**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 16, 1995, and with cover letter dated April 11, 1995, from the Detroit Diesel Corporation (DDC) with principal place of business at 13400 Outer Drive, West; Detroit, Michigan, 48239, for certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR Sections 85.1401-85.1415. The equipment is applicable to Detroit Diesel Corporation's (DDC) petroleum-fueled 6V92TA model engines having mechanical unit injectors (MUI) that were originally manufactured between January 1979 and December 1989. On June 5, 1995, 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 (60 FR 29590). EPA has completed its review of this notification, and the comments received, and the Director of the Manufacturers Operations Division has determined that it meets all the requirements for certification. Accordingly, EPA approves the certification of this equipment effective October 2, 1995.

The certified equipment provides 25 percent or greater reduction in exhaust emissions of particulate matter (PM) for the engines for which it is certified (see below), and meets the requirements of the urban bus retrofit/rebuild program for certification. Therefore, as discussed below, this equipment may be used by operators choosing compliance program 2 and operators choosing compliance program 1 unless rebuild equipment is certified as a trigger of the 0.10 g/bhphr standard for these engines under the urban bus retrofit/rebuild program.

The DDC notification, as well as other materials specifically relevant to it, are contained in Public Docket A–93–42, category VII, 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 date of this notice October 2, 1995 is the effective date of certification for the equipment described in DDC's notification. This certified equipment may be used immediately by urban bus operators.

FOR FURTHER INFORMATION CONTACT: William Rutledge, Technical Support Branch, Manufacturers Operations Division (6405J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 233–9297.

## SUPPLEMENTARY INFORMATION:

## I. Background

By a notification of intent to certify signed March 16, 1995, and with cover letter dated April 11, 1995, Detroit Diesel Corporation (DDC) applied for certification of equipment applicable to its 6V92TA model urban bus engines having mechanical unit injectors (MUI) that were originally manufactured between January 1979 and December 1989. The equipment to be certified, referred to as an "upgrade" kit, is basically later model-year components (such as turbocharger, blower, fuel injectors, and cylinder kits).

All parts of the certified equipment are contained in two basic types of kits. One of each basic type of kit is required for the rebuild of an engine. Twelve combinations of the two basic types of kits are certified-the specific combination to be used with a particular engine depends upon the direction of engine rotation, orientation of the engine block, cam gear mounting technique, and engine power level. One basic type of kit includes a gasket kit, air inlet hose, cylinder kit, and by-pass valve assembly. The other basic type of kit includes fuel injectors, camshafts, blower assembly, turbocharger, and cylinder head assemblies.

As discussed further below, two upgrade configurations based on the fuel injector timing height are certified. Either configuration, when applied to 1979 through 1987 model year engines, reduces PM by at least 25 percent. Only one configuration provides a reduction of 25 percent on 1988 and 1989 model year engines.

Using engine dynamometer testing in accordance with the Federal Test Procedure for heavy-duty diesel engines, DDC documented significant reductions in PM emissions. Baseline exhaust emissions data were developed by testing an engine rebuilt to a 1979 urban bus configuration. Other testing on the engine was conducted using each of the two certified upgrade configurations. Emission test data supplied by DDC in its notification are shown below in Table A. In addition to demonstrating reductions in PM exhaust emissions, the data indicate that applicable engines with the certified equipment installed will comply with the federal 1988 model year emission standards for hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and smoke emissions.

TABLE A.—EMISSION	TEST DATA	(g/bhp-hr)
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	Baseline 1979 config	1979—1987 upgrade	1988 & 1989 upgrade	1988/89 Federal standards
Gaseous and particulate emissions:				
нс	0.52	0.43	0.44	1.3
CO	3.74	1.35	1.33	15.5
NO <sub>X</sub>	7.43	7.00	9.34	10.7
PM	0.530	0.257	0.232	0.60
Smoke emissions:				
Accel	11.5%	1.1%	1.9%	20%
Lug	2.5%	1.8%	3.2%	15%
Peak	16.5%	3.8%	3.7%	50%

DDC is certifying this equipment to PM emission levels of 0.30 g/bhp-hr for the 1979 through 1987 model year upgrade, and 0.23 g/bhp-hr for the 1988 and 1989 upgrade. The certification level for the 1979 through 1987 upgrade represents a 43 percent reduction in PM from the 1979 baseline configuration. The certification level for the 1988 and 1989 upgrade represents a 25 percent reduction from the PM level to which the 1988 and 1989 model year engine families were certified under the new-engine certification program (0.31 g/bhp-hr). The certification levels for