

**DEPARTMENT OF ENERGY****Federal Energy Regulatory Commission**

[Docket No. RP98-20-000]

**Wyoming Interstate Company Ltd.;  
Notice in Proposed Changes in FERC  
Gas Tariff**

October 31, 1997.

Take notice that on October 28, 1997, Wyoming Interstate Company Ltd. (WIC), tendered for filing to become part of its FERC Gas Tariff, First Revised Volume No. 1, the tariff sheets listed in Appendix A to the filing, to be effective November 1, 1997.

WIC states the purposes of this filing is to conform WIC's Volume No. 1 tariff (individually certificated services) to the changes made to WIC's Volume No. 2 Tariff (open access service) to comply with Order No. 587-C requirements.

WIC states that copies of this filing have been served on WIC's jurisdictional customers and public bodies.

Any person desiring to be heard or to protest this filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, in accordance with Section 385.214 and Section 385.211 of the Commission's Regulations. All such motions or protests must be filed as provided in Section 154.210 of the Commission's Regulations. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection in the Public Reference Room.

**Lois D. Cashell,**  
*Secretary.*

[FR Doc. 97-29326 Filed 11-5-97; 8:45 am]

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**DEPARTMENT OF ENERGY****Federal Energy Regulatory Commission**

[Docket No. RP97-375-000]

**Wyoming Interstate Company, Ltd.;  
Notice of Informal Settlement  
Conference**

October 31, 1997.

Take notice that an informal settlement conference in this proceeding will be convened on November 13,

1997, at 10:00 a.m. The settlement conference will be held at the offices of the Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, for the purpose of exploring the possible settlement of the above referenced docket.

Any party, as defined by 18 CFR 385.102(c), or any participant as defined in 18 CFR 385.102(b), is invited to attend. Persons wishing to become a party must move to intervene and receive intervenor status pursuant to the Commission's regulations (18 CFR 385.214).

For additional information, contact Arnold Meltz at (202) 208-2161 or John Roddy at (202) 208-0053.

**Lois D. Cashell,**  
*Secretary.*

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**ENVIRONMENTAL PROTECTION  
AGENCY**

[FRL-5918-4]

**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 to a 0.1 gram per brake-horsepower-hr (g/bhp-hr) particulate matter (PM) standard pursuant to 40 CFR Part 85, Subpart O. The equipment, referred to by DDC consists of the base engine components used on the 25% reduction retrofit/rebuild kit certified by DDC (October 2, 1995), components from the 25% retrofit catalyst kit previously certified under the program by Engine Control Systems, Ltd. (January 6, 1997), and a TurboPac supercharger system supplied by Turbodyne Systems, Inc. which supplies additional charge air during engine acceleration. The candidate kit is applicable to all 6V-92TA MUI engine models made by DDC for model years 1979 to 1989 and equipped with mechanical unit injectors (MUI).

DDC intends this equipment to be certified to the particulate matter level of 0.10 g/bhp-hr. If the Agency certifies that this equipment complies with the 0.10 g/bhp-hr level, then operators with

affected engines will have the choice of using this equipment or other equipment that is already required for use and certified to the 0.10 g/bhp-hr standard within the cost limitation.

Pursuant to § 85.1407(a)(7), today's **Federal Register** notice summarizes the notification, announces that the notification is available for public review and comment, and initiates a 45-day period during which comments can be submitted. 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 XX-A of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located at the address listed below.

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 should be certified. Comments should be provided in writing to the addresses below.

**DATES:** Comments must be submitted on or before December 22, 1997.

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

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

2. Anthony Erb, Engine Compliance Programs Group, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 "M" Street S.W., 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:** Anthony Erb, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 233-9259.

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

A key aspect of the program is certification of retrofit/rebuild equipment, which begins when an equipment manufacturer submits an application for certification (referred to in the rule as a notification of intent to certify). To meet either of the two compliance options, operators of the affected buses must use equipment that has been certified by EPA. Emissions requirements under either of the two options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Option 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or as achieving a 25 percent reduction in PM. Equipment used for Option 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program.

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

**II. Notification of Intent To Certify**

In a notification of intent to certify equipment signed July 16, 1997, DDC has applied for certification of equipment under the Environmental Protection Agency's (the Agency) Urban Bus Retrofit/Rebuild Program. The candidate kit is applicable to all 6V-92TA, urban bus engine models made by DDC from model year 1979 to 1989 and equipped with mechanical unit injectors (MUI). The equipment, consists of the base engine components used on the 25% reduction retrofit/rebuild kit certified by DDC, components from the 25% retrofit catalyst kit certified by Engine Control Systems, Ltd. (ECS) and a TurboPac supercharger system supplied by Turbodyne Systems, Inc. that supplies additional charge air during engine acceleration. The kit would be available in three horsepower levels (253, 277, and 294) for 6V-92TA engines.

The equipment to be certified includes three distinct hardware sets. The three sets included are as follows:

Base engine components include the equipment certified by DDC to provide a 25% reduction in PM (60 FR 51472; October 2, 1995). These components are provided in two separate sets of parts. The first set of components is comprised of newly manufactured parts, including a gasket kit, air inlet hose, cylinder kits (piston assemblies and cylinder liners) a by-pass valve and a truck type throttle delay. The second set of components includes Reliabil<sup>TM</sup> remanufactured parts, including the fuel injectors, camshafts, blower assembly, turbocharger, and head assemblies. Kit usage is based on engine rotation (righthand (RH) or lefthand (LH)), engine orientation, right bank cam gear mounting (bolt or nut), and engine power output based on injector size. The only differences from the previously certified equipment according to DDC is the inclusion of a truck style throttle delay, adjustment to the throttle delay and injector timing settings to improve driveability. The cylinder kit components were modified to improve durability.

The converter/muffler supplied by ECS was certified by EPA (see 62 FR 746; January 6, 1997) to provide a 25% reduction in PM emissions. The kit consists of an oxidation converter/muffler (CM) which was developed specifically for diesel applications, and is packaged as a direct replacement for the vehicle's muffler. Several kits will be provided to accommodate the installation requirements of the various engine and vehicle configurations.

The third component set consists of an electrically powered supercharger system which is supplied by Turbodyne Systems, Inc. This component set, referred to as the TurboPac<sup>TM</sup>, supplies additional intake air during engine acceleration from low engine speeds. DDC states that in addition to decreasing PM emissions and visible smoke during engine acceleration, the supercharger also improves engine response and vehicle driveability by reducing the fuel modulation during acceleration. The basic kit consists of a blower, a diverter valve, a boost pressure sensor, an electrical control box and power cables, and a throttle switch for detecting the start of the engine acceleration mode. The equipment will be supplied in two kits, one includes those components common to all installations and a second kit to accommodate the installation requirements of the various engine and vehicle configurations.

To complete an engine rebuild two (2) base engine component kits, one (1) converter muffler kit, and two (2) supercharger kits would be required. The specific kits used will depend on the engine/vehicle combination.

DDC states there are no differences in the service intervals or maintenance practices for the base engine associated with the installation of the upgrade kit. The converter/muffler requires no regularly scheduled maintenance, only an occasional cleaning if the maximum backpressure of the exhaust system is exceeded according to DDC. The supercharger does not require scheduled maintenance; however, a visual inspection for air leaks is recommended whenever the engine is serviced.

Standard procedures as described in the service manual for 92 Series engines are to be used when rebuilding the base engines using the candidate equipment. No unique rebuild procedures are required.

Use of the candidate kit is restricted to 6V-92TA Detroit Diesel engines manufactured from January 1979 through December 1989, equipped with mechanical unit fuel injectors (MUI), and originally certified to meet Federal emission standards. The required fuel is low sulfur (0.05% max by weight) diesel fuel, either number 1 or number 2.

The notification states that the candidate equipment achieves a particulate matter (PM) level of 0.10 g/bhp-hr. DDC has not supplied life cycle cost information and is not requesting certification based on cost to operators. The use of the equipment by transit operators to meet program requirements is discussed below.

DDC presents exhaust emissions data from testing a Detroit Diesel Corporation (DDC) engine in accordance with procedures set forth at 40 CFR Part 86, Subparts N and I. A 1984 model year DDC 6V92TA MUI model engine (277 HP) was rebuilt to the 1989 urban bus configuration as per the previously certified DDC kit and was retrofit with the specified components of the 0.1 g/bhp-hr kit prior to testing. In the rebuild process, all parts not included in the rebuild kit were inspected. Prior to testing the engine was tuned with the injector timing set at 1.460 in. The throttle delay was set for optimum vehicle driveability according to DDC. The data is summarized in Table A below.

TABLE A.—EXHAUST EMISSIONS SUMMARY

	g/bhp-hr	
	1989 HDDE standards	6V92TA MUI with kit
Gaseous and particulate test:		
HC .....	1.3	0.1
CO .....	15.5	0.4
NO <sub>x</sub> .....	10.7	9.8
PM .....	0.60	0.091
BSFC <sup>1</sup> .....	—	0.464
Standards		
Smoke test:		
ACCEL .....	20%	3.3%
LUG .....	15%	2.5%
PEAK .....	50%	4.2%

<sup>1</sup> Brake Specific Fuel Consumption (BSFC) is measured in units of lb/bhp-hr.

The data of Table A indicate that, when rebuilt with the kit, PM emissions of the test engine are less than 0.10 g/bhp-hr, and emissions of hydrocarbon (HC), carbon monoxide (CO), and smoke opacity are within applicable Federal standards. The Agency requests comments on whether the emissions test data presented by DDC demonstrate that all engines for which certification is requested will meet applicable Federal standards with the candidate kit installed.

Applicability of the candidate is restricted to 6V92TA, urban bus engine models made by Detroit Diesel Corporation (DDC) from model years 1979 to 1989 and equipped with mechanical unit injectors (MUI). The Agency requests comments on whether the emissions data presented by DDC demonstrate that all engines for which certification is intended will meet the 0.10 g/bhp-hr PM standard. The part numbers of the specified rebuild

components are provided in DDC's notification.

DDC's notification does not provide life cycle cost information for the candidate kit. Therefore, this kit will not be certified to comply with the life-cycle cost requirements of the program. The 0.10 g/bhp-hr PM level has already been triggered for all the engines covered by this notification. If certified as proposed in the notification, this equipment may be used by operators who are required to use equipment that meets the 0.10 g/bhp-hr PM level based on earlier trigger certification.

DDC indicates that the engine is to be rebuilt according to the engine manufacturer's standard written rebuild procedures and specifications except where amended by DDC written instructions. The incremental maintenance cost and fuel economy impact are not provided in DDC's notification and are not necessary for certification as the cost limitation is not being certified to by DDC.

The DDC notification provides a product warranty that references the emissions performance and emissions defect warranties required in accordance with section 85.1409 of the program regulations.

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

If the Agency certifies the candidate equipment, then urban bus operators who choose to comply with compliance Option 1 of this regulation will have the option to use this equipment or other equipment which has previously been certified to the 0.10 g/bhp-hr standard when applicable engines are rebuilt or replaced. If certified, then operators using Option 2 will use the 0.10 g/bhp-hr certification level in calculations for fleet level attained (FLA).

The date of this notice initiates a 45-day period during which the Agency

will accept written comments relevant to whether 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 this notification, and provide written comments during the 45-day review period. Separate comments should be provided in writing to each of the addresses listed under the ADDRESSES section of this notice.

At a minimum, the Agency 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.

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

The Agency will review this notification of intent to certify, along with comments received from the interested parties, and attempt to resolve or clarify issues as necessary. During the review process, 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: October 29, 1997.

**Richard D. Wilson,**

*Acting Assistant Administrator for Air and Radiation.*

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-5918-5]

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

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

**ACTION:** Notice of EPA certification of equipment provided by Johnson Matthey Incorporated.

**SUMMARY:** Today's **Federal Register** notice announces EPA's decision to