

Supporting Statement  
for  
Information Collection Request

Certification and Compliance Requirements for  
Nonroad Spark-ignition Engines (Renewal)

EPA ICR Number 1695.10, OMB Control Number 2060-0338

42 USC 7521 § 206 (b)(1)  
42 USC 7521 § 207(b)  
42 USC 7521 § 213(d)  
42 USC 7521 § 217  
  
40 CFR Parts 90 and 1054 (Small NRSI)  
40 CFR Part 91 and 1045 (Marine SI)  
40 CFR Part 1048 (Large NRSI)  
40 CFR Part 1051 (Recreational)  
40 CFR Part 1060 (Evaporative Components)  
40 CFR Part 1065 (All NRSI – Testing)  
40 CFR Part 1068 (All NRSI – General Compliance Provisions)

Gasoline Engine Compliance Center  
Compliance Division  
Office of Transportation and Air Quality  
Office of Air and Radiation  
U.S. Environmental Protection Agency

## 1. Identification of the Information Collection

### 1(a) Title and Number of the Information Collection

Emissions Certification and Compliance Requirements for Nonroad Spark-ignition Engines (Renewal); EPA ICR Number 1695.10, OMB Control Number 2060-0338.

### 1(b) Short Characterization

This supporting statement consolidates portions of three previously existing ICRs (EPA Numbers 1695.09/2060-0338, 1722.06/2060-0321 and 2251.03/2060-0603) into ICR number 1695.10. This action is undertaken to consolidate information requirements for the nonroad gasoline engine industries into one ICR for simplification and to eliminate duplicity. All three ICRs cover programs with similar, almost identical, requirements and address related sets of respondents.

Specifically, with this consolidation we combine most of the burden associated with emission certification and compliance requirements affecting manufacturers of nonroad spark-ignition (SI) engines (small SI engines, large SI and marine SI engines), recreational vehicles, and SI evaporative components. For simplicity, all these industries collectively are referred to as 'nonroad SI engines' or 'SI engines.' We should note that respondents for all three collections are, for the most part, the same companies. ICR 1695.09 covered emissions certification compliance programs for small SI engines, large SI engines, and recreational vehicles. ICR 1722.06 covered the same programs for the marine SI engine industry and marine evaporative components. ICR 2251.03 covered certification and compliance programs for land-based SI evaporative components as well as certain new durability requirements for small SI engines.

Under Title II of the Clean Air Act (42 U.S.C. 7521 et seq.; CAA), EPA is charged with issuing certificates of conformity for engine prototypes that comply with applicable emission standards. Such a certificate must be issued before engines produced after these prototypes may be legally introduced into commerce. Table 1 below lists EPA regulations pertaining to the industries covered by this ICR.

Table 1  
Nonroad SI Emissions Regulations

Industry	40 CFR Part
Small Spark-Ignition Engines (small SI)	90, 1054
Large Spark-Ignition Engines (Large SI)	1048
Marine Spark-Ignition Engines (Marine SI)	91, 1045
Recreational Vehicles	1051
Evaporative Requirements	1060
General Provisions – apply to most nonroad categories	1068

Manufacturers electing to participate in an Averaging, Banking and Trading (ABT) Program are also required to submit information regarding the calculation, actual generation, and usage of credits in an initial report, end-of-the-year report, and final report. These reports are used for certification and enforcement purposes. Manufacturers will also maintain records for eight years on the engine families included in the program.

The CAA also mandates EPA to verify that manufacturers have successfully translated their certified prototypes into mass produced engines, and that these engines comply with emission standards throughout their useful lives. Under the Production-line Testing (PLT) Program, manufacturers are required to test a sample of engines as they leave the assembly line. This self-audit program (referred to as the "PLT Program") allows manufacturers to monitor compliance with statistical certainty and minimize the cost of correcting errors through early detection. Through Selective Enforcement Audits (SEAs), EPA verifies that test data submitted by engine manufacturers is reliable and testing is performed according to EPA regulations. Compliance with emission regulations throughout the useful life of an engine is verified through the In-use Testing (In-use) Programs under which manufacturers test SI engines after a number of years of use. Participation in the PLT program is mandatory. The In-use Programs are voluntary for small SI engines, but mandatory for large SI engines. All manufacturers are subject to SEAs.

This information is collected by the Gasoline Engine Compliance Center (GECC), Compliance Division (CD), Office of Transportation and Air Quality (OTAQ), Office of Air and Radiation (OAR), U.S. Environmental Protection Agency (EPA). Besides CD, this information could be used by the Office of Enforcement and Compliance Assurance (OECA) and the Department of Justice for enforcement purposes. Non-confidential portions of the information submitted to EPA could be disclosed in a public database and over the Internet. This information is used by trade associations, environmental groups, and the public. Respondents submit most of this information over EPA's secure web applications or in an electronic format. The information is then stored in databases.

The Office of Management and Budget issued the follow Terms of Clearance when they approved the previous renewal ICR.

"This ICR is approved for three years. Prior to resubmission of this ICR for renewal, the Agency should revise estimates of burden taking into account experience with requirements in the 2006 rule." EPA took these considerations into account in preparing the renewal package.

## 2. Need for and Use of the Collection

### 2(a) Need/Authority for the Collection

EPA's emission certification programs are statutorily mandated; the agency does not have discretion to cease these functions. Under Section 206(a) of the CAA (42 USC 7521):

"The Administrator shall test, or require to be tested in such manner as he deems appropriate, any new motor vehicle or new motor vehicle engine submitted by a manufacturer to determine whether such vehicle or engine conforms with the regulations prescribed under §202 of this Act. If such vehicle or engine conforms to such regulations, the Administrator shall issue a certificate of conformity upon such terms, and for such period (not in excess of one year) as he may prescribe."

This provision also applies to nonroad engines, pursuant to §213(d) of the CAA. Also, under the authority of the CAA §217, engine manufacturers are required to pay a fee when applying for a certificate of conformity.

Therefore, vehicle and engine manufacturers may not legally introduce their product into U.S. commerce unless EPA has certified that their vehicles and engines comply with applicable emission standards. To ensure compliance with these statutes, EPA reviews product information and manufacturers' test results and may test some vehicles and engines to confirm manufacturers' certification testing results. EPA also conducts an ABT Program, which is one of the many regulatory features designed to enhance the compliance flexibility for and reduce the burden on the affected engine manufacturers, without compromising the expected emissions benefit derived from these emissions standards. Note that there is no ABT program for large SI engines.

Section 206(b)(1) of the CAA authorizes EPA to inspect and require testing of new vehicles and engines to: (1) verify that manufacturer's final product actually complies with EPA standards; (2) assure that the correct parts are installed correctly in each engine; and (3) audit the manufacturer's testing process to ensure testing is being done correctly. The PLT Program and the SEA Program fulfill these requirements by inspecting and testing engines taken directly from the assembly line and by auditing the engine manufacturer's testing procedures and facilities. Section 207(b) of the CAA mandates the establishment of methods and testing procedures to ascertain whether certified engines in actual use in fact comply with applicable emission standards throughout their useful lives.

## 2(b) Practical Utility/Users of the Data

EPA uses the information requested to support various enforcement actions as mandated by the CAA. This information collection enables EPA to ensure that SI engine manufacturers are complying with applicable emission regulations, measure the impact of nonroad engines' emissions on air quality, and take corrective actions as needed.

The information will be received and used by GECC/CD/OTAQ/OAR. Non-confidential portions of the information submitted to HDNEG is available to and used by importers, environmental groups, members of the public, and local, state and federal government organizations.

### 3. Nonduplication, Consultations and Other Collection Criteria

#### 3(a) Nonduplication

The information requested under this ICR is required by statute. Because of its specialized nature, the information collected is not available from any other source. Furthermore, some of the information, such as projected U.S. sales volume, is claimed as confidential business information (CBI) by manufacturers; therefore EPA can only obtain it if manufacturers submit it.

#### 3(b) Public Notice Required Prior to ICR Submission to OMB

An announcement of the public comment period for this ICR renewal was published in the Federal Register (77 FR 18802) on March 28, 2012. This document may be accessed through the Federal Register's website at <http://www.gpoaccess.gov/fr/index.html>.

No comments were received in response to this ICR renewal.

#### 3(c) Consultations

EPA consulted less than ten past respondents regarding this information collection burden, including the following industry professionals:

Contact: Gary Price  
Company: Intertek Carnot Emission Services  
Phone: 210-928-1724, ext. 205

Contact: Lawrence Smith  
Company: Southwest Research Institute  
Phone: 210-684-5111

#### 3(d) Effects of Less Frequent Collection

The CAA states that emission certification must be done on a yearly basis (CAA 206(a)(1)), coinciding with the industry's 'model year.' Major product changes typically occur at the start of a model year. For these reasons, a collection frequency of less than a model year is not possible. However, when an engine design is "carried over" to a subsequent model year, the amount of new information required is substantially reduced.

For practical reasons, PLT reports are submitted on a quarterly basis. Manufacturers are required to test up to one percent of their production at random to ensure that mass produced engines comply with emission requirements. If a problem is found, manufacturers must correct it and might

need to recall engines that have already been sold. Engine manufacturing companies update their internal production volume reports every quarter. By conducting this quality control testing also on a quarterly basis, manufacturers are able to learn about and address any problems early, before the start of the next quarter's production, thus minimizing costs.

In-use testing reports are submitted annually, within three months of the completion of the required testing. Providing this information to EPA at a less frequent interval would compromise EPA's ability to expeditiously evaluate the emissions results and determine, in a timely manner, whether in-use engines conform to the applicable emission standards. Any delay in making such a determination reduces the universe of engines which will be reached by a potential recall because both engine scrappage and owners' unwillingness to participate in recalls increase with the age of the engine.

SEA information is only collected on occasion, when EPA has reason to believe that an audit of a particular manufacturer is in order.

### 3(e) General Guidelines

Emission test records must be maintained for eight years, except for routine emission test data such as those reporting the condition of the test cells. Test cell data need to be kept for one year only. However, records may be kept in any format and media, provided the manufacturer is able to provide organized, written records to EPA upon request. This requirement stems from the CAA mandate that manufacturers recall engines failing to meet emission standards throughout their useful lives.

When audited, manufacturers must submit test results and information within 30 working days after all testing ordered under an SEA notification has been completed. The items requested are all readily available or generated during the SEA. The information is requested in this time frame so that EPA can verify the accuracy and validity of the emission data and expeditiously reach a conclusive audit decision. An expeditious audit decision allows the manufacturer to quickly release the tested vehicles or engines for introduction into commerce.

Under this information collection, manufacturers are required to submit confidential business information such as sales projections. Furthermore, certain sensitive technical and proprietary information submitted during the certification process could be used during SEAs. This information is kept confidential in accordance with the Freedom of Information Act (FOIA), EPA regulations at 40 CFR Part 2, and class determinations issued by EPA's Office of General Counsel.

No other general guideline is exceeded by this information collection.

### 3(f) Confidentiality

Manufacturers are allowed to assert a claim of confidentiality over information provided to EPA. Confidentiality is provided in accordance with the Freedom of Information Act (FOIA) and EPA regulations at 40 CFR Part 2.

### 3(g) Sensitive Questions

No sensitive questions are asked in this information collection.

## 4. Respondents and Information Requested

### 4(a) Respondents/North American Industry Classification System (NAICS) Codes

Respondents are manufacturers of nonroad engines within the following North American Industry Classification System (NAICS) code:

333618	Other Engine Equipment Manufacturing
336312	Gasoline Engine and Engine Parts Manufacturing
336999	Other Transportation Equipment Manufacturing
336991	Motorcycle, Bicycle and Parts Manufacturing
333112	Lawn & Garden Tractor and Home Lawn & Garden Equipment Manufacturing
335312	Motor and Generator Manufacturing

### 4(b) Information Requested

Manufacturers must describe their products and supply test data to verify compliance. This information is organized by "engine family" groups expected to have similar emission characteristics. Manufacturers must also retain these records.

EPA has developed web-based and other electronic tools for manufacturers to submit their certification applications and compliance data. Section 5(b), Collection Methodology, contains more details.

#### (i) Data Items

While regulations may call for additional/different items depending on the characteristics of the regulated engine or vehicle, below is a general list of the data items requested. Please refer to the regulations cited previously in this ICR for a comprehensive list of items per engine/vehicle

category. Some of these data items are required to be kept in records and submitted only upon request.

#### A. Certification

Engine families need to be certified each model year. Evaporative component families may be certified annually or every five years. A model year refers to the manufacturers' annual new model production period, or a calendar year if the manufacturer does not have a model year. Manufacturers may make changes to one or more engine models within a family at any time during the model year. These changes may significantly affect the engine models, and therefore, the engine family's emission levels. For this reason, all SI engine programs run on a model year basis.

The certification burden for a given engine family is reduced after the model's first production year, because data and information from previous years can be "carried over" when no significant changes have occurred. For instance, an engine family certified in model year 2012 can be certified in the 2013 model year by "carry-over" of data and paperwork from the 2012 model year if no significant changes have occurred to the engine family between model years. EPA may also allow manufacturers to "carry-across" data and paperwork from on-highway certification of an engine family which they produce for both the on-highway and nonroad markets if there are no significant differences between the on-highway and nonroad versions of the engine family. Allowing manufacturers to "carry-over" and "carry-across" data and paperwork saves manufacturers the burden of duplication of data and paperwork which would occur in the absence of such provisions.

A label identifying each engine and stating the engine family name, the fuels the engine is certified to run on, the engine useful life and category, if applicable, must be affixed to each engine. Manufacturers are also required to provide warranties to consumers.

Equipment manufacturers who use Class II Small SI engines typically add on their own evaporative components on their equipment. Since engine manufacturers do not typically supply these components, equipment manufacturers must annually certify that they are using certified components for fuel tanks and fuel lines and that they have applied the running loss control. There is an optional AB&T program for these equipment manufacturers.

An application fee must be paid per engine family per model year. This fee is requested under the authority of Section 217 of the CAA and the Independent Offices Appropriation Act (31 U.S.C. 9701) to ensure that the motor vehicle emissions compliance program is self-sustaining to the extent possible. New fee schedules are published on EPA's website. See section 6(b)(ii) for details.

Manufacturers of small SI engines must also post a bond upon importation of engines manufactured abroad. This requirement is waived if the engine manufacturer owns enough assets in the US to cover its liability. SI bonding requirements are found at 40 CFR 1054.690. Bond waivers can be requested using EPA form 5900-239, which is also part of ICR 2060-0369.

From time to time, EPA may conduct confirmatory testing. When there is reason to believe that a compliance issue may exist with the emissions data submitted at certification, EPA may, at its own expense, purchase or rent engines and test them. Manufacturers may be notified about this testing in advance or may be required to explain discrepancies found between EPA test data and that submitted by the manufacturer.

Information Items Requested Under the Certification Program:

- Statement of compliance;
- Identification and description of the basic engine design including, but not limited to, the engine family specifications (fuel, cooling medium, etc.);
- Explanation of how the emission control system operates;
- Fuel System type and components;
- Useful life Period;
- Deterioration factors;
- Intended Service Class;
- Projected Sales;
- Estimated Production Period;
- Sales Area;
- Plant Contact and Location;
- Program information;
- Family Emission Limits (FEL);
- Nonroad engine equipment types;
- Detailed description and justification of each auxiliary emission control device (AECD), and how they affect emissions;
- Description of all adjustable parameters, their adjustable ranges and methods employed to prevent tampering, etc.;
- Detailed drawings and descriptions of the various emission related components;
- Description of the test equipment and fuel to be used;
- Description of the test procedures to be used to establish the durability data or the exhaust emission deterioration factors;
- All test data obtained by the manufacturer on each test engine;
- Statement of the useful life;
- Statement of the alternative useful-life period and a brief synopsis of the justification, if applicable;
- Maintenance information;
- Description of the provisions taken to prevent tampering with emission control computer instructions;
- Proposed test fleet selection and the rationale for the test fleet selection;
- Special or alternate test procedures, if applicable;
- Period of operation necessary to accumulate service hours on test engines and stabilize emission levels;
- Fee Filing Form; and

- If EPA submits a written request for an explanation of good engineering judgment, manufacturers must provide a written description of the judgment in question within 15 working days, unless otherwise specified.

Manufacturers must keep records for eight years except routine emission records.

Manufacturers must keep routine emission records for only one year.

#### General Records:

- Identification and description of all engines for which testing is required;
- Description of emission control systems; and
- Description of test procedures.

#### Individual Records:

- Copies of all the applications submitted;
- A brief history of all test engines and running changes;
- A complete record of all emission tests performed;
- The date of each mileage accumulation run and the mileage accumulated;
- Record and description of all maintenance and other servicing performed;
- Record and description of each test performed to diagnose engine or emission control system performance;
- A brief description of any significant events affecting the vehicle;
- Actual U.S. sales volume;
- For Heavy Duty engines model 1996 - 98: Shipment date, purchaser, purchaser contract, and EPA evaporative/refueling family; and
- Routine emission test data.

When a manufacturer needs to make changes to a certified engine, or to add an engine model to an already certified engine family, the following information must be submitted. Running changes are submitted using the same electronic format used to apply for a certificate of conformity. Data items requested:

- Notification of changes made to the application and/or request to amend the application;
- Description of change to be made;
- Engineering evaluations or data showing that engines as modified or added will comply with all applicable emission standards;
- Determination of whether the original test fleet selection is still appropriate, and proposed new test fleet selections, if applicable;
- Test data on engines changed or added, upon request; and
- Supporting documentation, test data and engineering evaluations as appropriate to demonstrate that all affected engines will still meet applicable emission standards.

If an engine is installed that has been rebuilt, emissions-related components must be checked. The following records must be kept for at least two years after rebuilding an engine, and must be accessible for EPA's review. Records may be based on engine families rather than individual engines if that is a normal business practice.

- Hours of operation (or mileage, as appropriate) at the time of the rebuild;
- Work completed on the engine or any emission-related control components, including a listing of parts and components used;
- Any engine parameter adjustments; and
- Any emission-related codes or signals responded to and any retests.

For manufacturers or rebuilders of aftermarket engine parts for large SI engines and recreational vehicles, information must be maintained that shows how their parts or service affect emissions. EPA may test engines and equipment to investigate potential defeat devices or may require the manufacturer to complete this testing. Manufacturers may need to provide information regarding test programs, engineering evaluations, design specifications, calibrations, on-board computer algorithms, and design strategies. (see Section 1068.110)

Each manufacturer is also required to submit an annual production report identifying the number of engines produced by engine family, by gross power, by displacement, by fuel system, or by other categories as the Administrator may require. If the manufacturer requests a hearing on the Administrator's denial or revocation of a certificate of conformity, the request shall be filed within 30 days of the Administrator's decision, shall be in writing, and shall set forth the manufacturer's objections to the Administrator's decision and data to support the objections.

## B. Average, Banking and Trading

Information Items Required Under the ABT Program:

- Intent to include the engine family in the ABT program;
- Declaration that participation in this program will not cause the applicable emission standard to be exceeded (i.e., result in a negative credit balance);
- Family Emission Limit (FEL);
- Projected applicable production volumes for the model year;
- Values required to calculate credits;
- Projected number of credits generated/used; and
- Designated use of generated credits and/or source of credits used.

The following ABT records are to be kept for eight years:

- EPA engine family;
- Engine identification number;
- Engine build date and model year;
- Power rating;
- Purchaser and destination;

- Assembly plant;
- Family Emission Limit (FEL);
- Useful life;
- Projected and actual production for each model;
- Applicable production/sales volume -- actual quarterly and cumulative (this is required quarterly for all families participating in trading);
- Values required to calculate credits;
- Resulting type and number of credits generated/required;
- How and where credit surpluses are dispersed; and
- How and through what means credit deficits are met.

### C. Production-Line Testing (PLT) Program

Under PLT, each calendar quarter, participating manufacturers must test a sample of their engines taken directly from the assembly line. These tests must be performed unless EPA approves a variation.

In the small SI engine sector, only Phase 2 small SI engines are subject to PLT requirements. Phase 2 refers to a second, more stringent tier of emission regulations for small SI engines. The different provisions in these and other small SI emission control programs are designed to ease manufacturers' transition from Phase 1 to Phase 2 standards. Participation in PLT is optional for small volume engine manufacturers and small volume engine families (see section 5(c) for details). Engine families, regardless of size, for which the manufacturer opts to conduct in-use testing, are exempt from PLT requirements. All manufacturers and engine families, however, remain subject to SEAs. PLT is mandatory for all large SI engines, marine SI and recreational vehicles, subject to sample size limits.

EPA can require manufacturers to submit or retain additional information not specifically listed here. Within 45 days of the end of each quarter, manufacturers must report the following information (30 days for marine SI manufacturers):

- Location and description of the test facilities where testing was conducted;
- Total production and sample size for each engine family;
- Applicable standards and/or FELs;
- Description of the process used to obtain engines on a random basis; and
- Description of the test engine.

For each test conducted, submit the following information:

- Description of the test engine, including engine family and configuration, year, make, build date, engine ID number, and number of hours of service accumulated on the engine prior to testing;

- Location(s) where service accumulation was conducted and description of accumulation procedure and schedule;
- Test number, date, test procedure used, initial test results before and after rounding, final test results before and after rounding, and final deteriorated test results for all tests, etc.;
- Complete description of any adjustment, modification, repair, preparation, maintenance, and testing which was performed on the test engine, etc.;
- CumSum Analysis;
- Any other information the Administrator may request;
- For each failed engine, a description of the remedy and test results for all retests;
- Date of the end of the engine manufacturer's model year production for each engine family;
- A signed statement (e.g., see 90.709(e)(9) for small SI engines) and endorsement by an authorized representative of the manufacturer; and
- Submit, upon request: 1) projected production for each configuration within each engine family for which certification has been requested and/or approved; and 2) Number of engines, by configuration and assembly plant, scheduled for production or actually produced.

Record and maintain the following information for one year after completion of testing:

- Description of all testing equipment used and each test cell that can be used to perform PLT;
- Date, time, and location of each test or audit;
- Number of service accumulation hours on the test engine at the start and end of the test(s);
- Names of all supervisory personnel involved in the conduct of the test or audit;
- Record and description of any adjustment, repair, preparation or modification performed on test engines, including date, associated time, justification, name(s) of the authorizing personnel, and/or name(s) of supervisory personnel responsible for the conduct of the repair;
- If applicable, the date the engine was shipped from the assembly plant, associated storage facility or port facility, and the date the engine was received at the testing facility;
- Complete record of all PLT emission tests or audits performed (except tests performed directly by EPA), including all individual worksheets and/or other documentation relating to each test, or exact copies; and
- Brief description of any significant events during testing not otherwise described, commencing with the test engine selection process and including such extraordinary events as engine damage during shipment.

When an engine family fails PLT, its certificate of conformity may be suspended, effective from the time testing was completed. Before suspending a certificate, EPA will work with the affected manufacturer to achieve appropriate production line changes and try to avoid the need to halt engine production. Manufacturers with a suspended certificate must remedy the non-conformity, retest or re-audit. After a successful test is completed, the manufacturer must submit a report with the same information required during the initial test.

For EPA to consider reinstating a suspended certificate of conformity, the manufacturer must submit another report with the following information:

- Description of the reason for noncompliance;

- Description of the proposed remedies, including a description of any proposed quality control measures to be taken to prevent future occurrences of the problem, and the date when the remedies will be implemented;
- Demonstration, through testing, that the failed engine family does in fact conform;
- Manufacturers may request a hearing; and
- Manufacturers may request conditional reinstatement of a revoked certificate while conducting further testing.

The manufacturer must submit a request for public hearing, if the reason for suspension of the certificate is being challenged. This request must be made in writing within 15 days of the revocation. Four copies of the request must be filed containing the following information:

- Statement regarding which engine family configuration(s) will be the subject of the hearing;
- Concise statement of the issues to be raised at the hearing;
- Statement specifying reasons why the manufacturer believes it will prevail on the merits of each of the issues raised; and
- Summary of the evidence which supports the manufacturer's position on each of the issues raised.

#### D. In-use Testing Programs

There are in-use testing requirements for small SI, large SI and marine SI engines. There is no in-use testing requirement at this point for recreational vehicles. In-use records, including data generated in the engine procurement process, must be generally kept for eight years. Under this program, EPA selects for testing a number of engine families, generally not to exceed 25% of that year's certified families. Manufacturers must complete the required testing and submit the data.

While some of the details of the in-use program may vary from one type of engine to another, the information collected is very similar. Generally, SI engine manufacturers submit:

- Engine family;
- Model;
- Engine serial number;
- Date of manufacture;
- Estimated hours of use;
- Results of all emission testing;
- Summary of all maintenance and/or adjustments performed;
- Summary of all modifications and/or repairs; and
- Determinations of compliance or noncompliance.

#### E. Selective Enforcement Auditing (SEAs)

While EPA performs SEAs sparingly, all engine and vehicle manufacturers are potentially subject to audits. EPA collects the information needed for SEAs in two stages. First, a limited number of manufacturers are asked to submit their production plans for a specified period of time, as described below. EPA uses this "pre-audit" information to efficiently determine which manufacturers and engine models to audit. After a manufacturer has been selected, EPA issues a test order specifying which engine models and configurations will be tested. When all required testing is completed, manufacturers submit a report containing all testing results. This "audit" information is then used to determine compliance with applicable emission standards.

Upon EPA's request, engine manufacturers must submit the following information regarding engine production. EPA uses these data to determine which engines will be audited.

- Projected U.S. sales data for each engine family and configuration;
- Number of engines, by configuration and assembly plant, scheduled for production within the time period designated by EPA;
- Number of engines, by configuration and assembly plant, storage facility or port facility, scheduled to be stored during the time period designated by EPA; and
- Number of engines, by configuration and assembly plant, produced during the designated period that are complete for introduction into commerce.

Within 30 calendar days of the end of each audit, large SI and recreational manufacturers must submit a report to EPA based on the requirements in Section 1068.450. Small SI manufacturers are required to submit reports as requested by EPA (see Section 90.505). Manufacturers' reports should include the following information:

- Testing facilities' location and description.
- U.S.-directed production volume and number of tests for each engine family.
- Applicable standards or compliance levels against which the engines were tested.
- Description of the engine and the method used to select its emission-related components.
- For each test conducted, the following information:
  - Test engine description;
  - Location where service accumulation was conducted and a description of the procedure;
  - Test information, raw results, which include emission figures for all measured pollutants, for both valid and invalid test results;
  - A complete description of any modification, repair, preparation, maintenance and/or testing performed on the engine not previously reported. This must include the results of any emission measurements, regardless of the procedure or type of equipment;
  - Reason(s) for removal of engines from the test sequence (as authorization by EPA), if applicable; and
  - Any other information as requested by EPA.
- Statement of compliance and endorsement.
  - For large SI and recreational engines, a report on each failed engine.
  - Request for re-testing of failed engines, if applicable.

Signed statement by an authorized manufacturer representative (for large SI and recreational engine manufacturers) as required under section 1068.450(c).

Records must be kept for one year after all ordered tests have been completed. Records may be kept in any media, according to the manufacturer's procedures, provided that in every case all the information contained in the hard copy is maintained. EPA may review manufacturer records at any time.

- General records: a description of all test equipment used, including the information submitted with the audit report described above.
- Individual records for each audit:
  - Date, time and location of each test;
  - Number of hours accumulated in each engine when testing began and ended;
  - Names of all supervisory personnel involved in the conduct of the audit;
  - Detailed records of all repairs performed prior/after EPA's authorization;
  - Any records related to an audit not in the written report;
  - Date engine(s) shipped, associated port/storage facility and date received, if applicable;
  - A complete record of all tests performed including worksheets and other documentation; and
  - Brief description of any significant event(s) that occurred during the audit.
- For large SI and recreational engines, a manufacturer must be able to provide projected or actual production for an engine family, by assembly plant.
- Description of the equipment in each test cell that can be used to perform SEA testing.

EPA can request manufacturers to submit additional SEA information or keep records not specifically listed in this section.

## (ii) Respondent Activities

The activities manufacturers need to perform to comply with the requirements of each program are as follows:

### A. Certification activities

- Review the regulations and the guidance document;
- Develop engine family groups;
- Test engines for compliance with emission standards;
- Develop deterioration factors, if applicable;
- Gather emissions data;
- Submit the fee filing form;
- Pay the corresponding fee;

- Submit the Application for Certification;
- Post a bond upon importation, if applicable;
- Retain and maintain records, and submit them upon Administrator's request; and
- Submit an annual production report.

#### B. ABT Activities

- Pre-certification Activities;
- Familiarization with the ABT program provisions;
- Determine which engine families will participate in ABT;
- Project applicable production volumes for the model year for all engine families;
- Submit ABT information with the certification application;
- Gather information regarding point of first retail sale;
- Monitor production volumes and engine sales (customary business practice);
- Develop and submit end-of-year reports;
- Develop and submit final reports; and
- Store, file, and maintain information as required.

#### C. Production Line Testing

- Gather/maintain production data (customary business practice);
- Read instructions and regulations;
- Train personnel;
- Project testing needs and plan schedules;
- Select engines to be tested;
- Inspect engines to be tested;
- Contract an independent facility to test engines (if needed);
- Test engines;
- Enter data and analyze it;
- Prepare and submit reports; and
- Keep records.

#### D. In-use Testing

- Read instructions and regulations;
- Train personnel;
- Plan activities;
- Procure engines;
- Ship engines;
- Maintain engines;
- Contract an independent facility to test engines (if needed);
- Test engines;
- Enter data and analyze it;
- Prepare and submit reports; and
- Keep records.

## E. Selective Enforcement Auditing

- Gather/maintain production data (customary business practice);
- Read instructions and regulations;
- Provide pre-audit information;
- Plan activities;
- Train personnel;
- Test engines;
- Enter data and analyze it;
- Prepare and submit reports; and
- Keep records.

## 5. The Information Collected -- Agency Activities, Collection Methodology, and Information Management

### 5(a) Agency Activities

As part of the implementation of the certification programs, EPA officials carry out the following activities:

- Review and interpret regulations, provide guidance;
- Gather applications from the industry, enter data into the database;
- Review the applications for completeness and accuracy;
- Verify that the correct engines have been selected and tested;
- Answer questions from manufacturers and the public;
- Issue appropriate certificates of conformity;
- Periodically perform maintenance or enhance the database;
- Make data available to the public, including making it available through the Internet;
- Analyze and manage requests for confidentiality;
- Determining if "carry-over" of data from a previous model year is appropriate or if new testing will be required; and
- Store, file and maintain data.

Activities related to ABT involve:

- Reviewing requirements and providing guidance;
- Entering the data into the database;
- Receiving quarterly and final reports, reviewing calculations, making sure that the information submitted by manufacturers is accurate and complete;
- Audit manufacturers reports and files to make sure all participants have zero or positive credit balances at the end of the year; and
- Keep records.

The following are EPA's activities associated with the implementation of the PLT and SEA Programs:

- Review and interpret applicable regulations;
- Answer questions from manufacturers and the public;
- Review submissions for format and completeness, input data into the database;
- Analyze data submitted in reports, compare results to standards and FELs;
- Request and review additional information as needed;
- Periodically perform maintenance or make enhancements to the database;
- Make data from completed test programs available to the public, including posting it on the Internet;
- Analyze and manage requests for confidentiality;
- Take any appropriate enforcement actions; and
- Keep records of the information submitted by manufacturers and EPA's actions and determinations.

EPA activities associated with the implementation of the in-use testing programs are similar:

- Review and interpret regulations;
- Answer manufacturers' questions;
- Evaluate testing programs submitted by manufacturers and ensure that the programs comply with applicable requirements;
- Enter data from reports into the database;
- Review submissions for format and completeness;
- Analyze information submitted;
- Keep records;
- Request and review additional information, as needed;
- Perform maintenance or make enhancements to the database;
- Make data from completed test programs available to the public, including posting it on the Internet; and
- Analyze and manage requests for confidentiality.

In addition, when conducting SEAs, the agency must:

- Request and gather production data from manufacturers;
- Make a determination as to which manufacturers and engine families to audit;
- Issue an SEA test order;
- Travel to the testing laboratory to witness the testing; and
- Oversee testing, ensure proper procedures are followed, answer questions.

## 5(b) Collection Methodology and Management

EPA has developed a web-based system for engine manufacturers to submit their applications for certification and compliance data. The applications for certification are submitted via webforms into OTAQ's Document Module. The information is then processed and stored in

VERIFY. EPA's engine and vehicle compliance information system, VERIFY, collects emissions and fuel economy compliance information for all types of vehicles (mobile sources of air pollution) including nonroad SI engines. Additional information about VERIFY and how manufacturers use the system can be found at <http://epa.gov/otaq/verify/basicinfo.htm>.

For compliance programs, such as the Averaging, Banking and Trading Program (AB&T), and the Production Line Testing Program (PLT) and In-use Testing, as well as for production reporting, EPA has developed Excel-based forms. These forms can be downloaded from EPA's website at <http://www.epa.gov/otaq/certdat2.htm>. Later this year, manufacturers will be able to submit these forms through the document module. The information is then uploaded into, analyzed and stored in the Compliance Database. SEA reports can be submitted electronically, but the manufacturer may submit these reports using other methods.

Once the data are received, the certification reviewer analyzes the information to ensure compliance with the CAA and applicable regulations.

Non-confidential portions of the applications for certification are available through the Engine Certification Information Center at <http://www.epa.gov/otaq/certdata.htm>.

### 5(c) Small Entity Flexibility

SI regulations contain a series of opportunities to ease the burden on small entities. For example, participation in the small SI Phase 2 PLT program is optional for 'small volume engine manufacturers' and 'small volume engine families.' A 'small volume engine manufacturer' is, as defined at section 90.3, "for non-handheld engines, any engine manufacturer whose total eligible production of non-handheld engines [is] projected at the time of certification of a given model year to be no more than 10,000 non-handheld engines." For handheld engines, the term 'small volume engine manufacturer' means "any engine manufacturer whose total eligible production of handheld engines [is] projected at the time of certification to be no more than 25,000 handheld engines." A "small volume engine family" is any family, non-handheld or handheld, with an eligible production in any given model year of no more than 5,000 engines. Small volume manufacturers of certain outboard & personal watercraft engines may exempt their engine families from PLT and in-use testing. They may also use surrogate data for certification, corporate average standards, multi-year averaging in AB&T, among others.

Under the small SI Phase 1 In-use Testing Program, EPA has provided flexibility to engine manufacturers with even larger production volumes. Manufacturers whose total U.S. projected annual production for any given model year is 75,000 engines or less may test a minimum of two engines. This provision, found at 90.113(b)(2), reduces the cost of the program for manufacturers with limited production. Manufacturers with larger production volumes calculate the minimum amount of engines they need to test by following the criteria found at Section 90.113(b)(1).

Further reductions in burden are achieved by allowing engine manufacturers with annual sales of less than 50,000 engines to obtain, with EPA approval, in-use engines from sources associated with itself or its equipment manufacturers. Other engine manufacturers must procure

engines from sources outside of their and their equipment manufacturers' control. There are also reductions in testing burden for small volume engine families and manufacturers under the large SI rule. Please refer to section 6(d)(4) for more details.

The provisions of part 1068 also provide flexibilities for engine and equipment manufacturers who find themselves in a difficult situation at the start of a new set of regulations. Section 1068.245, 1068.250 and 1068.255 provide additional time for manufacturers to comply with regulations if they meet a number of criteria.

Under the other programs included in this ICR, the information being requested is considered to be the minimum needed to effectively maintain the programs' integrity and comply with the requirements of the Clean Air Act. Further measures to simplify reporting requirements for small businesses do not appear prudent or necessary.

#### 5(d) Collection Schedule

Collection frequency is largely determined by the manufacturer's marketing and product plans. Information must be submitted for each 'model year' that a manufacturer intends to build (or import) an engine model. A certificate of conformity must be obtained before the start of production (or importation). Taking these two considerations into account, manufacturers normally submit information on an annual basis and submit their applications at their earliest convenience.

Running change and correction applications are submitted by manufacturers as the need occurs. PLT reports are submitted quarterly. SEA reports are submitted on occasion, after EPA has completed an audit. The in-use testing program requirements vary by industry.

### 6. Estimating the Burden and Cost of the Collection

#### 6(a) Estimating Respondent Burden

Burden estimates were taken from the previous ICRs and adjusted to reflect experience gained by EPA and comments from fewer than ten respondents consulted by EPA. These estimates are included in Tables 2 through 6 in the attached spreadsheets.

#### 6(b) Estimating Respondent Costs

##### (i) Estimating Labor Costs

To estimate labor costs, EPA used the Bureau of Labor Statistics' (BLS) National Industry-specific Occupational Wage Estimates (May 2011) for the Engine and Turbines Industry under Standard Industrial Classification (SIC) code 351 and increased by a factor of 2.1 to account for benefits and overhead. (see: [http://www.bls.gov/oes/current/naics4\\_333600.htm](http://www.bls.gov/oes/current/naics4_333600.htm)). A reference between the applicable SIC and NAICS codes used to update hourly rates for this ICR is available

on the BLS website at: <http://www.bls.gov/ppi/ppisicnaics14.htm>. Mean, hourly rates were used for this estimate and are listed below.

Table 7  
Labor Costs Estimates

Occupation	SOC Code Number	Mean Hourly Rate (BLS)	Rate Increased by Factor of 2.1
Mechanical Engineers	17-2141	\$37.98	\$79.76
Engineering Managers	11-9041	\$55.25	\$116.03
Lawyers	23-1011	\$77.82	\$163.42
Secretaries, Except Legal, Medical and Executive	43-6014	\$17.04	\$35.78
Mechanical Engineering Technicians	17-3027	\$23.17	\$48.66
Engine and Other Machine Assemblers	51-2031	\$17.04	\$35.78
Truck Drivers, Heavy and Tractor-Trailer	53-3032	\$18.06	\$37.93

(ii) Estimating Capital and Operations and Maintenance Costs

Capital costs (associated with building emission testing facilities) were incurred by manufacturers as the industries became regulated for the first time, in particular the small SI industry. In the large SI sector and the recreational vehicles sector, those respondents that control the vast majority of the market are companies which manufacture engines regulated under other programs (such as the small SI or marine SI regulations) and have already invested in developing their own test cells. Section 6(d)(1) provides more details. The small production volume of the other respondents makes it more economical for them to contract out their testing needs than to build expensive test cells. EPA does not expect any new engine manufacturers to build its own emission testing laboratories in the next three years. Other potential one-time capital costs are covered under the regulatory ICR. Therefore, capital costs are excluded from this ICR. Other emission testing expenses are included as operation and maintenance (O&M) costs as explained below.

O&M costs associated with this information collection include CDs, photocopying, postage shipping expenses, calls, maintenance of emission laboratories, and testing costs. CDs are used by manufacturers to submit their electronic applications and to keep records. Wherever possible, EPA obtained and used current costs. For others, EPA used the Consumer Price Index Inflation Calculator on the BLS website to determine the updated cost (available at

[http://www.bls.gov/data/inflation\\_calculator.htm](http://www.bls.gov/data/inflation_calculator.htm)), with the estimated value rounded to the nearest one hundred.

Engine manufacturers that have in-house testing facilities use them for all their certification and compliance testing needs as well as for research and development. The cost of maintaining these laboratories have been estimated at \$73,300 per year. This estimate (which appears under the certification program estimates) includes the cost of test fuels, calibration gases and equipment.

EPA has also accounted for the cost incurred by those manufacturers who hire an outside laboratory to conduct the necessary certification and compliance emission testing. The test costs used are based mainly on data received from testing laboratories and vary according to the type of engine. Certification and durability testing is a one-time expense per engine family since manufacturers can carry-over emissions data from one model year to the next, and has been annualized.

For calendar year 2012, engine manufacturers are required to pay a fee of \$563 for all SI engine certification and \$241 for component certification when submitting an application for a certificate of conformity. This fee is requested under the authority of the CAA Section 217. Additional information on how to pay a fee may be found at <http://www.epa.gov/otaq/guidance.htm#fee>. The fee is reduced when "the full fee exceeds 1.0 percent of the projected aggregate retail price of all vehicles or engines covered by that certificate." (69 FR 26226, Section F). The reduced fee must not exceed one percent of the aggregate retail price of the vehicles and engines covered by the certificate.

### (iii) Capital/Start Up Operations and Maintenance Costs

There are no capital or start up costs associated with the renewal of this ICR. See 6(b)(ii) for details.

### (iv) Annualizing capital costs

There are no capital costs associated with the renewal of this ICR. See 6(b)(ii) for details.

## 6(c) Estimating Agency Burden

The Gasoline Engine Compliance Center administers SI certification and compliance programs. This group currently counts with approximately 6 full-time employees in Ann Arbor, MI, and 5 Senior Environmental Employment (SEE) Program (for clerical support) dedicated to the activities covered by this ICR. Other EPA employees from Washington, DC and Ann Arbor also provide support for these activities, such as IT personnel, agency lawyers at the Office of General Counsel and the Office of Enforcement and Compliance Activities, work assignment/contract managers, upper management, etc. Contract support is also provided for database development/maintenance as well as compliance program report processing. Table 8 summarizes EPA's approximate overall burden associated with this ICR.

These costs are based on hourly wage rates that are effective as of January 2012 as obtained from the Office of Personnel Management (OPM) and adjusted by a factor of 1.6 to account for benefits and overhead. For purposes of estimating Agency labor costs, the labor rates for engineers, lawyers, and managers from the Detroit, MI area were used to reflect the fact that nearly all Agency labor costs for the NRSI programs will be incurred at OTAQ's Ann Arbor, MI location. These rates are available at [http://www.opm.gov/oca/12tables/pdf/det\\_h.pdf](http://www.opm.gov/oca/12tables/pdf/det_h.pdf). The rates for executives (SES-1) were also obtained from OPM at: <http://www.opm.gov/oca/12tables/html/ex.asp>.

Table 9  
Agency Labor Costs  
(Detroit Metro Area)

Occupation	Hourly Rate	Rates Increased by a Factor of 1.6
Engineer (GS-13/6)	\$49.72	\$79.55
Lawyers (GS-13/7)	\$51.14	\$81.82
Managers (GS-15)	\$59.24	\$94.78
SES-1	\$96.01	\$153.62

#### 6(d) Estimating the Respondent Universe and Total Burden and Costs

##### 6(d) (1) Certification Estimates— Table 2

Based on the number of emission certification applications received for model year 2012, there are 354 unique SI engine manufacturers and SI evaporative component manufacturers in the U.S. market today. Combined, they submitted 1,867 applications, 1,180 of which were carry-overs.

There are two ways SI engine manufacturers get their testing done. Some have their own in-house testing laboratories; others, usually smaller manufacturers, hire outside labs. EPA has estimated that 35 of the largest respondents to this collection own in-house labs where all testing takes place. Testing equipment is used for a variety of purposes other than to respond to this information collection, such as Research and Development, and foreign certification-related testing. The total cost of maintaining these laboratories related to SI engine certification and compliance has been estimated at \$73,300 per year. This estimate includes the cost of test fuels, calibration gases and equipment. The full amount was included in certification estimates.

Engine manufacturers need only to submit testing results the first time an engine family is certified, unless changes are made to the engine design that are expected to significantly affect emissions. That data is then used in subsequent years to certify the engine family. Some data may

even be used, if appropriate, to seek certification of more than one engine family in one or more industries. This “carry-over” of data significantly reduces the overall cost of engine family certification year after year. In fact, most engine families certified each year are “carry-over” families as described in Table 2.

#### 6(d)(2) Average, Banking and Trading – Table 3

Participation in the ABT Program is voluntary for most industries. Burden was estimated using the number of manufacturers who indicated participation in their certification applications.

#### 6(d)(3) Production-line Testing – Table 4

The number of tests manufacturers need to perform under the PLT program depends on several factors. However, per §90.706(b)(8), §1054.310(g), §1045.310(g), §1048.310(g)(1) and §1051.310(g)(1), the sample size need not exceed the lesser of: 1) 30 engines per engine family; or 2) one percent of the projected annual U.S. production for that engine family. Some engine families may be exempted from PLT based on low projected production, or special provisions for small volume manufacturers and/or small volume engine families. To calculate the number of PLT reports received, EPA used the actual number of reports received for model year 2011.

#### 6(d)(4) In-use Testing – Table 5

The in-use program requirements are different for different types of engines.

For example, Small SI Phase 2 manufacturers only need to test a minimum of three engines per engine family and can include up to 20 percent of their engine families in the program. Large SI manufacturers are required to conduct in-use testing. They need to test at least two engines if: 1) the manufacturer's total production is 2,000 or less; or 2) if the engine family in particular has a production volume of 500 engines or less (1068.410(c)(1)). For Marine SI, the In-use Testing Program requires EPA to order testing of up to 25 percent of each manufacturer's total number of certified engine families. EPA has accounted separately for the cost of incurred by those with in-house labs vs. those who contract out testing services.

#### 6(d)(4) Selective Enforcement Audits – Table 6

Regarding SEAs, EPA has not conducted small SI audits in recent years. However, EPA has accounted for two SEAs within the next three years.

6(e) Bottom Line Burden Hours and Cost Tables

(i) Respondent Tally

Table 7  
Total Estimated Respondent Burden and Cost Summary

Program	Number of Respond.	Number of Activities	Total Hours Per Year	Total Labor Cost Per Year	Total Annual Capital Costs	Total Annual O&M Costs	Total Costs
Certification	354	15	185,227	13,139,397	-	5,948,371	19,087,769
AB&T	50	5	17,450	220,260	-	8,900	229,160
PLT	179	11	55,395	3,808,034	-	2,597,794	6,405,828
In-use	40	12	7,103	443,515	-	1,028,952	1,472,467
SEAs	2	8	300	23,029	-	20,338	43,367
Totals:	354	51	265,475	\$17,634,235	-	\$9,604,355	\$27,238,590

(ii) The Agency Tally

Number of Respondents: 354

Number of Activities: 46

Total Hours Per Year: 21,632

Total Labor Cost: \$2,169,901

Total Annual Capital Costs: \$0

Total Annual O&M Costs: \$680,066

Total Costs: \$2,849,967

6(f) Change in Burden

There is a decrease of 98,711 hours (from 364,184 hours to 265,475 hours) in the total estimated burden in this collection from the burden currently identified in the OMB Inventory of Approved ICRs. This reduction is primarily due to a sharp decrease in the estimated number of respondents.

The burden identified in the Inventory is a combination of the burden previously identified for each of three collections consolidated into this ICR (ICRs 1695.09, 2251.03 and 1722.06 as explained in section 1(b) of this document). A review of all the programs included in all three ICRs

reflected that the number of respondents previously estimated was much higher than current estimates, thus lowering the overall burden for this ICR. Table 8 below summarizes the total number of respondents per ICR.

**Table 8**  
**Number of Respondents per ICR**

Information Collection (IC)	Estimated Number of Respondents per ICR
1695.09 Certification and Compliance for SI engines	241
2251.03 Certification of evaporative components for land-based applications	611
1722.05 Certification of marine SI engines and evaporative components for marine applications	381
<b>Total:</b>	<b>1,233</b>
1695.10 Certification and Compliance for All SI engines and evaporative components	354
<b>Difference:</b>	<b>-879</b>

A closer look at the programs covered by this ICR shows that the main difference lies in estimated number of evaporative component respondents. ICR 2251.03, which covers evaporative certification and compliance for components intended for small, land-based SI applications, estimated that 611 respondents would certify that type of component. On the other hand, ICR 1722.06, which covers (among other programs) evaporative component certification and compliance for marine SI applications, estimated that 300 companies would certify marine components. However, the review performed for this ICR discovered that only 171 companies certified components for land-based and/or marine applications.

Other minor factors for the reduction in the overall burden are: (1) the fact that most applications for certification are now carry-overs, which require minimal time to prepare; and (2) more extensive use of web-based system where manufacturers can submit their responses, including applications for certification and compliance reports included in this ICR.

*Details of Change in Burden per IC:*

All the requirements in this ICR are summarized into IC #1 Certification and Compliance Requirements for Nonroad Spark-ignition Engines. The other four ICs reflected in the ROCIS

database were removed to avoid duplicity. Table 9 lists all four ICs and their contribution to the burden calculation.

**Table 9**  
**List of ICs for ICR 1695.10**

Information Collection (IC)	Requested # of Responses for ICR 1695.10	Previously Approved # of Responses	Difference	Requested Burden for ICR 1895.10	Previously Approved Burden	Difference
IC 1 - Certification & Compliance (all SI industries)	3,217	2,667	550	265,475	293,526	-28,051
IC 2 - Removed (Marine SI Certification and AB&T)	0	190	-190	0	14,906	-14,906
IC 3 - Removed (Marine SI PLT)	0	152	-152	0	5,840	-5,840
IC 4 - Removed (Marine SI In-use Testing)	0	88	-88	0	39894	-39,894
IC 5 - Removed (Hose/Tank/Vessel Certification)	0	343	-343	0	10020	-10,020
<b>Total Burden</b>	<b>3,217</b>	<b>3,440</b>	<b>-223</b>	<b>265,475</b>	<b>364,186</b>	<b>-98,711</b>

#### 6(g) Burden Statement

The annual public reporting and recordkeeping burden for this collection is estimated to average 83 hours per response. 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; 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. 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.

To comment on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including the use of automated collection techniques, EPA has established a public docket for this ICR under Docket ID Number EPA-HQ-OAR-2004-0060, which is available for online viewing at [www.regulations.gov](http://www.regulations.gov), or in person viewing at the Air and Radiation Docket and Information Center in the EPA Docket Center (EPA/DC), EPA West, ), EPA West, Room 3334, 1301 Constitution Avenue, NW, Washington, D.C. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Reading Room is (202) 566-1744, and the telephone number for the Air and Radiation Docket and Information Center is (202) 566-1742. The electronic version of the public docket at [www.regulations.gov](http://www.regulations.gov) can be used to submit or view public comments, access the index listing of the contents of the public docket, and to access all documents in the public docket. When in the system, select "search," then key in the Docket ID Number identified above. Also, you can send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW, Washington, D.C. 20503, Attention: Desk Officer for EPA. Please include the EPA Docket ID Number EPA-HQ-OAR-2004-0060 and OMB Control Number 2060-0338 in any correspondence.