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.

Mary D. Nichols,

Assistant Administrator for Air and Radiation.

[FR Doc. 97–15729 Filed 6–13–97; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–5842–5]

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

AGENCY: Environmental Protection Agency.

ACTION: Notice of agency receipt of a notification of intent to certify equipment and initiation of comment period. Notice of Agency receipt of a request to amend a current certification.

SUMMARY: The Agency has received a notification of intent to certify urban bus retrofit/rebuild equipment for 4-stroke petroleum fueled diesel engines pursuant to 40 CFR Part 85, Subpart O from Engine Control Systems Ltd. (ECS). Pursuant to § 85.1407(a)(7), today's **Federal Register** notice summarizes the notification below, 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 comments received, to determine whether the equipment should be certified.

This action is also notifying the public that ECS proposes to amend its current two-stroke engine certification. On January 6, 1997 (62 FR 746) EPA approved certification of the ECS retrofit kit which demonstrated a 25% reduction in PM for 1979 to 1993 DDC 2-stroke engines. On February 11, 1997, ECS requested that this certification be modified to also include 8V71N engines for model years 1973 to 1984.

Today's notice 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 for 4-stroke engines should be certified and whether the Agency should approve the ECS request to amend the previously approved 2-stroke application to include the 8V71N model. Comments relevant to the 4-stroke notification should be provided in writing to Public Docket A–93–42, Category XVI–A, at the address below. Comments relevant to the 2-stroke amendment should be provided in writing to Public Docket A–93–42, Category XIV–A, at the address below. An identical copy of each comment should be submitted to Anthony Erb, also at the address below.

DATES: Comments must be submitted on or before July 31, 1997.

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

1. U.S. Environmental Protection Agency, Public Docket A–93–42 (Category XIV–A or XVI–A), Room M–1500, 401 M Street SW., Washington, DC 20460.

2. Anthony Erb, Engine Compliance and Programs Group, Engine Programs & Compliance Division (6403J), 401 ''M'' Street SW., Washington, DC 20460.

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: Anthony Erb, Engine Programs & Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M Street SW., Washington, DC 20460. Telephone: (202) 233–9259.

SUPPLEMENTARY INFORMATION:

I. Background

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier 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 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 programs: 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.

Certification of retrofit/rebuild equipment is a key element of the retrofit/rebuild program. To show compliance under either of the compliance programs, operators of the affected buses must use equipment that has been certified by the Agency. Emissions requirements under either of the two compliance programs depend on the availability of certified retrofit/rebuild equipment for each engine. To be used for Program 1, equipment must be certified 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 the 25 percent or greater reduction in PM. Both of these values are based on 1992 dollars.

The equipment for which certification is pending for the 4-stroke engine is a catalytic converter muffler which will take the place of the standard muffler in the exhaust system. ECS has requested that this equipment notification be considered for certification for use under Program 2 only. Equipment certified for Program 2 must provide some level of PM reduction that can in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. Certification of this equipment will not trigger or comply with any requirements under Program 1.

With regard to the request from ECS to amend the existing certification for 2-stroke engines, ECS is requesting that the certification be amended to include 8V71N model engines originally produced in model years 1973 through 1984. On August 8,1996 (61 FR 41409), EPA published a notice that it had received a notification of intent to certify equipment providing a 25% reduction in PM for specific DDC model engines. The equipment for which certification was requested was an oxidation converter muffler which was

a direct replacement for the existing muffler. The equipment was stated to provide a 25% reduction in PM on the models listed. On January 6, 1997 (62 FR 746) EPA approved the certification of this equipment to provide a 25% reduction in PM for operators utilizing Program 1 or Program 2 for specified models. On February 11, 1997, ECS requested that the certification be amended to include the DDC 8V71N engines.

II. Notification of Intent To Certify

By a notification of intent to certify signed October 30, 1996, ECS has applied for certification of equipment applicable to all Cummins L–10 engines and all other 4-stroke engines that were originally manufactured prior to and including 1993. The equipment being certified is a converter muffler (CM) containing an oxidation catalyst. The CM is stated to be a direct replacement for the standard muffler installed on the engine exhaust system. The ECS specified PM certification levels are provided in Table B.

The notification of intent to certify states that the candidate equipment will reduce PM emissions by 18 percent or more, on any 1985 to 1993 4-stroke petroleum-fueled diesel engines which either: (a) Have not been rebuilt and are not in need of a rebuild; or (b) have been rebuilt to its original configuration; or, (c) have been rebuilt with the rebuild kit manufactured by the Cummins Engine Company and certified under the urban bus retrofit program (60 FR 64046, December 13, 1995).

This equipment cannot be used in compliance with Program 1 because the emission data does not demonstrate at least a 25% reduction in PM. If certified, the use of this equipment by urban bus operators will be allowed for operators who have chosen to comply using Program 2 only.

The CM is stated to be maintenance free. The engine fuel to be used with this equipment is standard diesel fuel with a maximum sulfur content of 0.05 wt.% sulfur.

ECS presents exhaust emission data from testing performed on a 1987 Cummins LTA10B 240 horsepower urban bus engine. The engine was rebuilt to its original configuration and run for 125 hours prior to testing. Testing was performed at the Southwest Research Institute in San Antonio, Texas. Two tests were conducted. The first test was performed on the rebuilt engine without the CM, and a second test was performed on the same engine after retrofit with the CM. The test data show a PM level of 0.404 g/bhp-hr for the base rebuilt engine without the CM and a PM level of 0.327 g/bhp-hr with the CM installed (a 19% PM reduction). The test data also show that hydrocarbon (HC), carbon monoxide (CO), and oxides of nitrogen (NO_X) are less than applicable standards. Fuel consumption with the candidate equipment installed was 0.403 lb/BHP-hr compared to 0.397 lb/bhp-hr for the baseline test. The exhaust restriction during the baseline test was 2.36 inches of Hg compared to 2.47 inches of Hg for the test after retrofit with the CM. ECS presents smoke emission measurements for the engine demonstrating compliance with applicable standards.

ECS contends that these tests are appropriate to allow for certification on engines in category (c) mentioned above, that have been rebuilt using the certified Cummins rebuild kit, as the tests use ''worst case'' engines, as compared to the engines rebuilt with the Cummins kit. ECS also contends that these tests are appropriate to allow for certification on engines under category (a). The engines under category (a) above will not have been rebuilt and are not in need of a rebuild at the time the candidate equipment is installed. As such, these engines are presumed to emit PM at the level of the original engine configuration. Therefore, these engines are in essence the same as the tested engine, which was rebuilt to the original engine configuration. ECS plans to review the oil consumption for each engine as a primary means of determining which engines will be acceptable under this category. Engines which exceed a specified limit will not be allowed to undergo retrofit without rebuild. Test results are provided in Table A.

TABLE A.—EXHAUST EMISSIONS SUMMARY

	g/bhp-hr		
	1988 Standards	1987 Cummins LTA10B baseline	1987 Cummins LTA10B with converter muffler
Gaseous and Particulate Test:			
HC	1.3	0.378	0.010
CO	15.5	3.374	2.391
NO_X	10.7	5.869	5.719
PM	0.60	0.404	0.327
BSFC [1]		0.397	0.403
Smoke Test:	Standards	Percent Opacity	
ACCEL	20 (percent)	9.7 (percent)	12.2 (percent)
LUG	15 (percent)	1.2 (percent)	1.5 (percent)
PEAK	50 (percent)	21.1 (percent)	27.3 (percent)

[1] Brake Specific Fuel Consumption (BSFC) is measured in units of lb/bhp-hr.

If the Agency certifies the candidate ECS equipment, operators who choose to comply with Program 2 who install this equipment, will use the PM emission level(s) established during the certification review process in their calculations of target or fleet level as specified in the regulations. Table B provides the PM levels proposed by ECS for this equipment.

TABLE B.—ECS RETROFIT/REBUILD CERTIFICATION LEVELS FOR CUMMINS ENGINES [1]

Engine family	Control parts list (CPL)	Manufacture dates	New Engine PM level	Retrofit PM level with CM	Retrofit PM level with CM & Cummins kit
343B	780	11/20/85 to 12/31/87	0.58	0.48	0.28
343B	0781	11/20/85 to 12/31/87	0.59	0.48	0.28
343C	0774	11/20/85 to 12/31/89	0.46	0.38	0.28
343C	0777	11/20/85 to 12/31/89	0.61	0.50	0.28
343C	0996	12/04/87 to 08/19/88	0.61	0.50	0.28
343C	1226	07/26/88 to 12/31/90	0.50	0.41	0.28
343F	1226	07/12/90 to 08/26/92	0.45	0.37	0.28
343F	1441	12/18/90 to 12/31/92	0.46	0.38	0.28
343F	1622	04/24/92 to 12/31/92	0.46	0.38	0.28
343F	1624	04/24/92 to 12/31/92	0.45	0.37	0.28
Other 4-stroke engines		1985 to 1993		18 % reduction from original PM levels	N/A

[1] The New Engine PM certification levels are based on the certification level or the average test audit result for each engine family. It is noted that for engine family 343F, although the PM standard for 1991 and 1992 was 0.25 g/bhp-hr and the NOx standard was 5.0 g/bhp-hr, Cummins certified the 1226, 1441, 1622, and 1624 CPLs to a Federal Emission Limit (FEL) of 0.49 g/bhp-hr PM and 5.6 g/bhp-hr NOx under the averaging, banking and trading program.

III. Request To Amend Previous Certification

With regard to amending the 2-stroke certification, in the original notification, ECS performed testing on a 1987 DDC 6VN71 model engine. This test engine would qualify as a worst case engine when compared to the 8V71N engine and, as such, the results from testing this engine could be extrapolated to the 8V71N models is in question. All other factors involved in the certification including warranties, instructions, costs and maintenance remain the same. ECS states that it believes that the catalyst utilized in the earlier certification will adequately reduce PM from the 8V71N engines by at least 25%. ECS has cited the fact that the displacement of the 8V71N engine family is very similar to the 6V92 for which the equipment is already certified. ECS also states that the 8V71N engine being naturally aspirated will operate with characteristically hotter exhaust temperatures than a 6V92TA which should enhance PM reduction. ECS has requested to amend its certification to include the levels provided in Table C.

TABLE C.—ECS RETROFIT/REBUILD CERTIFICATION LEVELS FOR 8V71N MODEL

Engine model	Model years	PM level with OCM	Code/ Family
8V71N	1973–1984	0.38	All.

It is noted that the ECS proposal to amend the previous certification will not trigger any new requirements for operators because equipment providing a 25% PM reduction has already been certified for the above model and years. The PM level in the triggering certification is identical to the PM level specified above.

At a minimum, EPA expects to evaluate the notification of intent to certify for the 4-stroke engines, and the request to amend the certification for the 2-stroke engines 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 proves the claimed emission reduction or emission levels; and, (2) the requirements of § 85.1407 for a notification of intent to certify. With regard to the amendment to the 2-stroke certification, comments should be directed to the addition of the 8V71N engine only as this notification is not meant to re-open the comment period for the original notice of intention to certify (NIC).

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 ECS notification of intent to certify for 4-stroke engine should be certified pursuant to the urban bus retrofit/rebuild regulations, and on the issue of the request to amend the prior 2-stroke engine certification. 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 and the request to revise the previous certification, 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: June 10, 1997.

Mary D. Nichols,

Assistant Administrator for Air and Radiation.

[FR Doc. 97–15730 Filed 6–13–97; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[OPP–00486; FRL–5725–9]

Pesticide Program Dialogue Committee; Open Meeting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: As required by section 10(a)(2) of the Federal Advisory Committee Act [Public Law 92–463], EPA's Office of Pesticide Programs