equipment installed comply with applicable Federal emission standards for hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO $_{\rm X}$), and smoke emissions. These data also

demonstrate reductions in PM exhaust emissions.

TABLE A.—TEST ENGINE EMISSIONS

[g/bhp-hr]³

Control Parts List	Engine Baseline Emission Levels				Smoke		
	HC	CO	NO _x	PM	ACC	LUG	PEAK
0780	0.69 0.85 0.68 1.33 0.69 0.6 0.6	3.04 2.05 3.34 2.93 4.73 2.65 2.70 2.70	4.97 4.97 6.86 6.49 5.17 4.58 4.7 4 7	0.58 0.59 0.46 0.61 0.61 0.45 0.46 0.46	13.6 11.5 11.0 12.8 14.9 13.5 10.0 10.0	2.2 2.2 1.4 1.8 2.7 1.1 1.0 1.0	28.4 19.74 23.3 33.5 37.5 30.6 18.0 18.0
1624 1994 (240Hp) 1994 (270Hp)	0.69 1.1 0.8	2.65 2.3 2.3	4.58 5.1 5.4	0.45 0.28 0.24	13.5 7 6	1.1 2 1	30.6 12 10

³ The baseline emission level for each pollutant is based on either the certification level or the average test audit result.

Cummins is certifying this equipment to PM emission levels of 0.34 g/bhp-hr for all engine models and years covered under this certification. This certification level represents a PM reduction that ranges between 25 to 44 percent when compared to the original certification PM levels for these engines. The certification levels for this equipment in the urban bus program are indicated in Table B, and apply only to the model numbers listed for engines that were manufactured within the cited manufacture dates.

TABLE B.—RETROFIT/REBUILD CERTIFICATION LEVELS FOR CUMMINS EQUIPMENT⁴

Engine family	Control parts list (CPL)	Manufacture dates	Original PM certifi- cation level (g/bhp-hr)	Retrofit PM certifi- cation level (g/bhp-hr) for 240 and 270 HP ratings
343B	780	11/20/85 to 12/31/87	0.58	0.34
343B	0781	11/20/85 to 12/31/87	0.59	0.34
343C	0774	11/20/85 to 12/31/89	0.46	0.34
343C	0777	11/20/85 to 12/31/89	0.61	0.34
343C	0996	12/04/87 to 08/19/88	0.61	0.34
343C	1226	07/26/88 to 12/31/90	0.50	0.34
343F	1226	07/12/90 to 08/26/92	0.45	0.34
343F	1441	12/18/90 to 12/31/92	0.46	0.34
343F	1622	04/24/92 to 12/31/92	0.46	0.34
343F	1624	04/24/92 to 12/31/92	0.45	0.34

⁴The original PM certification levels are based on the certification level or the average test audit result for each engine family. It is noted that for engine family 343F, although the PM standard for 1991 and 1992 was 0.25 g/bhp-hr and the NO_X standard was 5.0 g/bhp-hr, Cummins certified the 1226, 1441, 1622, and 1624 CPLs to a Federal Emission Limit (FEL) of 0.49 g/bhp-hr PM and 5.6 g/bhp-hr NO_X under the averaging, banking and trading program.

Under Program 1, all rebuilds of applicable engines performed 6 months following the effective date of this certification, must use this Cummins equipment (or other equipment certified in the meantime to reduce PM levels by at least a 25 percent). This requirement will continue for the applicable engines until such time as it is superseded by equipment that is certified to trigger the 0.10 g/bhp-hr emission standard for less than a life cycle cost of \$7,940 (in 1992 dollars).

Cummins has established a postrebuild PM certification level of 0.34 g/ bhp-hr for this equipment when installed on engines with either the 240/ 750 or the 270/860 horsepower/torque rating. Operators who choose to comply with Program 2 and install this equipment, will use the 0.34 g/bhp-hr PM emission level in their calculation of fleet level attained.

II. Summary and Analysis of Comments

EPA received comments from one party on this notification. The Amalgamated Transit Union, Local 998, Milwaukee, Wisconsin stated that this certification will have a significant impact on bus mechanics because local transit authorities will no longer be able to rebuild these engines due to the fact that the information needed to rebuild the engines, i.e., the technology and methods of modification, would not be made available to local transit providers by the certifier. Without the opportunity to rebuild these engines, the workers skill base would erode and their ability in the future to diagnose and repair these engines would be greatly reduced. It was stated that in order to avoid this situation, the technology and methods of modification should be made available to local transit providers so that they have the choice of rebuilding in-house in order to reduce costs and maintain the skill level of the transit workforce.

Although the failure of a certifier to provide rebuild specifications to an operator that would enable the operator to perform engine rebuilds is not a