

this equipment in the urban bus program are indicated below in Table B, and apply only to the model numbers listed.

TABLE B.—RETROFIT/REBUILD PM CERTIFICATION LEVELS FOR DDC EQUIPMENT

Engine model	Model No.	Upgrade configuration	Certification level (g/bhp-hr)
6V92TA MUI	8067-7427	1979-1987	0.30
	8067-7428		
	8067-4423	1988 & 1989	0.23
	8067-3421		

Certification of the 1979 through 1987 upgrade configuration is limited to 6V92TA MUI engines of model years 1979 through 1987. The 1988 and 1989 configuration is certified for all model years 1979 through 1989. Section IV below discusses operator requirements and responsibilities, including use of the DDC equipment to meet program requirements.

II. Summary and Analysis of Comments

EPA received comments from three parties on this DDC notification. Two of the commenters are transit operators and the third is a manufacturer of diesel exhaust catalysts. The comments generally fall into the areas of baseline data, emission levels at high altitude, cost, durability, and parts covered by warranty. One transit operator provided its experience with DDC's upgrade kit. Copies of the original comments can be found in the EPA docket referenced in the **SUMMARY** section above.

One of the transit operators states that thirteen of its engines have been rebuilt using DDC's low-emission rebuild kits, and their experience has been positive. The engines have gotten better fuel economy and emitted less smoke.

One commenter questions whether 25 percent is demonstrated by DDC test results, because the baseline testing that DDC performed does not represent the typical emissions from currently rebuilt engines. The commenter cites testing it has done to show that current rebuilds are less than the baseline that DDC uses.

Sections 85.1403(b) and 85.1406(a)(2)(v)(B) of the program regulations are clear in this regard. The program requirement of reducing PM by 25 percent is based on the emission levels of the original engine configuration. In testing performed for certification under the urban bus program, DDC developed a baseline PM level of 0.530 g/bhp-hr for the test engine rebuilt to a 1979 model year configuration. This PM level is consistent with the "pre-rebuild PM level" of 0.50 g/bhp-hr for the 1979

through 1987 model year 6V92TA engines estimated in the program regulations. While some rebuilds, as of yet uncertified under the urban bus program, may result in lower PM exhaust levels than the original engine configurations, this is not the case for rebuilds which return an engine to an original configuration. The urban bus program will make engine configurations having lower PM levels a requirement. Certification is available for other rebuild kits which meet program requirements.

It was commented that the Agency should not certify the candidate equipment for high altitude regions of the country because no emissions data at high altitude have been provided.

Engine manufacturers, under the Agency's new-engine certification program, are required to demonstrate compliance with exhaust emission standards only at low altitude, even though the standards apply to engines operating in both low-altitude and high-altitude areas of the country. In a consistent manner, the urban bus program does not require demonstration of compliance with emissions standards at high-altitude. Because DDC has demonstrated that use of its retrofit/rebuild equipment will reduce PM at low-altitude, the Agency expects that use of the certified equipment will also decrease PM emissions at high-altitude, although information on the order of magnitude of PM reduction, or absolute level of PM emissions, is not available.

In its comments the catalyst manufacturer requests certification for the combination of the candidate rebuild kit and a catalyst previously certified for the urban bus program. Review of this matter will be handled independently of certification of the DDC equipment, and a separate Federal Register notice will announce Agency intentions, as necessary.

Several questions were raised regarding the life cycle cost analysis provided by DDC in its notification in order to trigger program requirements.

The Agency believes that there is no need to evaluate the life cycle cost data or to respond to comments at this time because the requirement to reduce PM by 25 percent has been triggered for applicable engines with the certification on May 31, 1995, of an exhaust catalyst manufactured by the Engelhard Corporation.

One commenter questions whether tune-ups and emissions-related parts are considered warranty items. The emissions warranties, required by program regulations, apply to all parts of the certified equipment described in DDC's notification of intent to certify, for the mileage intervals specified in Section 85.1409.

A comment was received that DDC has not demonstrated durability of the parts in the candidate upgrade kit. While durability demonstration is not specifically required by program regulations, the Agency believes that certifiers will want to evaluate the durability of their equipment before selling it under this program in order to minimize their liability risk. Section 85.1409 of the program regulations require that the certifier provide both an emissions defect and an emissions performance warranty to urban bus operators. Further, the Agency holds the certifier responsible for the emissions performance of their equipment and maintains the option of performing in-use testing through-out the 150,000 mileage period of that warranty.

A copy of the comments can be found in EPA Docket A-93-42, category VII.

III. Certification Approval

The Agency has reviewed this notification, along with comments received from interested parties, and finds that the equipment described in this notification of intent to certify:

(1) Reduces particulate matter exhaust emissions by at least 25 percent, without causing the applicable engine families to exceed other exhaust emissions standards;