

**UPDATE OF UNITED STATES REGULATORY ACTIVITIES**

Transmitted by the Expert from the United States of America

**Proposed Amendments to Service Information Availability Rule**

The EPA Administrator signed a proposed rule in 2001, which would revise the requirements for providing service information to the automotive aftermarket. The key elements of the proposal would:

- \$ Make full-text emission-related service and training information available via the World Wide Web;
- \$ Provide equipment and tool companies with the information that allows them to develop equipment with vehicle reprogramming capabilities;
- \$ Make enhanced diagnostic information available to the aftermarket diagnostic tool manufacturers;
- \$ Make manufacturer-specific diagnostic tools available for sale to interested parties; and
- \$ Require service information be made available for heavy-duty vehicles and engines up to 14,000 lbs. beginning in 2005.

A final rule is expected in May 2002.

**Proposed Regulation for Recreational Vehicles**

EPA also proposed new emission standards of NO<sub>x</sub>, HC, and CO from several groups of previously unregulated engines and vehicles including:

- \$ Large industrial spark ignition engines rated over 19 kW used in commercial and industrial applications, including forklifts, electric generators, airport baggage transport vehicles, and a variety of construction, farm and industrial equipment,
- \$ Spark ignition non-road engines used in off-highway motorcycles, all-terrain-vehicles, and snowmobiles
- \$ Diesel marine engines rated at or above 37 kW used in recreational boats

This proposal did not include new standards for highway motorcycles, but EPA announced its intent to issue such a proposal and requested public comment.

**Non-road Engine Staff Paper**

In 1998, EPA adopted more stringent standards for non-road diesel engines. In that rulemaking, EPA indicated that in 2001, it would review the upcoming Tier 3 portion of those standards to assess whether or not the new standards were technologically feasible. This staff paper presents the results of the review, reaffirms the already published standards, and requests public comment. Because the Tier 3 regulations do not adequately address particulate emissions from these engines, the paper discusses EPA's plan to begin a separate rulemaking, which will incorporate transient testing and will address engines and fuel in a single, coordinated program.

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