Dated: November 20, 1997.

Leslie A. Jones,

Acting Branch Chief of Site Remediation Enforcement, Policy Guidance Branch.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL–5927–9]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Approval of a Notification of Intent to Certify Equipment

AGENCY: Environmental Protection Agency.

ACTION: Notice of Agency Certification of Equipment for the Urban Bus Retrofit/Rebuild Program.

SUMMARY: The Agency received a notification of intent to certify equipment signed March 11, 1997 from Nelson Industries, Inc., Nelson Division (Nelson) with principal place of business at 1801 Highway 51 West, P.O. Box 428, Stoughton, WI, 53589 for certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR 85.1401 through 85.1415. The equipment is applicable to petroleum-fueled Detroit Diesel Corporation (DDC) two-stroke/cycle engines originally installed in urban buses from model year 1979 to model year 1993, excluding the DDC 6L71TA 1990 model year engines, all alcohol fueled engines, and models which were manufactured with particulate trap devices. In addition, the equipment is applicable to engines which have been previously rebuilt using the certified DDC 6V92TA MUI or DDECII upgrade kits.[1] On July 11, 1997, EPA published a notice in the **Federal Register** that the notification had been received and made the notification available for public review and comment for a period of 45-days (62 FR 37228). EPA received no comments in response to that **Federal Register** notice. Subsequently, EPA has completed its review of this notification, and the Director of the Engine Programs and Compliance Division has determined that it meets all the requirements for certification. Accordingly, EPA certified this equipment in a letter to Nelson Industries dated October 14, 1997.

The certified equipment provides 25 percent or greater reduction in exhaust emissions of particulate matter (PM) for the engines for which it is certified. In addition, this equipment is certified as complying with a life cycle cost limit of $2,000 or less (in 1992 dollars).

The Nelson notification, as well as other materials specifically relevant to it, are contained in Public Docket A–93–42, category XIX, entitled ''Certification of Urban Bus Retrofit/Rebuild Equipment''. This docket is located in room M–1500, Waterside Mall (Ground Floor), U.S. Environmental Protection Agency, 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.

DATES: The effective date of certification is October 14, 1997, established in a letter from EPA to Nelson Industries. This certified equipment may be used immediately by urban bus operators. The impact of this certification on transit operators is discussed in more detail in section IV of today's notice.

FOR FURTHER INFORMATION CONTACT: Tom Stricker, Engine Compliance Programs Group, Engine Program and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 564–9322.

SUPPLEMENTARY INFORMATION:

I. Background

By a notification of intent to certify signed March 11, 1997, Nelson applied for certification of equipment applicable to petroleum-fueled Detroit Diesel Corporation (DDC) two-cycle engines originally installed in an urban bus from model year 1979 to model year 1993, excluding the DDC 6L71TA 1990 model year engines and models which were manufactured with particulate trap devices or alcohol fueled. In addition, Nelson requested certification for engines rebuilt using the certified DDC 6V92TA MUI or DDECII upgrade kits when the CEM is installed at the same time as the DDC rebuild kit. The notification of intent to certify states that the equipment being certified is a catalytic exhaust muffler (Nelson converter), packaged as a direct replacement for the muffler. The application demonstrates that the candidate equipment provides a 25 percent or greater reduction in emissions of particulate matter (PM) for petroleum fueled diesel engines relative to an original engine configuration with no after treatment installed. Certification is applicable to engines that are rebuilt to original specifications, or in-use engines that are not rebuilt at the time the Nelson converter is installed provided the engine is calibrated to meet the original manufacturer's specifications and meets engine oil consumption limits specified by Nelson. According to Nelson, a 6-cylinder engine that uses more than one-and-a-half quarts of oil per 10 hours of operation, or an 8-cylinder engine that uses more than 2.0 quarts of oil per 10 hours of operation, must be rebuilt. The Nelson Converter is certified for use on engines rebuilt using new DDC certified rebuild kits only in those instances where the Nelson converter is installed at the same time the DDC rebuild kit is installed on the engine.

Using engine dynamometer testing in accordance with the Federal Test Procedure for heavy-duty diesel engines, Nelson documented a 53% PM reduction for the test engine retrofit with the Nelson Converter compared to a standard rebuild. The test engine with the certified retrofit equipment installed complies with applicable Federal emission standards for hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO_X), and smoke emissions in addition to demonstrating reductions in PM exhaust emissions.

Table A below lists the engine models covered by this certification, and the PM level to which each model is certified. The Nelson equipment is certified to reduce PM emissions by 25 percent. The certification level (shown as ''PM Level with Converter'' in Table A) represents a 25 percent reduction in PM emissions compared to the pre-rebuild PM level shown in the table at 40 CFR Section 85.1403(c)(1)(iii)(A).

TABLE A.—CERTIFICATION LEVELS

Engine models	Model year	PM level with converter	Code	Family
6V92TA MUI[2]	1979–87	0.38	All	All.

[1] The DDC 6V92TA MUI upgrade kit was certified by EPA on October 2, 1995 (60 FR 51472). The DDC 6V92TA DDECII upgrade kit was certified by EPA on July 19, 1996 (61 FR 37738).

TABLE A.—CERTIFICATION LEVELS—Continued

Engine models	Model year	PM level with converter	Code	Family
	1988–1989	0.23	All	All.
6V92TA DDEC I	1986–89	0.23	All	All.
6V92TA DDEC II[3]	1988–91	0.23	All	All.
1992–93	0.19	All	All.	
6V71N	1973–87	0.38	All	All.
6V71N	1988–89	0.38	All	All.
6V71T	1985–86	0.38	All	All.
8V71N	1973–84	0.38	All	All.
6L71TA	1988–89	0.23	All	All.
6L71TA DDEC	1990–91	0.23	All	All.
8V92TA	1979–87	0.38	All	8V92TA.
	1988	0.29	All	
8V92TA..				
8V92TA–DDEC	1988	0.31	All	8V92TA–DDEC II.
8V92TA	1989	0.35	9E70	KDD0736FWH9.
8V92TA	1989	0.29	9A90	KDD0736FWH9.
8V92TA	1989	0.26	9G85	KDD0736FWH9.
8V92TA DDEC	1989	0.31	1A	KDD0736FZH4.
8V92TA	1990	0.35	9E70	LDD0736FAH9.
8V92TA DDEC	1990	0.37	1A	LDD0736FZH3.
8V92TA DDEC	1991	0.19	1A or 5A	MDD0736FZH2.
8V92TA DDEC	1992–93	0.16	1D	NDD0736FZH1 & PDD0736FZH X.
8V92TA DDEC	1992–93	0.22	6A	NDD0736FZH 1 & PDD0736FZH X.
8V92TA DDEC	1992–93	0.15	5A	NDD0736FZH 1 & PDD0736FZHX.
8V92TA DDEC	1992–93	0.19	1A	NDD0736FZH 1 & PDD0736FZHX.

[2] For 6V92TA MUI models that are rebuilt using a certified DDC emissions retrofit kit, Nelson is certifying the PM engine emissions to a level of 0.22 g/bhp-hr for the 1979 to 1987 models and to a level of 0.17 g/bhp-hr for the 1988–1989 models provided the Nelson converter is installed at the same time the rebuild with the DDC upgrade takes place. The DDC 6V92TA MUI upgrade kit certification notification was published in the **Federal Register** on October 2, 1995 (60FR51472).

[3] For the 6V92TA DDECII models that are rebuilt using a certified DDC emissions retrofit kit, Nelson is certifying the PM engine emissions to a level of 0.17 g/bhp-hr for 1988–1990 models provided the Nelson converter is installed at the same time the rebuild with the DDC upgrade takes place. The DDC 6V92TA DDECII upgrade kit certification notification was published in the **Federal Register** on July 19, 1996 (61 FR 37738).

Note: The original PM certification levels for the 1991 6V92TA DDEC II, 6LV71TA DDEC and 8V92TA DDEC engine models are based on Federal Emission Limits (FELs)under the averaging, banking and trading program. These limits are higher than the 1991 PM standard of 0.25 g/bhp-hr. The PM level listed in this table for the engines that are equipped with the Nelson converter provide at least a 25% reduction from the original certification levels. The 1992 to 1993 6V92TA DDEC II and 8V92TA DDEC engine models were also certified using FELs under the trading and banking program and likewise the PM levels for the engines equipped with the Nelson converter represent at least a 25% reduction from the original certification levels.

In addition to reducing PM emissions by 25% or more, this equipment is certified to comply with a life cycle cost limit of $2,000 or less (in 1992 dollars). The maximum purchase price for the Nelson converter is $2,091 (in August 1997 dollars), and the maximum installation time is stated to be 5 hours, or $201 (in August 1997 dollars). Nelson states that no additional maintenance cost is associated with use of the Nelson converter, and the test data demonstrate no fuel economy impact. Thus, the maximum total life cycle cost for this equipment is $2,292 (in August 1997 dollars), or $2,000 (in 1992 dollars). Although this equipment meets the life cycle cost limit associated with 25% reduction technology, this certification does not trigger any new program requirements for applicable engines. The requirement to use equipment certified to achieve at least a 25% reduction in PM has previously been triggered for some of these engines and is superseded by the 0.10 g/bhp-hr PM standard that has been triggered for 1979–89 DDC 6V92TA MUI engines. The impact of this certification on transit operators is discussed in more detail in section IV of today's notice.

II. Summary and Analysis of Comments

EPA received no comments in response to the July 11, 1997 **Federal Register** notice. However, EPA requested clarification from Nelson regarding several issues discussed below.

The Notification of Intent to Certify (NIC) describes the baseline rebuilt engine used in emissions testing as having 9G75 fuel injectors rated at 294 horsepower (HP). However, the NIC also states that the initial run-in power for the engine was 277 HP. Nelson was asked to explain this apparent discrepancy in rated HP versus observed HP. In response, Nelson states that the engine was rebuilt by DDC with 9G75 fuel injectors rated at 294 HP, although the engine only produced 277 HP upon initial run-in. Nelson states that the DDC power rating has a tolerance of plus/minus 5% (279 to 306 HP for a 294 HP rating). After additional break-in in the test cell, the engine produced 283 HP (within the tolerance range) as documented in the laboratory checklist contained in the NIC.

Nelson requested that certification be granted for the Nelson converter installed on rebuilt, and non-rebuilt engines. EPA requested that Nelson provide a rationale to support why the claimed PM reductions are appropriate for engines which have not been rebuilt. In response, Nelson states that the installation instructions provide criteria

which must be met in order to install the Nelson converter on non-rebuilt engines. These criteria include maintenance of the engine in accordance with the original engine manufacturer's specifications, adjustment of all adjustable parameters in accordance with manufacturer's specifications, and oil consumption criteria. For 6-cylinder engines, the oil consumption may be no greater than 1.5 quarts per 10 hours of service. For 8-cylinder engines, the oil consumption may be no greater than 2.0 quarts per 10 hours of service. These criteria are intended to ensure that the engine is operating within the worse-case PM level of 0.5 g/bhp-hr. In addition, Nelson states that certification testing demonstrated a PM removal of 0.16 g/bhp-hr on an engine emitting at 0.30 g/bhp-hr. Nelson states that it is reasonable to assume that an even greater mass of PM would be removed from an engine operating at 0.50 g/bhp-hr. Even if this is not the case, conservatively using a 0.16 g/bhp-hr of PM removal on such an engine results in a 32% reduction, which is still greater than the 25% reduction to which the equipment is certified. EPA believes that Nelson's response is adequate to support certification for applicable non-rebuilt engines. In addition, Nelson clarified that certification for use on engines rebuilt with new DDC certified rebuild kits is limited to instances where the Nelson converter is installed on the engine at the same time as the DDC rebuild kit.

As discussed in the July 11, 1997 **Federal Register** notice requesting public comment, EPA believes that the Nelson test engine meets the criteria for worse-case test engine, described at § 85.1406(a), for all two-stroke cycle engines (exclusive of the 1990 model year DDC 6L71TA), including both mechanically and electronically fuel injected engines. EPA reserves the right to request additional information showing that PM reduction does not vary significantly among engine families. However, because the Nelson test data indicate over a 50 percent PM reduction on the DDC 6V92TA MUI test engine, EPA believes it reasonable to expect that electronically-controlled engines, with the Nelson catalyst installed, will be capable of meeting the 25 percent reduction standard for which Nelson is requesting certification. EPA received no comments contrary to this position, and thus approves certification for both mechanically and electronically fuel injected engines as shown in Table A.

Finally, EPA notes that Nelson is required to provide a 100,000 mile emission defect warranty on the Nelson converter, and a 150,000 mile emission performance warranty per 40 CFR 85.1409. Use of the Nelson Converter on an engine utilizing a DDC certified upgrade kit does not in any way relieve Nelson of the required warranty responsibilities outlined above.

III. Certification

The Agency has reviewed this notification, along with comments received from interested parties, and finds that the equipment described in this notification of intent to certify:

(1) Reduces particulate matter exhaust emissions by at least 25 percent, without causing the applicable engine families to exceed other exhaust emissions standards;

(2) Will not cause an unreasonable risk to the public health, welfare, or safety;

(3) Will not result in any additional range of parameter adjustability; and,

(4) Meets other requirements necessary for certification under the Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (40 CFR Sections 85.1401 through 85.1415). The Agency therefore certified this equipment in a letter to Nelson dated October 14, 1997, for use in the urban bus retrofit/rebuild program as discussed below in section IV.

IV. Transit Operator Requirements

Based on this certification, no new requirements are placed on operators and no operator will be required to purchase this equipment. For the 1979 through 1989 6V92TA MUI engine models, EPA has previously certified equipment which triggered the requirement to use equipment certified to the 0.10 g/bhp-hr level beginning September 15, 1997. Therefore, under Program 1, operators who rebuild or replace 1979 through 1989 model year DDC 6V92TA MUI engines after this date will be required to use equipment certified to meet the 0.10 g/bhp-hr PM level. For all other engine models to which this certification applies, EPA has previously certified equipment which triggered the requirement to use equipment certified as providing a minimum 25 percent reduction in PM beginning December 1, 1995. The Nelson converter is certified to reduce PM by at least 25 percent, and can be used under program 1 to meet this requirement for these other engine models until such time that equipment is certified to trigger the 0.10 g/bhp-hr emission standard for these engines for less than a life cycle cost of $7,940 (in 1992 dollars).

Operators who choose to comply with Program 2 and install the Nelson equipment, will use the specified PM emission levels in Table A in their calculation of fleet level attained.

Dated: November 19, 1997.

Robert Brenner,

Acting Assistant Administrator for Air and Radiation.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL–5927–8]

Request for Great Lakes Preproposals Through ''FY 98–99 Great Lakes Priorities and Funding Guidance''

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of funding availability.

SUMMARY: EPA's Great Lakes National Program Office (GLNPO) is now requesting the submission of preproposals for GLNPO funding. This request is part of the *FY98–99* Great Lakes Priorities and Funding Guidance (Funding Guidance). The Great Lakes Funding Guidance identifies Great Lakes priorities, solicits preproposals for assistance projects, and describes other Federal Great Lakes funding opportunities.

DATES: The deadline for submission of Preproposals is January 15, 1998.

ADDRESSES: Copies of the document are available by calling Larry Brail at 312–886–7474. It is also available through the GLNPO Internet home page (http://www.epa.gov/glnpo).

FOR FURTHER INFORMATION CONTACT: Mike Russ, EPA–GLNPO, G–17J, 77 West Jackson Blvd., Chicago, IL 60604, (312–886–4013/ russ.michael@epamail.epa.gov).

SUPPLEMENTARY INFORMATION: Under the Great Lakes Funding Guidance, Preproposals are requested for a total of up to $3.7 million in funding targeted to: Contaminated Sediments ($1.4 million), Pollution Prevention $700 thousand), Assessment/Indicators ($200 thousand), Habitat Protection and Restoration ($1.1 million), and Exotic Species ($300 thousand). A ''roadmap'' section describes some of the other Great Lakes Federal funding available through USEPA, the Natural Resources Conservation Service, the Fish and Wildlife Service, and the Army Corps of Engineers.