

entities nor does it impose new requirements. The area retains its current designation status and will continue to be subject to the same statutory requirements. To the extent that the area must adopt regulations, based on its nonattainment status, EPA will review the effect of those actions on small entities at the time the state submits those regulations. Therefore, I certify that denial of the redesignation request will not affect a substantial number of small entities.

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Hydrocarbons, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and record keeping requirements, Sulfur oxides.

40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

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

Dated: March 25, 1996.

Phyllis Harris,

Acting Regional Administrator.

[FR Doc. 96-9464 Filed 4-16-96; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 85

[FRL-5458-3]

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

AGENCY: Environmental Protection Agency.

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

SUMMARY: Detroit Diesel Corporation (DDC) has submitted to the Agency a notification of intent to certify urban bus retrofit/rebuild equipment pursuant to 40 CFR Part 85, Subpart O. The notification describes equipment consisting of fuel injectors, cylinder kits, camshafts, blower, turbocharger, cylinder heads, and associated gaskets, which operators could use at the time of engine rebuild to upgrade certain 1988-90 model year DDC 6V92TA DDEC II engines to a 1991 model year configuration. Pursuant to § 85.1407(a)(7), today's Federal Register document summarizes the notification, announces that the notification is available for public review and

comment, and initiates a 45-day period during which comments can be submitted. The Agency will review this notification of intent to certify, as well as any comments it receives, to determine whether the equipment described in the notification of intent to certify should be certified. If certified, the equipment can be used by urban bus operators to reduce the particulate matter of urban bus engines.

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

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

DATES: Comments must be submitted on or before June 3, 1996.

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

1. U.S. Environmental Protection Agency, Public Docket A-93-42 (Category XII), Room M-1500, 401 M Street SW., Washington, DC 20460.
2. Tom Stricker, Engine Programs and Compliance Division (6403J), 401 "M" Street SW., Washington, DC 20460.

The DDC notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above. Docket items may be inspected from 8:00 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

FOR FURTHER INFORMATION CONTACT: Tom Stricker, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M Street S.W., Washington, DC 20460. Telephone: (202) 233-9322.

SUPPLEMENTARY INFORMATION:

I. Background

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of

particulate matter (PM) in urban areas and is limited to 1993 and earlier model year (MY) urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet.

A key aspect of the program is the certification of retrofit/rebuild equipment. To meet either of the two compliance options, operators of the affected buses must use equipment which has been certified by the Agency. Emissions requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or as achieving at least a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be submitted in the notification of intent to certify in order for certification of the equipment to initiate (or trigger) program requirements. To trigger program requirements, the certifier must guarantee that the equipment will be available to all affected operators for a life cycle cost of \$7,940 or less at the 0.10 g/bhp-hr PM level, or for a life cycle cost of \$2,000 or less for 25 percent or greater reduction in PM. Both of these values are based on 1992 dollars.

II. Notification of Intent To Certify

By a notification of intent to certify dated January 2, 1996, DDC has applied for certification of equipment applicable to its 6V92TA model engines having electronically controlled fuel injection (Detroit Diesel Electronic Control II—DDEC II) that were originally manufactured between January 1, 1988 and December 31, 1990. The notification of intent to certify states that the candidate equipment will reduce PM emissions 25 percent or more, on petroleum-fueled diesel engines that have been rebuilt to DDC specifications. Further, transit pricing level has been

submitted with the notification, along with a guarantee that the equipment will be offered to all affected operators for less than the incremental life cycle cost ceiling. EPA notes that the program requirement, applicable to operators choosing to comply with program 1, to reduce PM levels by at least 25 percent when these engines are rebuilt or replaced, has already been triggered by Englehard Corporation with certification of their catalytic-converter muffler (CCM).¹ Nevertheless, EPA plans to review available information and comments related to the cost of the DDC upgrade kit and, if appropriate, to certify the DDC upgrade kit on the basis of being available to all affected operators for less than the life-cycle cost ceiling of \$2,000 (1992 dollars). Any equipment certified as meeting both the emission and cost requirements can be considered by EPA when updating the post-rebuild PM levels used by transit operators choosing to comply with program 2.²

The candidate equipment upgrades older engines to a configuration virtually identical to a later model year configuration. All components of the candidate equipment are contained in two basic types of kits. One of each basic type of kit is required for the rebuild of an engine. Three combinations of the two basic types of kits are relevant to certification—the specific combination to be used with a particular engine depends upon engine rotation direction, orientation of the engine block and, cam gear mounting technique. One basic type of kit includes a gasket kit, cylinder kit, and fuel injectors. The other basic type of kit includes camshafts, blower assembly, turbocharger, and head assemblies. The components in the latter kit are remanufactured components..

To determine particulate matter (PM) reduction of the candidate equipment under the urban bus retrofit/rebuild program, DDC presents exhaust emission data that were developed for the relevant engine configuration in EPA's new engine certification program. EPA believes use of existing new engine certification data is appropriate as discussed in the preamble to the final rule for the urban bus program at 58 FR 21378 (April 21, 1993). The data show a 31 percent reduction in PM emissions between the baseline engine configuration and the upgraded engine configuration. Consistent with the requirements associated with new engine certification, the test data indicate that the emissions of

hydrocarbon (HC), carbon monoxide (CO), and oxides of nitrogen (NO_x) for the candidate equipment are less than applicable standards. Fuel consumption is increased approximately 5 percent with the candidate equipment installed. DDC presents smoke emission measurements for the engine which indicate compliance with applicable standards.

DDC states that the candidate equipment will be offered to all affected operators for less than a life cycle cost of \$2,000 (1992 dollars), and has submitted life cycle cost information. DDC presents cost data indicating that the cost of a standard rebuild, if the parts were purchased separately, is \$6,966.27. The cost of the candidate equipment is less than this amount, indicating that the candidate equipment has a negative incremental purchase price. DDC presents data showing that the fuel consumption increase results in a \$1440 life-cycle fuel penalty. DDC states there is no incremental installation cost or maintenance cost compared to the currently available standard rebuild.

Certification of the candidate DDC equipment would affect operators as follows. EPA has previously certified equipment which triggered the requirement to use equipment certified to reduce PM by at least 25 percent if these engines are rebuilt or replaced after December 1, 1995. Therefore, under Program 1, operators who rebuild or replace 1988–90 model year DDC 6V92TA DDEC II engines are currently required to use equipment certified to provide at least a 25 percent reduction in PM.³ If the candidate DDC kit is certified to reduce PM by at least 25 percent, then its use under program 1 will meet this requirement. This requirement will continue for the applicable engines until such time that equipment is certified to trigger the 0.10 g/bhp-hr emission standard for less than a life cycle cost of \$7,940 (in 1992 dollars). If the Agency certifies the candidate DDC equipment, then operators who choose to comply with Program 2 and install this equipment, will use the PM emission level(s) established during the certification review process, in their calculations for target or fleet level as specified in the program regulations. DDC projects a post-rebuild PM level of 0.23 g/bhp-hr with the equipment installed on model year 1988 through 1990 6V92TA DDEC II engines. (This discussion concerns the use of *certified* equipment to meet

program requirements; it does not apply to the use of components which are not part of a *certified* package.)

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

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

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

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

Dated: April 3, 1996.
Mary D. Nichols,
Assistant Administrator.
[FR Doc. 96-9466 Filed 4-16-96; 8:45 am]
BILLING CODE 6560-50-P

40 CFR Part 180

[PP 0E3821/P649; FRL-5356-6]

RIN 2070-AB18

Sodium Salt of Acifluorfen; Pesticide Tolerance

AGENCY: Environmental Protection Agency (EPA).

¹ 60 FR 28402, May 31, 1995.

² See 40 CFR § 85.1403 (c)(1).

³ The Englehard CCM certification triggered program requirements for, among others, the 1988–90 model year DDC 6V92TA DDEC II engine.