Manufacturers are also responsible for ensuring that aftermarket service providers have an efficient and costeffective method for identifying whether the calibrations on a vehicle are the latest to be issued.

III. Public Participation

On September 24, 1991, EPA published a NPRM which set forth proposed requirements for emissionrelated service information for LDVs and LDTs. The period for submission of comments on the NPRM was scheduled to close on December 9, 1991.

On November 6 and 7, 1991, a public hearing was held. The original comment period was then extended to January 10, 1992, for comments regarding the availability of service information. In addition, workshops were held on June 30, 1992, and July 14, 1993. The comment periods for these two workshops closed on July 31, 1992, and August 13, 1993, respectively.

The CAA requirements regarding the availability of service and repair industry information necessary to perform repair and maintenance service on OBD systems and other emissionrelated vehicle components elicited extensive comments. Comments were received from manufacturers and their associations. mechanics and their trade associations, motor vehicle dealerships, state agencies, and private individuals. Because of the scope of the issues involved and raised by these comments, the following sections only briefly summarize comments on the major issues. For the complete response to comments, see the Response to Comments on the Regulations Requiring the Availability of Service Information on 1994 and Later MY Light-Duty Vehicles and Light-Duty Trucks contained in the public docket for this rule.

IV. Discussion of Comments and Issues

Comments on a wide range of issues concerning the proposed service information requirements were received. Summarized here are the comments concerning the major or controversial issues and the rationale behind EPA's final decisions. These issues are considered in more detail in the supplemental Response to Comments document prepared for this final rule and included in the docket noted earlier. Also in the Response to Comments document is consideration of other issues whose resolution is reflected in this final rule.

A. Definition of "Emission-Related" Information

Summary of Proposal: The proposed regulations required that "all information" needed to make emissionrelated repairs be made available to the automotive service industry. The scope of "all information" would include, but not be limited to, any emission-related service and repair information that a manufacturer provides to its authorized dealerships.

Based on the comments received in response to the NPRM and the June 30, 1992 workshop, EPA believed that clarification was warranted as to the systems, components and parts for which emission-related service, diagnostic and repair information must be provided by the manufacturers to aftermarket service providers. For purposes of this rule, EPA proposed that emission-related service, diagnostic and repair information would include, but not be limited to, any system, component or part of a vehicle that controls emissions and any system, components and/or part associated with the powertrain system, including, but not limited to, the fuel system and ignition system. Information would also have to be provided for any system, component, or part that could have a reasonably foreseeable impact on emissions, such as transmission systems.

In addition, EPA proposed to monitor the results of I/M programs for failures resulting from systems, components, or parts other than those described here. If EPA determines that a substantial number of I/M failures are occurring due to systems, components, or parts other than those described here, the extent of emission-related service information would be expanded in a subsequent rulemaking to include such items.

Summary of Comments: Most manufacturers recommended that the extent of service information that they must make available be limited to all service information that is required to diagnose and repair emission-related malfunctions that will cause an OBD code to be set and illuminate the "check engine" light. They stated that each manufacturer will determine which malfunctions will cause a significant impact on emissions, and thus, which malfunctions will store an emissionrelated fault code and illuminate the malfunction indicator light (MIL).

Some manufacturers commented that the proposed language is deficient in defining the information that must be included in the provision for service information. They believe this could lead to subjective interpretations, resulting in manufacturers providing distinctly different levels of information. Saab asserted that EPA's proposal to use the I/M program to later expand the definition of emissionrelated systems and components unnecessarily burdens manufacturers with an ever-changing, and everexpanding, set of rules.

Generally, the aftermarket commenters endorsed the definitions of emission-related information proposed by EPA. Some aftermarket commenters responded that any attempt to distinguish between emissions-related and non-emissions-related vehicle systems and devices is nonproductive and accomplishes nothing more than to direct attention away from the important issues. According to one commenter, a valid argument can be made that virtually every component of today's vehicles can affect the performance of the vehicle's emissions system. ASIA suggested that it may be more efficient for EPA to require manufacturers to release all vehiclerelated service information.

Analysis of Comments: EPA disagrees with the position that emission-related information is defined by and limited to information required to diagnose and repair malfunctions that will result in illumination of the MIL. Illumination of the MIL will not necessarily be triggered by every malfunction of emissionrelated parts, components and systems. To maintain air quality it is important that service and repair information on all such parts, components and systems be provided. In addition, the diagnostics requirements for OBD are limited to the engine and drivetrain, because they have the most direct impact on emissions. However, this does not alter the fact that malfunctions of other parts and components could impact emissions. Further, MIL illumination is only necessary when a single source of malfunction causes emissions to increase above the MIL threshold. As the OBD requirements and the MIL thresholds are generally designed to detect severe malfunctions, more limited malfunctions, which may still have an effect on emissions, may not trigger the MIL. Moreover, multiple malfunctions, when combined, can cause exceedance of emission thresholds even though each one individually may be insufficient to cause an emission problem severe enough to illuminate the MIL. Also, OBD only needs to flag that a problem exists and indicate the general cause (e.g., misfire)—it does not identify the precise cause of the problem which could be due to a myriad of factors, such