2. Anthony Erb, Engine Compliance Programs Group, Engine Programs and Compliance Division (6405J), 401 ''M'' Street S.W., Washington, DC 20460.

The JMI notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above. 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.

FOR FURTHER INFORMATION CONTACT: Anthony Erb, Engine Compliance and Programs Division (6405J), U.S. Environmental Protection Agency, 401 M Street S.W., Washington, DC 20460. Telephone: (202) 233–9259.

SUPPLEMENTARY INFORMATION:

I. Background

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of particulate matter (PM) in urban areas and is limited to 1993 and earlier model year (MY) urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet.

A key aspect of the program is the certification of retrofit/rebuild equipment. To meet either of the two compliance options, operators of the affected buses must use equipment which has been certified by the Agency. Emissions requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or as achieving a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be submitted in the notification of intent to certify in order for certification of the equipment to initiate (or trigger) program requirements. To trigger program requirements, the certifier must guarantee that the equipment will be available to all affected operators for a life cycle cost of $7,940 or less at the 0.10 g/bhp-hr PM level, or for a life cycle cost of $2,000 or less for the 25 percent or greater reduction in PM. Both of these values are based on 1992 dollars.

II. Notification Of Intent To Certify

By a notification of intent to certify signed September 6, 1995, Johnson Matthey, Inc. (JMI) has applied for certification of equipment applicable to all Detroit Diesel Corporation (DDC) two-cycle engines originally equipped in an urban bus from model year 1979 to model year 1993, exclusive of the DDC 6L71TA 1990 model year engines (see Table A). The notification of intent to certify states that the equipment being certified is a catalytic exhaust muffler (CEM). The CEM contains an oxidation catalyst developed specifically for diesel applications, packaged as a direct replacement for the muffler. The application states 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. The engines may either be rebuilt to original specifications, or not rebuilt but able to meet specified engine calibrations. A 25 percent reduction is also claimed for engines that have been retrofit/rebuilt with certified new rebuild kits that do not include after treatment devices. The latter would apply to the DDC retrofit/rebuild kit which was certified on October 2, 1995 (60 FR 51472).

TABLE A.—CERTIFICATION LEVELS

Engine Models	Model Year	PM Level [1] with CEM	Code	Family
6V92TA MUI	1979–87	0.38	All	All.
	1988–1989	0.23	All	All.
6V92TA DDEC I	1986–89	0.23	All	All
6V92TA DDEC II	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.
6LV71TA DDEC	1990–91	0.23	All	All.
8V92TA	1979–87	0.40	All	8V92TA
	1988	0.29	All	8V92TA
8V92TA–DD	1988	0.31	ALL	8V92TA–DDEC II
8V92TA	1989	0.35	9E70	KDD0736FW89
8V92TA	1989	0.29	9A90	KDD0736FW89
8V92TA	1989	0.26	9G85	KDD0736FW89