

BURDEN STATEMENT

[Estimated Avg]

Activity	Burden hours	Cost per response	Frequency	No. of respondents
A. Pre-Certification Exemptions:				
1. Manufacturers	3	\$180.00	1	40
2. ICI	5.25	315.50	1	25
B. Testing Exemptions:				
1. Manufacturers	40	2,400.00	1	15
2. NonManufacturers/Importation	3	180.00	1	55
3. NonManufacturers/No Importation	5.25	315.50	1	5

Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purpose of collecting, validating, and verifying information, processing, and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Dated: February 23, 1996.

Robin Miles-McLean,

Acting Director, Office of Mobile Sources.

[FR Doc. 96-4956 Filed 3-1-96; 8:45 am]

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[FRL-5433-7]

Agency Information Collection Activities Up for Renewal; Request for Comments: Emission Control System Performance Warranty Regulations and Voluntary Aftermarket Part Certification Program—OMB Control Number: 2060-0060

AGENCY: Environmental Protection Agency.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3506(c)(2)), this notice announces that the Information Collection Request (ICR) listed below is coming up for renewal. Before submitting the renewal package to the office of Management and Budget (OMB), EPA is soliciting comments on specific aspects of the collection as described below.

DATES: Comments must be submitted on or before May 3, 1996.

ADDRESSES: Requests for a copy of the ICR should be sent to Chestine Payton, U.S. EPA, 401 M Street, S.W. (6405J), Washington, D.C. 20460. Please include a daytime telephone number, and a current mailing address with any request.

FOR FURTHER INFORMATION CONTACT:

Chestine Payton, Vehicle Programs and Compliance Division, U.S. EPA, 401 M Street S.W. (6405J), Washington, DC 20460; (202) 233-9328, FAX (202) 233-9596.

SUPPLEMENTARY INFORMATION: Affected entities: Parties potentially affected by this action are those which are automotive manufacturers and builders of automotive after market parts.

Title: Emission Control System Performance Warranty Regulations and Voluntary Aftermarket Part Certification Program, OMB# 2060-0060, Expiration date 4/30/96.

Abstract: The information required is the minimal necessary to ensure that the part to be certified actually performs as required. Without this information EPA would have no way to control and audit fraudulent or marginal submissions. Since information is only collected when the part is tested to be certified, if no information is collected at the time of testing there will be no means of showing later that the part was properly designed. EPA would not be able to control the self-certification of parts and this could, therefore, result in certified parts that cause vehicles to fail emissions standards.

The information collected is part of the requirement of Section 207(a) of the Clean Air Act, and as described in section 40 CFR Part 85, Subpart V. This is a voluntary certification program and there is no requirement that any manufacturer participate.

The total estimated involvement of the aftermarket part industry (replacement and specialty parts) is 2 parts per year.

The estimation of respondent burden in hours is based on Certification burden estimates for vehicle manufacturers compiled in the April

1985 Information Collection Report for the basic vehicle certification program (RE: the April 1985 report). Estimation of respondent burden will be broken down into three parts: reporting Burden, Testing Burden and Recordkeeping Burden. A total burden estimate will be compiled from these three categories.

The EPA would like to solicit comments to:

(i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information;

(iii) Enhance the quality, utility, and clarity of the information to be collected; and

(iv) Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Burden Statement: EPA's burden estimated for this information collection are broken down into three parts: reporting, testing, and recordkeeping burden. EPA estimates that the reporting burden will be 116 hours, testing 260 hours and annual recordkeeping 3 hours. No person is required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations are displayed in 40 CFR Part 9.

Send comments regarding these matters, or any other aspect of the information collection, including suggestions for reducing the burden, to the address listed above.

Dated: February 23, 1996.

Robin Miles-McLean,

Acting Director, Office of Mobile Sources.

[FR Doc. 96-4959 Filed 3-1-96; 8:45 am]

BILLING CODE 6560-50-P

[AMS-FRL-5432-6]

Agency Information Collection Activities Up for Renewal; Emission Defect Information Report; Emission Recall Audit Program; and Emission Control Defect Survey**AGENCY:** Environmental Protection Agency.**ACTION:** Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that EPA is planning to submit the following proposed and/or continuing Information Collection Requests (ICRs) to the Office of Management and Budget (OMB). Before submitting the ICRs to OMB for review and approval, EPA is soliciting comments on specific aspects of the proposed information collections as described below.

DATES: Comments must be submitted on or before May 3, 1996.

ADDRESSES: Vehicle Programs & Compliance Division (6405J), 401 M Street, SW, Washington, D.C. 20460. Interested persons may request a copy of the ICRs, without charge, by writing, faxing, or phoning the contact persons below.

FOR FURTHER INFORMATION CONTACT: ICR-1: Steve Albrink, Office of Mobile Sources, Vehicle Programs & Compliance Division, (202) 233-9003, (202) 233-9596 fax).

ICR-2: Kerrin Bressant, Office of Mobile Sources, Vehicle Programs & Compliance Division, (202) 233-9291, (202) 233-9596 (fax).

ICR-3: Sonny Kakar, Office of Mobile Sources, Vehicle Programs & Compliance Division, (202) 233-9467, (202) 233-9596 (fax), E-mail address: kakar.sonny@epamail.epa.gov.

SUPPLEMENTARY INFORMATION: Request for Comments: This notice requests comments on three different Information Collection Activities (ICRs) related to highway and nonroad motor vehicles and other engines for which the Agency plans to request renewal of their authorizations under the Paperwork Reduction Act. The different ICRs will be referred to as ICR-1, ICR-2 and ICR-3 in the succeeding sections below.

ICR-1: Emission defect information and voluntary emissions recall reporting and record keeping requirements for manufacturers of on-highway light-duty motor vehicles, light-duty trucks, and heavy-duty engines; and large nonroad compression ignition engines; and nonroad spark-ignition engines at and below 19 kilowatts.

ICR-2: Emission recall audit program voluntary request for information to

determine whether manufacturers are in compliance with recall procedural regulations, and to determine the cause of ineffectual recall campaigns.

ICR-3: Vehicle emission control defect survey questionnaire reporting and record keeping requirements for owners and repair facilities of on-highway light-duty motor vehicles, light-duty trucks, heavy-duty engines; and large non-road compression ignition engines.

Information Collection Activities Up for Renewal: ICR-1: OMB No. 2060-0048.

ICR-2: OMB No. 2060-0046.

ICR-3: OMB No. 2060-0047.

Affected Entities: ICR-1: Entities potentially affected by this action are manufacturers of on-highway light-duty vehicles, light-duty trucks, and heavy-duty engines; manufacturers of large nonroad compression ignition engines; and manufacturers of small nonroad spark-ignition engines.

ICR-2: Entities potentially affected by this action are individual vehicle owners of on-highway light-duty vehicles and light-duty trucks.

ICR-3: Entities potentially affected by this action are owners and repair facilities of on-highway light-duty vehicles, light-duty trucks, heavy-duty engines, and large non-road compression ignition engines.

Titles: ICR-1: Emission Defect Information Reports and Voluntary Emissions Recall Reports (OMB # 2060-0048, approved through 5/31/96.)

ICR-2: Emission Recall Audit Program Owner Questionnaire (OMB # 2060-0046, approved through 5/31/96.)

ICR-3: Vehicle Emission Control Defect Survey Questionnaire for on-highway light-duty motor vehicles, light-duty trucks, heavy-duty engines, and large non-road compression ignition engines. (OMB # 2060-0047, approved through 5/31/96.)

Abstracts: An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations are listed in 40 CFR Part 9 and 48 CFR Chapter 15.

EPA would like to solicit comments to:

(i) Evaluate whether the proposed collections of information are necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) Evaluate the accuracy of the agency's estimate of the burden of the proposed collections of information,

including the validity of the methodologies and assumptions used;

(iii) Enhance the quality, utility, and clarity of the information to be collected; and

(iv) Minimize the burden of the collections of information on those who are to respond, including through the use of the appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

ICR-1: Some manufacturers of motor vehicles and certain engines are required to submit two different reports under 40 CFR Part 85, Subpart T, Part 89, Subpart I and Part 90, Subpart I. These reports are only required where certain conditions involving emission defects or voluntary recalls occur. The "defect information report" (DIR) contains data regarding the class or engine family and number of vehicles or engines on which a defect has been found, and a description of the defect and its effects on vehicle or engine performance and emissions. The Agency uses the DIR to help identify emission-related defects or classes of vehicles or engines which may not comply with federal emissions standards.

The "voluntary emission recall" (VER) report contains data on voluntary recall campaigns conducted by manufacturers, including the procedures used by the manufacturers to conduct voluntary recall campaigns, the identification of vehicles or engines affected by the campaign, and the repair to be completed on recalled vehicles or engines; progress or quarterly updates of the VER reports track the number of vehicles or engines repaired. The Agency uses the VER report and progress reports to ensure that manufacturers are following acceptable procedures when conducting recalls and to track the progress and effectiveness of voluntary recall campaigns.

ICR-2: The Vehicle Compliance Programs Group (VCPG), Vehicle Programs and Compliance Division (VPCD), Office of Mobile Sources (OMS), Office of Air and Radiation (OAR), uses this information collection to enforce the Recall and Defect Reporting Regulations of 40 CFR Part 85, Subparts S and T. Individual owners of on-road light-duty motor vehicles and light-duty trucks may be asked to provide information on vehicles that have been recalled. The Vehicles Compliance Programs Group (VCPG) uses such information to evaluate the effectiveness of various aspects of a recall campaign, to determine whether manufacturers are in compliance with

recall procedural regulations, and to determine the cause of ineffective recall campaigns. The information is obtained from individuals through a questionnaire administered by telephone interviews or in written format. The information collection effort will involve approximately 300 respondents at a cost of \$900.00 over a one-year period.

The projected annual cost burden per respondent is as follows: reading or listening to questions, burden cost is \$1.60. Responding to questions (verbally or in writing), burden cost is \$1.40.

The total annual hour burden for respondents is 75 hours at a total annual cost of \$900.

ICR-3: The Vehicle Compliance Programs Group (VCPG) of the Vehicle Programs and Compliance Division (VPCD) and the Engine Compliance Programs Group (ECPG) of the Engine Programs and Compliance Division (EPCD), Office of Mobile Sources (OMS), Office of Air and Radiation (OAR), uses this information collection

to gather additional data to supplement in-use testing programs as well as provide possible evidence in support of EPA's position during an administrative hearing. When EPA orders a manufacturer to recall a certain class of motor vehicles (in accordance with Clean Air Act § 207(c)) but the manufacturer disagrees with EPA's findings, the manufacturer may request an administrative hearing. During such a hearing, EPA must make a detailed presentation of facts showing that the class of vehicles in question should indeed be recalled. Facts to be included in such a presentation consist of information on the maintenance and performance history of vehicles belonging to the class. Dealerships, fleets, or individual owners of motor vehicles or engines may be asked to provide information on the vehicles or engines at issue. The information is obtained through a questionnaire administered by telephone interviews with individual vehicle owners, and by

telephone or in-person interviews with dealerships or fleets.

Burden Statement: Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjusting the existing ways to comply with any previously applicable instructions and requirements; training personnel to be able to respond to a collection of information; searching data sources; completing and reviewing the collection of information; and transmitting or otherwise disclosing the information.

ICR-1: Tables 1, 2 and 3 below represent the estimated annual burden for this ICR.

TABLE 1.—ON-HIGHWAY LIGHT-DUTY MOTOR VEHICLE, LIGHT-DUTY TRUCK, AND HEAVY-DUTY ENGINE MANUFACTURER BURDEN HOURS AND COSTS

Collection activity	Defect information reports	Voluntary emission recall (VER) reports/records	VER quarterly (progress) reports
Ave. Burden Hours/Response	14	11.5	1.5
Estimated Frequency of Response	2.8	2.9	17.4
Total Burden Hours Per Respondent	39.2	33.4	26.1
Estimated No. of Respondents	15	13	13
Total Burden Hours	588	434.2	339.3
Total Cost Per Respondent (\$)	2,290	1,427	1,375
Total Cost (\$)	34,350	18,551	17,875

TABLE 2.—LARGE NON-ROAD COMPRESSION IGNITION ENGINE MANUFACTURER BURDEN HOURS AND COSTS

Collection activity	Defect information reports	Voluntary emission recall (VER) reports/records	VER quarterly (progress) reports
Ave. Burden Hours/Response	14	11.5	1.5
Estimated Frequency of Response	1	1	6
Total Burden Hours Per Respondent	14	11.5	9
Estimated No. of Respondents	5	5	5
Total Burden Hours	70	57.5	45
Total Cost Per Respondent (\$)	818	492	474
Total Cost (\$)	4,090	2,460	2,370

TABLE 3.—SMALL NONROAD SPARK IGNITION ENGINE MANUFACTURER BURDEN HOURS AND COSTS

Collection activity	Defect information reports	Voluntary emission recall (VER) reports/records	VER progress reports
Ave. Burden Hours/Response	14	11.5	1.5
Estimated Frequency of Response	1	1	1
Total Burden Hours Per Respondent	14	11.5	1.5
Estimated No. of Respondents	5	5	5
Total Burden Hours	70	57.5	7.5

TABLE 3.—SMALL NONROAD SPARK IGNITION ENGINE MANUFACTURER BURDEN HOURS AND COSTS—Continued

Collection activity	Defect information reports	Voluntary emission recall (VER) reports/records	VER progress reports
Total Cost Per Respondent (\$)	818	492	79
Total Cost (\$)	4,090	2,460	395

ICR-2: The projected hour burden is as follows: reading or listening to questions, burden hours = 8 minutes. Responding to questions (verbally or in writing), burden hours = 7 minutes. The frequency of response is once per respondent per year. The estimated number of likely respondents is 300. The total burden for all respondents is 75 hours.

The projected *cost* burden is as follows: reading or listening to questions, burden cost = \$1.60. Responding to questions (verbally or in writing), burden cost = \$1.40. The total cost for all respondents is \$900.

ICR-3: EPA's burden estimates for this collection are broken down according to the respondent burden and cost. EPA may perform two surveys annually, one of manufacturers of on-highway light-duty motor vehicles or light-duty trucks, and the other of heavy-duty engines or large non-road compression ignition engines, which will require either telephone or in-person interviews with one hundred (100) individual vehicle owners or dealerships or fleets per survey. A burden estimate of twenty (20) minutes per individual vehicle owner is based on agency experience with similar questions asked of individuals as part of the in-use recall testing program. A burden estimate of thirty (30) minutes per dealership or fleet is based on contact with dealership and fleets made as part of the in-use recall testing program. The burden estimate is calculated from an average of the two different burdens assuming that one half of the respondents are individual vehicle owners and the other half are dealerships or fleets. Therefore, the total respondent burden will be 2,500 minutes for each survey. Individuals, dealerships, or fleets will be asked to respond to only one survey in any given year. Costs to respondents associated with this ICR are attributed to individual or staff time involved in responding to the information requests. The costs for respondents for reading or listening to and responding to questions (verbally or in writing) are \$8.50 per respondent. Therefore, the total respondent cost for each survey will be \$850.

Dated: February 23, 1996.

Robin Miles-McLean,
Acting Director, Office of Mobile Sources.
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[FRL-5433-6]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Public Review of Cost Information Related to the Certification of Retrofit/Rebuild Equipment

AGENCY: Environmental Protection Agency.

ACTION: Notice of agency receipt of cost information related to certification of equipment and initiation of 45-day public review and comment period.

SUMMARY: This notice addresses a shortcoming in the current certification of certain equipment certified under the urban bus retrofit/rebuild program. The effective date of certification of Detroit Diesel Corporation's (DDC) equipment for upgrading its 1979 through 1989 model year urban bus engines of model 6V92TA equipped with mechanical unit injection (MUI) is October 2, 1995 (60 FR 51472). That certification was based on reduction in particulate matter (PM) of 25 percent or more, but not on DDC's guarantee to make the equipment available to all operators for less than the applicable life cycle ceiling (hereinafter referred to as "cost/availability"). Although DDC, in its notification of intent to certify, requested certification on the basis of cost/availability, as stated in the October 2, 1995 Federal Register notice, the Agency at that time saw no advantage to certification on that basis. Upon reconsideration, the Agency believes that it may be beneficial to the program to expand the basis of certification of DDC's upgrade kit to include the basis of cost/availability. Further, in addition to the request in its notification of intent to certify signed March 16, 1995, DDC reiterated its request in a letter to the Agency dated December 15, 1995, that this equipment be certified on the basis of cost/availability. Copies of both DDC's notification and the letter are available

for review in the public docket located at the address indicated above.

DDC has submitted to the Agency new information relevant to the certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR Part 85, Subpart O. Pursuant to section 85.1407(a)(7), today's Federal Register notice announces that the information is available for public review and comment, and initiates a 45-day period during which comments can be submitted. The Agency will review this information, as well as comments received, to determine whether certification of the DDC equipment should be expanded to include the basis of cost/availability. If DDC's certification is expanded to include the cost/availability basis, then the certification level of the equipment may be considered when "post-rebuild" PM levels are established in mid-1996. The post-rebuild levels to be established in mid-1996 would be used by operators complying with compliance program 2 when calculating average fleet emissions for 1998 and thereafter. Therefore, to expand DDC's certification to include the basis of cost/availability may tend to lower ambient levels of PM emissions from fleets which comply with compliance program 2.

Category VII of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment" contains the new cost information and DDC's notification of intent to certify, as well as other materials specifically relevant to it. This docket is located at the address below.

Today's notice initiates a 45-day period during which the Agency will accept written comments relevant to whether the certification of DDC's equipment should be expanded to include the basis of cost/availability. Comments should be provided in writing to Public Docket A-93-42, Category VII, at the address below. An identical copy should be submitted to William Rutledge, also at the address below.

DATES: Comments must be submitted on or before April 18, 1996.

ADDRESSES: Submit separate copies of comments to each of the two following addresses: