automobiles during typical summertime ozone exceedance days.

The Agency has established a number of emission standards for motor vehicles and engines, designed to control air pollution by reducing in-use emissions from motor vehicles. Compliance with these standards is typically measured using a test procedure that simulates inuse driving. In 1990, Congress amended the Clean Air Act with passage of the Clean Air Act Amendments (hereafter, CAAA or Amendments) and required that EPA review these test procedures and revise them as appropriate to reflect in-use conditions. The Agency's review focused on the procedures for light-duty motor vehicles, especially the Federal Test Procedure (FTP), the procedure used to measure compliance with motor vehicle tailpipe and evaporative emission standards.

The Agency, in conjunction with automobile manufacturers and California's Air Resources Board (CARB), conducted an extensive review of in-use driving behavior, obtaining a wealth of data on how cars are driven during trips, the length of trips, the length of time between trips, and so on.<sup>2</sup> The Agency then generated representative driving cycles from the data and conducted emission testing to compare emissions over these cycles with emissions over driving cycles used in the FTP. These results confirmed that revisions to the FTP were needed, as significant emissions were seen under conditions not represented by the current FTP.

The Agency sought an approach which would extend the level of control found under current FTP conditions across all in-use driving behavior. Thus, EPA developed various changes to the FTP, focusing on new driving cycles to add to the current FTP. The Agency also investigated possible control technologies that could be used to control emissions over these new compliance cycles. Today's proposal includes these various changes in the test procedure for tailpipe emissions, as well as the emission standards related to them.

In developing new compliance cycles, EPA did not re-evaluate the stringency of current standards. Rather, EPA sought parity between the types and extent of controls that manufacturers currently employ to comply with existing FTP standards and those they would implement to comply across all driving behavior. Thus, EPA believes that manufacturers for the most part will comply by making simple changes to their existing calibration strategies.

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<sup>&</sup>lt;sup>2</sup>See the "Federal Test Procedure Review Project: Preliminary Technical Report," EPA 420–R–93–007 and the Technical Reports for this rulemaking, both in the public docket, for descriptions of the surveys and data gathered.