose.

(B) For 30–560 kW engines, ordinary tools includes the tools identified in paragraph (e)(1)(vi)(A) of this section and any other hand tools, solvents, or other supplies sold at hardware stores, automotive parts supply stores or on the internet.

(vii) The following extraordinary measures are not included when determining whether a physically adjustable parameter is considered

''practically adjustable'' according to the specified time and cost thresholds:

(A) Removing the cylinder head(s) from the engine block.

(B) Fully or partially removing a carburetor.

(C) Drilling or grinding through caps or plugs.

(D) Causing damage to engine or equipment if the associated repair would exceed the time or cost thresholds in this paragraph (e)(1).

(E) Making special tools to override design features that prevent adjustment. Note that extraordinary measures do not include purchase of such special tools if they become available as described in paragraph (e)(1)(vi)(B) of this section.

(2) A programmable operating parameter is considered ''practically adjustable'' if an experienced mechanic can adjust the parameter using any available tools (including devices that are used to alter computer code). Conversely, such parameters are not practically adjustable if you limit access to electronic control modules with password or encryption protection. You must have adequate protections in place to prevent distribution and use of passwords or encryption keys. This paragraph (e)(2) applies for engines with any degree of programmable control. Programmable settings are considered practically adjustable if any of the following apply:

(i) The user can make the adjustment by following instructions in the owners manual.

(ii) An experienced mechanic can make the adjustment using ordinary digital interface tools for selecting available settings or options as described in this paragraph (e)(2).

(f) The practically adjustable range for physically adjustable operating parameters is based on design features to create physical limits or stops to limit adjustment. A physical limit or stop is adequate for defining the limits of the practically adjustable range if it has the following characteristics:

(1) In the case of a threaded adjustment, the head is sheared off after adjustment at the factory or the threads are terminated, pinned, or crimped to prevent additional travel without causing damage for which the repair would exceed the time or cost thresholds in paragraph (e)(1) of this section.

(2) In the case of fasteners, bimetal springs, or other mechanical devices used to limit adjustment, those devices are recessed within a larger, permanent body and sealed with a plug, cap, or cover plate that limits access to the device consistent with the time and cost thresholds in paragraph (e)(1) of this section.

(3) Operators cannot exceed the travel or rotation limits using appropriate tools without causing damage for which the repairs would exceed the time or cost thresholds specified in paragraph (e)(1) of this section. For example, if a vehicle has a shim, bushing, or other device to limit flow rates, range of travel, or other parameters to prevent operating outside of a specified range of engine or vehicle speeds, you must take steps to prevent operators or mechanics from removing, replacing, or altering those parts to operate at a wider range of engine or vehicle speeds.

(g) Apply the following provisions to determine the practically adjustable range for programmable parameters that can be adjusted by changing software or operating parameters (''reflashed''):

(1) If an engine includes multiple operating modes or other algorithms that can be selected or are easily accessible, consider each of the selectable or accessible modes or settings to be within the practically adjustable range.

(2) If you sell or offer to sell software or other tools that an experienced mechanic not affiliated with the manufacturer could use to reflash or otherwise modify the electronic control module, consider all those settings to be within the practically adjustable range.

(3) The following systems and features illustrate examples of the types of programmable settings for which this paragraph (g) applies:

(i) Air-fuel setpoints for closed-loop fuel systems.

(ii) Reductant flow systems.

(iii) Base maps for fuel injection or spark timing.

(iv) Exhaust gas recirculation maps.

(h) The following provisions apply for adjustable parameters related to elements of design involving consumption and replenishment, such as DEF tank fill level and hybrid battery state of charge:

(1) We will determine the range of adjustability based on the likelihood of in-use operation at a given point in the physically adjustable range. We may determine that operation in certain subranges within the physically adjustable range is sufficiently unlikely that the subranges should be excluded from the allowable adjustable range for testing. In such cases, the engines/equipment are not required to meet the emission standards for operation in an excluded subrange.

(2) Shipping new engines/equipment in a state or configuration requiring replenishment to be within the range of adjustability for a certified configuration does not cause a violation of the prohibition in § 1068.101(a)(1).

(i) We will make determinations regarding in-use adjustments of adjustable parameters under this section for certifying engines as follows:

(1) Our determinations will depend on in-use maintenance practices conforming to the maintenance and service information you provide. For example, if your published maintenance instructions describe routine procedures for adjusting engines or if you or your dealers make specialized tools available to operators, we will conclude that such adjustments are likely to occur. Also, your maintenance and service information may not specify adjustable ranges that are broader than those that you specify in your application for certification.

(2) We may review manufacturer statements under this section for certifying engines for a later model year if we learn from observation of in-use engines or other information that a parameter was in fact practically adjustable or that the specified operating range was in fact not correct. We may require you to include a new adjustable parameter or to revise your specified operating range for an adjustable parameter.

(j) We may inspect your engines at any time to determine whether they meet the specifications of this section. We may purchase engines for testing, or we may ask you to supply engines for such inspections. We will inspect using appropriate tools and time limits and using any available devices that alter computer code, as specified in paragraph (e)(2) of this section. The inspection will determine the following:

(1) If the adjustable parameter is limited to the adjustable range specified in the manufacturer's certification application.

(2) If physical stops for physically adjustable parameters can be bypassed using methods outlined in paragraph (f) of this section.

(k) Except as provided in the standard-setting part and this paragraph (k), engines are not in the certified configuration if you produce them with adjustable parameters set outside the range specified in your application for certification. Similarly, engines are not in the certified configuration if you produce them with other operating parameters that do not conform to the certified configuration. Where we determine that you failed to identify something that should be considered an adjustable parameter, we may require you to treat the parameter as defective under § 1068.501. If we determine you deliberately misrepresented the

accessibility of the parameter or that you did not act in good faith, we may take action regarding your certificate as described in the standard-setting part (see, for example, 40 CFR 1054.255).

(l) Nothing in this section limits the tampering prohibition of § 1068.101(b)(1) or the defeat device prohibition of § 1068.101(b)(2).

■ 289. Amend § 1068.101 by revising paragraphs (a) introductory text and (b)(5) to read as follows:

§ 1068.101 What general actions does this regulation prohibit?

* * * * *

(a) The following prohibitions and requirements apply to manufacturers of new engines, manufacturers of equipment containing these engines, manufacturers of new equipment, and other persons as provided by § 1068.1(a), except as described in subparts C and D of this part:

* * * * *

(b) * * *

(5) *Importation.* You may not import an uncertified engine or piece of equipment if it is defined to be new in the standard-setting part with a model year for which emission standards applied. Anyone violating this paragraph (b)(5) is deemed to be a manufacturer in violation of paragraph (a)(1) of this section. We may assess a civil penalty up to $44,539 for each engine or piece of equipment in violation. Note the following:

* * * * *

■ 290. Amend § 1068.210 by revising paragraph (c) introductory text to read as follows:

§ 1068.210 Exempting test engines/equipment.

* * * * *

(c) If you are a certificate holder, you may request an exemption for engines/equipment you intend to include in a test program.

* * * * *

■ 291. Amend § 1068.220 by revising paragraph (b) to read as follows:

§ 1068.220 Exempting display engines/equipment.

* * * * *

(b) Nonconforming display engines/equipment will be exempted if they are used for displays in the interest of a business or the general public. The exemption in this section does not apply to engines/equipment displayed for any purpose we determine is inappropriate for a display exemption.

* * * * *

■ 292. Amend § 1068.240 by revising paragraphs (a)(1), (b)(3), and (c)(3)(ii) to read as follows:

§ 1068.240 Exempting new replacement engines.

* * * * *

(a) * * *

(1) Paragraphs (b) and (c) of this section describe different approaches for exempting new replacement engines where the engines are specially built to correspond to an engine model from an earlier model year that was subject to less stringent standards than those that apply for current production (or is no longer covered by a certificate of conformity). You must comply with the requirements of paragraph (b) of this section for any number of replacement engines you produce in excess of what we allow under paragraph (c) of this section. You must designate engines you produce under this section as tracked engines under paragraph (b) of this section or untracked engines under paragraph (c) of this section by the deadline for the report specified in paragraph (c)(3) of this section.

* * * * *

(b) * * *

(3) An old engine block replaced by a new engine exempted under this paragraph (b) may be reintroduced into U.S. commerce as part of an engine that meets either the current standards for new engines, the provisions for new replacement engines in this section, or another valid exemption. Otherwise, you must destroy the old engine block (or confirm that it has been destroyed), or export the engine block without its emission label. Note that this paragraph (b)(3) does not require engine manufacturers to take possession of the engine being replaced. Owners may arrange to keep the old engine if they demonstrate that the engine block has been destroyed. An engine block is destroyed under this paragraph (b)(3) if it can never be restored to a running configuration.

* * * * *

(c) * * *

(3) * * *

(ii) Count exempt engines as tracked under paragraph (b) of this section only if you meet all the requirements and conditions that apply under paragraph (b)(2) of this section by the due date for the annual report. In the annual report you must identify any replaced engines from the previous year whose final disposition is not resolved by the due date for the annual report. Continue to report those engines in later reports until the final disposition is resolved. If the final disposition of any replaced engine is not resolved for the fifth annual report following the production report, treat this as an untracked replacement in the fifth annual report for the preceding year.

* * * * *

■ 293. Amend § 1068.261 by revising paragraphs (b), (c) introductory text, and (d) introductory text to read as follows:

§ 1068.261 Delegated assembly and other provisions related to engines not yet in the certified configuration.

* * * * *

(b) If you manufacture engines and install them in equipment you or an affiliated company also produce, you must take steps to ensure that your facilities, procedures, and production records are set up to ensure that equipment and engines are assembled in their proper certified configurations. For example, you may demonstrate compliance with the requirements of this section by maintaining a database showing how you pair aftertreatment components with the appropriate engines such that the final product is in its certified configuration.

(c) If you manufacture engines and ship them to an unaffiliated company for installation in equipment and you include the price of all aftertreatment components in the price of the engine (whether or not you ship the aftertreatment components directly to the equipment manufacturer), all the following conditions apply:

* * * * *

(d) If you manufacture engines and ship them to an unaffiliated company for installation in equipment, but you do not include the price of all aftertreatment components in the price of the engine, you must meet all the conditions described in paragraphs (c)(1) through (9) of this section, with the following additional provisions:

* * * * *

■ 294. Amend § 1068.301 by revising paragraph (b) to read as follows:

§ 1068.301 General provisions for importing engines/equipment.

* * * * *

(b) In general, engines/equipment that you import must be covered by a certificate of conformity unless they were built before emission standards started to apply. This subpart describes the limited cases where we allow importation of exempt or excluded engines/equipment. If an engine has an exemption from exhaust emission standards, you may import the equipment under the same exemption. Imported engines/equipment that are exempt or excluded must have a label as described in the specific exemption

or exclusion. If the regulation does not include specific labeling requirements, apply a label meeting the requirements of § 1068.45 that identifies your corporate name and describes the basis for the exemption or exclusion.

* * * * *

■ 295. Amend § 1068.310 by revising the introductory text and paragraph (e)(4) to read as follows:

§ 1068.310 Exclusions for imported engines/equipment.

If you show us that your engines/equipment qualify under one of the paragraphs of this section, we will approve your request to import such excluded engines/equipment. You must have our approval before importing engines/equipment under paragraph (a) of this section. You may, but are not required, to request our approval to import the engines/equipment under paragraph (b) through (d) of this section. Qualifying engines/equipment are excluded as follows:

* * * * *

(e) * * *

(4) State: ''THIS ENGINE IS EXEMPT FROM THE REQUIREMENTS OF [identify the part referenced in § 1068.1(a) that would otherwise apply], AS PROVIDED IN [identify the paragraph authorizing the exemption (for example, ''40 CFR 1068.310(a)'')]. INSTALLING THIS ENGINE IN ANY DIFFERENT APPLICATION MAY BE A VIOLATION OF FEDERAL LAW SUBJECT TO CIVIL PENALTY.''

■ 296. Amend § 1068.315 by revising paragraphs (a) and (h) and removing paragraph (i) to read as follows:

§ 1068.315 Permanent exemptions for imported engines/equipment.

* * * * *

(a) *National security exemption.* You may import an engine or piece of equipment under the national security exemption in § 1068.225.

* * * * *

(h) *Identical configuration exemption.* Unless specified otherwise in the standard-setting part, you may import nonconforming engines/equipment if they are identical in all material respects to certified engines/equipment produced by the same manufacturer, subject to the following provisions:

(1) You must meet all the following criteria:

(i) You have owned the engines/equipment for at least six months.

(ii) You agree not to sell, lease, donate, trade, or otherwise transfer ownership of the engines/equipment for at least five years. The only acceptable way to dispose of the engines/equipment during this five-year period is to destroy or export them.

(iii) You use data or evidence sufficient to show that the engines/equipment are in a configuration that is identical in all material respects to engines/equipment the original manufacturer has certified to meet emission standards that apply at the time the manufacturer finished assembling or modifying the engines/equipment in question. If you modify the engines/equipment to make them identical, you must completely follow the original manufacturer's written instructions.

(2) We will tell you in writing if we find the information insufficient to show that the engines/equipment are eligible for the identical configuration exemption. We will then not consider your request further until you address our concerns.

■ 297. Amend § 1068.325 by revising the introductory text, paragraphs (a) through (c), (e), and (g) to read as follows:

§ 1068.325 Temporary exemptions for imported engines/equipment.

You may import engines/equipment under certain temporary exemptions, subject to the conditions in this section. We may ask U.S. Customs and Border Protection to require a specific bond amount to make sure you comply with the requirements of this subpart. You may not sell or lease one of these exempted engines/equipment while it is in the United States except as specified in this section or § 1068.201(i). You must eventually export the engine/equipment as we describe in this section unless it conforms to a certificate of conformity or it qualifies for one of the permanent exemptions in § 1068.315 or the standard-setting part.

(a) *Exemption for repairs or alterations.* You may temporarily import nonconforming engines/equipment solely for repair or alteration, subject to our advance approval as described in paragraph (j) of this section. You may operate the engine/equipment in the United States only as necessary to repair it, alter it, or ship it to or from the service location. Export the engine/equipment directly after servicing is complete, or confirm that it has been destroyed.

(b) *Testing exemption.* You may temporarily import nonconforming engines/equipment for testing if you follow the requirements of § 1068.210, subject to our advance approval as described in paragraph (j) of this section. You may operate the engines/equipment in the United States only as needed to perform tests. The testing exemption expires one year after you import the engine/equipment unless we approve an extension. The engine/equipment must be exported before the exemption expires. You may sell or lease the engines/equipment consistent with the provisions of § 1068.210.

(c) *Display exemption.* You may temporarily import nonconforming engines/equipment for display if you follow the requirements of § 1068.220, subject to our advance approval as described in paragraph (j) of this section. The display exemption expires one year after you import the engine/equipment, unless we approve your request for an extension. The engine/equipment must be exported (or destroyed) by the time the exemption expires or directly after the display concludes, whichever comes first.

* * * * *

(e) *Diplomatic or military exemption.* You may temporarily import nonconforming engines/equipment if you represent a foreign government in a diplomatic or military capacity. U.S Customs and Border Protection may require that you show your written confirmation from the U.S. State Department that you qualify for the diplomatic or military exemption or a copy of your orders for military duty in the United States. We will rely on the State Department or your military orders to determine when your diplomatic or military status expires, at which time you must export your exempt engines/equipment.

* * * * *

(g) *Exemption for partially complete engines.* The following provisions apply for importing partially complete engines and used engines that become new as a result of importation:

(1) You may import a partially complete engine by shipping it from one of your facilities to another under the provisions of § 1068.260(c) if you also apply a removable label meeting the requirements of § 1068.45 that identifies your corporate name and states that the engine is exempt under the provisions of § 1068.325(g).

(2) You may import an engine if another company already has a certificate of conformity and will be modifying the engine to be in its final certified configuration or a final exempt configuration if you meet the labeling and other requirements of § 1068.262. If you are importing a used engine that becomes new as a result of importation, you must meet all the requirements that apply to original engine manufacturers under § 1068.262. You may sell or lease

the engines consistent with the provisions of § 1068.262.

* * * * *

■ 298. Amend § 1068.450 by revising paragraph (e) to read as follows:

§ 1068.450 What records must I send to EPA?

* * * * *

(e) We may post test results on publicly accessible databases and we will send copies of your reports to anyone from the public who asks for them, consistent with § 1068.11.

■ 299. Amend § 1068.601 by revising the introductory text and paragraph (b) to read as follows:

§ 1068.601 Overview.

The regulations of this chapter involve numerous provisions that may result in EPA making a decision or judgment that you may consider adverse to your interests. For example, our decisions might require you to pay penalties, or you might consider that our decisions will limit your business activities or put you at a competitive disadvantage. As specified in the regulations in this chapter, this might involve an opportunity for an informal hearing or a formal hearing that follows specific procedures and is directed by a Presiding Officer. The regulations in this chapter generally specify when we would hold a hearing. In limited circumstances, we may grant a request for a hearing related to adverse decisions regarding regulatory provisions for which we do not specifically describe the possibility of asking for a hearing.

* * * * *

(b) For other issues where the regulation allows for a hearing in response to an adverse decision, you may request an informal hearing as described in § 1068.650. Sections 1068.610 through 1068.630 describe when and how to request an informal hearing under various circumstances.

* * * * *

■ 300. Add § 1068.630 to read as follows:

§ 1068.630 Request for hearing—allowable maintenance.

(a) Any manufacturer may request an informal hearing as described in § 1068.650 in response to our decision to identify allowable maintenance associated with new technology as part of the certification process.

(b) You must send your hearing request in writing to the Designated Compliance Officer no later than 30 days after we publish our decision in the **Federal Register**. If the deadline passes, we may nevertheless grant you a hearing at our discretion.

(c) Your hearing request must include the information specified in § 1068.610(d).

(d) We will approve your request for an informal hearing if we find that your request raises a substantial factual issue in the decision we made that, if addressed differently, could alter the outcome of that decision.

■ 301. Redesignate appendix I to part 1068 as appendix A to part 1068 and amend newly redesignated appendix A by revising the introductory text and paragraph IV to read as follows:

Appendix A to Part 1068—Emission-Related Components

This appendix specifies emission-related components that we refer to for describing such things as emission-related warranty or maintenance or requirements related to rebuilding engines. Note that inclusion of a component in Section III of this Appendix does not make it an emission-related component for engines/equipment that are not subject to evaporative emission standards.

* * * * *

IV. Any other part or system that meets the definition of critical emission-related component.

Appendix II to Part 1068 [Redesignated as Appendix B to Part 1068]

■ 302. Redesignate appendix II to part 1068 as appendix B to part 1068.

Appendix III to Part 1068 [Redesignated as Appendix C to Part 1068]

■ 303. Redesignate appendix III to part 1068 as appendix C to part 1068.

PART 1090—REGULATION OF FUELS, FUEL ADDITIVES, AND REGULATED BLENDSTOCKS

■ 304. The authority citation for part 1090 continues to read as follows:

Authority: 42 U.S.C. 7414, 7521, 7522–7525, 7541, 7542, 7543, 7545, 7547, 7550, and 7601.

Subpart P [Amended]

■ 305. Revise § 1090.1550 to read as follows:

§ 1090.1550 Requirements for gasoline dispensing nozzles used with motor vehicles.

The following requirements apply for any nozzle installation used for dispensing gasoline into motor vehicles:

(a) Nozzles must meet the following hardware specifications:

(1) The outside diameter of the terminal end must not be greater than 21.3 mm.

(2) The terminal end must have a straight section of at least 63 mm.

(3) The retaining spring must terminate at least 76 mm from the terminal end.

(b) The dispensing flow rate must not exceed a maximum value of 10 gallons per minute. The flow rate may be controlled through any means in the pump/dispenser system, as long as it does not exceed the specified maximum value.

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Vol. 88, No. 15

Tuesday, January 24, 2023

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FEDERAL REGISTER PAGES AND DATE, JANUARY

1–288	3
289–738	4
739–948	5
949–1132	6
1133–1322	9
1323–1496	10
1497–1972	11
1973–2174	12
2175–2500	13
2501–2794	17
2795–3282	18
2795–3282	18
3283–3628	19
3629–3910	20
3911–4078	23
4079–4718	24

CFR PARTS AFFECTED DURING JANUARY

At the end of each month the Office of the Federal Register publishes separately a List of CFR Sections Affected (LSA), which lists parts and sections affected by documents published since the revision date of each title.

2 CFR

Proposed Rules:
3474 2395

3 CFR

Administrative Orders:
Memorandoms:
Memorandom of January 6, 2023 2795
Memorandum of January 17, 2023 3909
Proclamations:
10510 739
10511 741
10512 743
10513 3283
10514 3285

5 CFR

532 1133
1201 4079
2634 1139
2636 1139

6 CFR

5 2797
27 2175
Proposed Rules:
19 2395

7 CFR

9 1862
205 3548
701 1862
760 1862
1400 1862
1416 1862
1437 1862
1450 1862
Proposed Rules:
16 2395
905 2862
920 16
985 18
3560 1149

8 CFR

270 2175
274a 2175
280 2175
Proposed Rules:
103 ..... 402, 1172
106 ..... 402, 1172
204 ..... 402, 1172
212 ..... 402, 1172
214 ..... 402, 1172
240 ..... 402, 1172
244 ..... 402, 1172
245 ..... 402, 1172
245a 402, 1172
264 ..... 402, 1172
274a 402, 1172

9 CFR

352 2798
354 2798
362 2798
412 2798
Proposed Rules:
1 1151
2 1151
3 1151
71 3320
77 3320
78 3320
86 3320

10 CFR

2 ..... 2187, 2188
13 2188
52 3287
72 949
207 2190
218 2190
429 ..... 2190, 3234
430 3234
431 2190
490 2190
501 2190
601 2190
810 1973
820 2190
824 2190
851 2190
1013 2190
1017 2190
1050 2190
Proposed Rules:
30 25
40 25
50 25
70 25
72 ..... 25, 1010
429 4091
430 ..... 790, 1638, 4091
431 1722
1021 2029

12 CFR

19 289
109 289
201 2194
204 2195
263 1497
622 2197
747 1323
1083 1
1411 2812
Proposed Rules:
652 4107
1610 1154

14 CFR

13 1114
21 2813

23.....2813
25.....2813
29.....2813
33.....2813
36.....2813
39 .....1981, 1983, 1984, 2199, 2202, 2501, 3629, 3631, 4080
47.....2813, 2815
49.....2813
60.....2813
61.....2813
67.....2813
71 .....1987, 2204, 2205, 2503, 2504, 2506, 2815, 2816, 2818, 2820, 3911, 3913, 3914, 4081
73.....2813
91.....2813
97 .....1988, 2813, 3915, 3916
101.....2813
107.....2813
121.....2813
125.....2813
129.....2813
135.....2813
141.....2813
183.....2813
383.....1114
406.....1114
440.....2813

Proposed Rules:
5.....1932
21.....1932
39 .....1520, 2029, 2032, 2035, 2273, 2276, 2279, 2283, 2286, 2292, 2295, 2558, 3330, 3678, 4111, 4114
71 .....2561, 2867, 2869, 2870, 3932, 3933, 3935, 3936
91.....1932
119.....1932
121.....1932
135.....1932
61.....34
63.....34
65.....34

15 CFR

6.....3
734.....2821
736.....2821
740.....2507, 2821
742.....2507, 2821
744.....2821
762.....2821
772.....2821
774.....2507, 2821
922.....953

Proposed Rules:
922.....3334

16 CFR

Ch. II.....2206
1.....1499
305.....1135

Proposed Rules:
1.....2562
456.....248
910.....3482

17 CFR

143.....1501
232.....4083

Proposed Rules:
242.....3786

18 CFR

250.....1989
385.....1989

Proposed Rules:
50.....2770
240.....128
242.....128
380.....2770

19 CFR

Ch. I.....2517
4.....2175

20 CFR

10.....974
401.....1326
403.....1326
422.....1326
423.....1326
429.....1326
655.....2210
702.....2210
725.....2210
726.....2210

Proposed Rules:
726.....3349

21 CFR

1.....1503
73.....4085
101.....6
172.....745
316.....4086
862.....2518
870.....975
874.....977
876.....8, 3634
882.....749, 2222
886.....3636
888 .....751, 753, 979
890.....981, 983
1000.....3638
1002.....3638
1010.....3638
1020.....3638
1030.....3638
1050.....3638

Proposed Rules:
80.....4117

22 CFR

35.....1505
103.....1505
127.....1505
138.....1505

Proposed Rules:
205.....2395

24 CFR

Proposed Rules:
5.....321, 2395
1006.....328

25 CFR

Proposed Rules:
226.....2430

26 CFR

301.....755, 756

Proposed Rules:
1.....3938
602.....3938

27 CFR

5.....2224
16.....2228

Proposed Rules:
6.....1171
8.....1171
10.....1171
11.....1171

28 CFR

79.....3918
94.....3654

Proposed Rules:
16.....1012
38.....2395
545.....1331

29 CFR

5.....2210
500.....2210
501.....2210
503.....2210
530.....2210
570.....2210
578.....2210
579.....2210
801.....2210
810.....2210
825.....2210
1903.....2210
4071.....1991
4302.....1991

Proposed Rules:
2.....2395

30 CFR

100.....2210
1241.....2520

31 CFR

501.....2229
510.....2229
535.....2229
536.....2229
539.....2229
541.....2229
542.....2229
544.....2229
546.....2229
547.....2229
548.....2229
549.....2229
551.....2229
552.....2229
553.....2229
560.....2229
561.....2229
566.....2229
570.....2229
576.....2229
578.....2229
583.....2229, 2522
584.....2229
588.....2229
589.....2229
590.....2229
591.....1507
592.....2229
594.....2229
597.....2229
598.....2229
1010.....3311, 3919

Proposed Rules:
208.....1336
601.....2871

32 CFR

199.....1992
269.....2239

33 CFR

27.....2175
100.....291
147.....1511
165 .....756, 1141, 1145, 2002, 2241, 2523, 2829, 3657, 3926
277.....2525
328.....2878
401.....1114

Proposed Rules:
100.....3366
165 .....35, 1528, 3938
203.....1340
334.....1532, 3372

34 CFR

Proposed Rules:
75.....2395
76.....2395
685.....1894

36 CFR

7.....3659

Proposed Rules:
13.....1176

38 CFR

17.....2526, 3664
21.....2831
36.....985, 2537
42.....985

Proposed Rules
17.....2038
50.....2395
61.....2395
62.....2395

39 CFR

111.....758
233.....1513
273.....1513
3035.....3313

Proposed Rules:
111 .....2046, 2047, 3944

40 CFR

2.....4296
19.....986
52 .....291, 773, 1515, 2243, 2245, 2538, 2541, 2834, 2839
59.....4296
60.....4296
62.....2543
80.....4296
81.....775, 1515
85.....4296
86.....4296
120.....2878
180.....990, 3664
600.....4296
1027.....4296
1030.....4296
1031.....4296
1033.....4296
1036.....4296
1037.....4296
1039.....4296
1042.....4296
1043.....4296
1045.....4296
1048.....4296

1051....4296
1054....4296
1060....4296
1065....4296
1066....4296
1068....4296
1090....4296

Proposed Rules:

49....2298
52....1341, 1454, 1533, 1537, 2050, 2303, 2873, 2876, 4118
60....2563
61....2057
62....2564
63....805, 2057
70....4118
81....1543
180....38
261....3945, 4120
721....41

41 CFR

50-210....2210
105-70....2247
301....2843
302....2843
303....2843
304....2843
305....2843
306....2843
307....2843
308....2843
309....2843
310....2843
311....2843
312....2843
313....2843
314....2843
315....2843
316....2843
317....2843
318....2843
319....2843
320....2843
321....2843
322....2843
323....2843
324....2843
325....2843
326....2843
327....2843
328....2843
329....2843
330....2843
331....2843
332....2843
333....2843
334....2843
335....2843
336....2843
337....2843
338....2843
339....2843
340....2843
341....2843
342....2843
343....2843
344....2843
345....2843
346....2843
347....2843
348....2843
349....2843
350....2843
351....2843
352....2843
353....2843
354....2843
355....2843
356....2843
357....2843
358....2843
359....2843
360....2843
361....2843
362....2843
363....2843
364....2843
365....2843
366....2843
367....2843
368....2843
369....2843
370....2843

42 CFR

88....2845
405....297
410....297, 2546
411....297
412....297
413....297
414....2546
416....297
419....297
424....297
485....297
489....297

43 CFR

10....3315

Proposed Rules:

10....1344
11....3373
2800....2304
2860....2304
2880....2304
2920....2304

45 CFR

3....1134
1149....2004
1158....2004
1230....3928
1302....993
2554....3928

Proposed Rules:

87....2395
88....820
2525....1021
2526....1021
2527....1021
2528....1021
2529....1021
2530....1021

46 CFR

221....1114
307....1114
340....1114
356....1114
506....1517

Proposed Rules:

8....1547
197....1547

47 CFR

1....783
54....2248
64....3668
73....10, 2550, 2551

Proposed Rules:

Ch. I....3681
9....2565
25....2590
54....1035, 2305
64....3953
73....42, 1038, 2595, 3680

49 CFR

107....1114
171....1114
190....1114
209....1114
213....1114
214....1114
215....1114
216....1114
217....1114
218....1114
219....1114
220....1114
221....1114
222....1114
223....1114
224....1114
225....1114
227....1114
228....1114
229....1114
230....1114
231....1114
233....1114
234....1114
235....1114
236....1114
237....1114
238....1114
239....1114
240....1114
241....1114
242....1114
243....1114
244....1114
272....1114
386....1114
578....1114
831....2858
1002....299
1011....700
1022....2268
1108....700
1111....299
1114....299
1115....299,700
1244....700
1503....2175

Proposed Rules:

386....830
387....830

50 CFR

17....2006, 4087
218....604
635....786
648....11, 788, 2271, 2551, 2859, 3317
679....789, 2271, 2861, 3318, 3930, 4089

Proposed Rules:

17....2597, 4128
217....916, 3146, 3375
223....1548
224....1548
660....1171, 2061

LIST OF PUBLIC LAWS

Note: No public bills which have become law were received by the Office of the Federal Register for inclusion in today's **List of Public Laws**.

Last List January 10, 2023

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