

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 86

[FRL-5150-1]

RIN 2060-AE27

### Proposed Regulations for Revisions to the Federal Test Procedure for Emissions From Motor Vehicles

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of proposed rulemaking (NRPM).

**SUMMARY:** This notice proposes additions and revisions to the tailpipe emission portions of the Federal Test Procedure (FTP) for light-duty vehicles (LDVs) and light-duty trucks (LDTs). The primary new element of the proposal is a Supplemental Federal Test Procedure (SFTP) designed to address shortcomings with the current FTP in the representation of aggressive (high speed and/or high acceleration) driving behavior, rapid speed fluctuations, driving behavior following startup, air conditioning, and intermediate-duration periods where the engine is turned off. An element of the SFTP that also affects the conventional FTP is a new set of requirements designed to more accurately reflect real road forces on the test dynamometer. The Agency is also proposing new emission standards for the new control areas with a specified phase-in period for these standards. After complete fleet turnovers, the standards proposed today are estimated to reduce emissions from LDVs and LDTs by eight percent for non-methane hydrocarbons (NMHC), 18 percent for carbon monoxide (CO), and 14 percent for oxides of nitrogen (NO<sub>x</sub>).

**DATES:** Written comments on this NPRM must be submitted on or before 30 days after the public hearing date. The Agency will conduct a public hearing on this NPRM approximately March 24, 1995. The date of the public hearing will be published in a future **Federal Register** document.

**ADDRESSES:** Interested parties may submit written comments (in duplicate if possible) to Public Docket No. A-92-64, at: Air Docket Section, U.S. Environmental Protection Agency, 401 M Street SW, Washington, DC 20460. The public hearing will be held at a location to be published in a future Federal Register document.

Materials relevant to this proposed rulemaking have been placed in Docket No. A-92-64. The docket is located at the above address in Room M-1500, Waterside Mall, and may be inspected

weekdays between 8:30 a.m. and 5:30 p.m. A reasonable fee may be charged by EPA for copying docket materials.

**FOR FURTHER INFORMATION CONTACT:** John German, Certification Division, U.S. Environmental Protection Agency, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, Michigan, 48105. Telephone (313) 668-4214.

#### SUPPLEMENTARY INFORMATION:

##### Table of Contents

- I. Obtaining Copies of the Regulatory Language
- II. Introduction
- III. Proposal Requirements and Alternative Approaches
- IV. Statutory Authority and Legal Analysis
- V. The FTP Review Project and Areas of EPA Concern
- VI. In-Use Behavior
- VII. Representative Driving Cycles
- VIII. Emission Inventory Assessments
- IX. Cause and Control of Emissions
- X. Other Options and Information Needed
- XI. Environmental and Economic Impacts
- XII. Public Participation
- XIII. Administrative Designation
- XIV. Regulatory Flexibility Act
- XV. Reporting and Recordkeeping Requirement

#### I. Obtaining Copies of the Regulatory Language

Electronic copies (on 3.5" diskettes) of both the proposed regulatory language and the Support Document to the Proposed Regulations for Revisions to the Federal Test Procedure: Detailed Discussion and Analysis, Regulatory Impact Analysis (RIA), and Technical Reports may be obtained free of charge by visiting, calling, or writing the Environmental Protection Agency, Certification Division, 2565 Plymouth Road, Ann Arbor, MI 48105, (313) 668-4384. Refer to Docket A-92-64. A copy is available for inspection in the docket (See **ADDRESSES**).

The proposed regulatory language and the Support Document to the Proposed Regulations for Revisions to the Federal Test Procedure: Detailed Discussion and Analysis, RIA, and Technical Reports are also available electronically on the Technology Transfer Network (TTN). TTN is an electronic bulletin board system (BBS) operated by EPA's Office of Air Quality Planning and Standards. Users are able to access and download TTN files on their first call. The steps required to access information on this rulemaking are listed below. The service is free, except for the cost of the phone call.

TTN BBS: 919-541-5742 (1,200-14,400 bps, no parity, eight data bits, one stop bit)  
Voice help: 919-541-5384

Internet address: TELNET  
ttnbbs.rtpnc.epa.gov Off-line:  
Mondays from 8:00-12:00 Noon ET

1. Technology Transfer Network Top Menu: <T> GATEWAY TO TTN TECHNICAL AREAS (Bulletin Boards) (Command: T)
2. TTN TECHNICAL INFORMATION AREAS: <M> OMS—Mobile Sources Information (Command: M)
3. OMS BBS === MAIN MENU FILE TRANSFERS: <K> Rulemaking & Reporting (Command: K)
4. RULEMAKING PACKAGES: <1> [Light-Duty] (Command: 1)
5. Light-duty Rulemaking Area: File area #1 ... FTP Review (Command: 1)

At this stage, the system will list all available FTP Review files. To download a file, select a transfer protocol which will match the terminal software on your computer, then set your own software to receive the file using that same protocol.

If unfamiliar with handling compressed (that is, ZIP'd) files, go to the TTN top menu, System Utilities (Command: 1) for information and the necessary program to download in order to unzip the files of interest after downloading to your computer. After getting the files you want onto your computer, you can quit TTN BBS with the <G>oodbye command.

#### II. Introduction

Automobiles are among the largest producers of hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NO<sub>x</sub>), all of which have documented impacts on public health. Hydrocarbons and oxides of nitrogen contribute to the formation of ozone, a powerful oxidant which irritates the respiratory system and reduces lung function. Some studies indicate that ozone may permanently damage lung and other tissues. Elevated levels of CO decrease the ability of blood to transport oxygen throughout the body, which tends to exacerbate cardiovascular stress. High ambient levels of CO can also adversely affect the central nervous system, and the presence of CO in even moderate levels in the bloodstream may impact the health of fetuses and newborns.<sup>1</sup> After complete turnover of the fleet, the Agency believes that the changes proposed today would result in an eight percent reduction in non-methane hydrocarbons (NMHC), an 18 percent reduction in CO, and a 14 percent reduction in NO<sub>x</sub> emissions from

<sup>1</sup> Regulatory Impact Analysis for FTP Revisions, U.S. EPA, Office of Air and Radiation. Available in the public docket for review.