

EPA Proposes to Retain 2004 Diesel HDE Standards and to Set New Emission Standards for Gasoline HDVs

EPA issued its long-awaited proposal covering the technological feasibility of the previously adopted diesel HDE 2004 standards and new standards for gasoline-powered HDVs. The proposed rule would:

1. Reaffirm that the 2004 MY NMHC+NO_x and PM standards (2.5 g/bhp-hr NO_x+NMHC and 0.1 g/bhp-hr PM) are technologically feasible and can be met with currently available diesel fuel;
2. Set new, more stringent standards for all heavy-duty Otto-cycle (e.g., gasoline-fueled) engines and vehicles which will result in an approximate 75 percent reduction in HC and NO_x emissions from this category of vehicles;
3. Require OBD systems for all heavy-duty vehicles and engines at or below 14,000 lbs. GVWR and revise the OBD requirements for diesel light-duty vehicles and trucks;
4. Implement additional certification test procedures and associated standards for heavy-duty engines and vehicles to address the issue of off-cycle emissions; and
5. Require heaviest models (8,500-10,000 lbs. GVWR) of gasoline- and diesel-fueled sport-utility vehicles and similar heavy-duty models used primarily for personal transportation to meet the Tier 2 program standards proposed by EPA earlier this year.

Table 1 shows the proposed standards for gasoline-powered heavy-duty engines and vehicles. The current NO_x standard for both diesel and gasoline vehicles is 4.0 g/bhp-hr. The current HC standard for diesel is 1.3 g/bhp-hr and for gasoline is 1.1g/bhp-hr.

**Table 1
Proposed NO_x and HC Standards for Gasoline Vehicles**

Gross Vehicle Weight (GVW)	NO_x (g/mi)	HC (g/mi)
8,500 - 10,000 pounds	0.9	0.28
10,001 - 14,000 pounds	1.0	0.33
14,001 pounds and above	1.0 g/bhp-hr (combined NO _x and HC)	

EPA says the significant environmental benefits of this program would come at an average projected long-term cost increase of less than \$400 per vehicle for heavy-duty diesel engines and less than \$300 per vehicle for heavy-duty gasoline vehicles and engines.

EPA in the proposal announced that it plans to propose second-stage standards late this year or early next year to again significantly reduce pollution from heavy-duty trucks. The Agency suggested that the more stringent standards could take effect as early as 2007 and could call for a reduction of NO_x emissions of between 75 and 90 percent and particulate matter reductions of 80 to 90 percent over the 2004 HDE standards.

As part of this second stage initiative, EPA plans to propose a reduction of the sulfur content of highway diesel fuel by approximately 90 percent from its current level of 500 ppm.

There will be a public hearing regarding the proposal on November 2, 1999 in Philadelphia, PA, at the Top of the Tower, 1717 Arch Street, 51st floor. MECA will be providing oral testimony and submitting written comments. For more information, go to EPA's Office of Mobile Sources' web site at www.epa.gov/oms/hd-hwy.htm.

[October 11, 1999]