d. Type of Model

As described by Ermak (1989), transport and dispersion are calculated by solving the conservation equations for mass, species, energy, and momentum, with the cloud being modeled as either a steady-state plume, a transient puff, or a combination of both, depending on the duration of the release. In the steady-state plume mode, the crosswind-averaged conservation equations are solved and all variables depend only on the downwind distance. In the transient puff mode, the volumeaveraged conservation equations are solved, and all variables depend only on the downwind travel time of the puff center of mass. Time is related to downwind distance by the heightaveraged ambient wind speed. The basic conservation equations are solved via a numerical integration scheme in space and time.

e. Pollutant Types

Pollutants are assumed to be nonreactive and non-depositing dense gases or liquid-vapor mixtures (aerosols). Surface heat transfer and water vapor flux are also included in the model.

f. Source-Receptor Relationships

1. Only one source can be modeled at a time.

2. There is no limitation to the number of receptors; the downwind receptor distances are internallycalculated by the model. The SLAB calculation is carried out up to the userspecified maximum downwind distance.

3. The model contains submodels for the source characterization of evaporating pools, elevated vertical or horizontal jets, and instantaneous volume sources.

g. Plume Behavior

Plume trajectory and dispersion is based on crosswind-averaged mass, species, energy, and momentum balance equations. Surrounding terrain is assumed to be flat and of uniform surface roughness. No obstacle or building effects are taken into account.

h. Horizontal Winds

A power law approximation of the logarithmic velocity profile which accounts for stability and surface roughness is used.

- *i. Vertical Wind Speed* Not treated.
- j. Vertical Dispersion

The crosswind dispersion parameters are calculated from formulas reported by Morgan et al. (1983), which are based on experimental data from several sources. The formulas account for entrainment due to atmospheric turbulence, surface friction, thermal convection due to ground heating, differential motion between the air and the cloud, and damping due to stable density stratification within the cloud.

k. Horizontal Dispersion

The horizontal dispersion parameters are calculated from formulas similar to those described for vertical dispersion, also from the work of Morgan, et al. (1983).

I. Chemical Transformation

The thermodynamics of the mixing of the dense gas or aerosol with ambient air (including water vapor) are treated. The relationship between the vapor and liquid fractions within the cloud is treated using the local thermodynamic equilibrium approximation. Reactions of released chemicals with water or ambient air are not treated.

m. Physical Removal

Not treated.

n. Evaluation Studies

Blewitt, D.N., J.F. Yohn, and D.L. Ermak, 1987. An Evaluation of SLAB and DEGADIS Heavy Gas Dispersion Models Using the HF Spill Test Data, Proceedings, AIChE International Conference on Vapor Cloud Modeling, Boston, MA, November, pp. 56–80.

Ermak, D.L., S.T. Chan, D.L. Morgan, and L.K. Morris, 1982. A Comparison of Dense Gas Dispersion Model Simulations with Burro Series LNG Spill Test Results, *J. Haz. Matls.*, 6: 129– 160.

Zapert, J.G., R.J. Londergan, and H. Thistle, 1991. Evaluation of Dense Gas Simulation Models. EPA Publication No. EPA-450/4-90-018. U.S. Environmental Protection Agency, Research Triangle Park, NC.

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. 7401-7671q.

§52.21 [Amended]

2. In § 52.21, paragraphs (l)(1) and (l)(2) are amended by revising "and supplement B (1993)" to read ", supplement B (1993) and supplement C (1994)".

[FR Doc. 95–19057 Filed 8–8–95; 8:45 am] BILLING CODE 6560–50–P

40 CFR Parts 9 and 86

[AMS-FRL-5268-1]

RIN 2060-AE93

Control of Air Pollution From New Motor Vehicles and New Motor Vehicle Engines; Regulations Requiring Availability of Information for Use of On-Board Diagnostic Systems and Emission-Related Repairs on 1994 and later Model Year Light-Duty Vehicles and Light-Duty Trucks

AGENCY: Environmental Protection Agency (EPA). ACTION: Final rule.

SUMMARY: This final rule establishes requirements for the availability of emission-related service information for all light-duty vehicles (LDVs) and lightduty trucks (LDTs) beginning with the 1994 model year (MY). Section 202(m)(5) of the Clean Air Act (CAA or Act) requires EPA to promulgate rules mandating the availability of emissionrelated service information for such vehicles. This rulemaking requires vehicle manufacturers to provide to the service and repair industry information necessary to service on-board diagnostic (OBD) systems and to perform other emission-related diagnosis and repair. **EFFECTIVE DATE:** This final rule is effective December 7, 1995. **ADDRESSES:** Materials relevant to this rulemaking are contained in Docket No. A-90-35. The docket is located at The Air Docket, 401 M Street, S.W., Washington, D.C. 20460, and may be viewed in Room M-1500 from 8:30 a.m. until 3:30 p.m. Monday through Friday. A reasonable fee may be charged by EPA for copying docket material. FOR FURTHER INFORMATION CONTACT: Cheryl Adelman, Certification Division,

U.S. Environmental Protection Agency, 2565 Plymouth Road, Ann Arbor, Michigan 48105, Telephone (313) 668– 4434

SUPPLEMENTARY INFORMATION:

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