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III. Regulatory Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has considered the potential impacts of this request for comments under Executive Order 12866 and the Department of Transportation’s regulatory policies and procedures. This document has been determined to be nonsignificant under the Department’s regulatory policies and procedures.

This document seeks information regarding future manufacturer product plans, capabilities and costs in order to assess potential changes to the agency’s regulations relating to Corporate Average Fuel Economy, including potential changes to vehicle classification and to the fuel economy standards applicable to those vehicles. The agency could take a variety of regulatory actions regarding these issues. Further, this agency has not identified any regulatory actions sufficiently likely to warrant calculation of possible benefits and costs. If NHTSA were to initiate rulemaking and develop a rulemaking proposal, the agency would calculate the costs and benefits

associated with the specific proposal and place its analysis in the docket for that proposal. The agency would also conduct the various other rulemaking analyses required by applicable statutes and Executive Orders.

NHTSA will reassess this rulemaking in relation to the Executive Order, the DOT Regulatory Policies and Procedures, the Unfunded Mandates Reform Act of 1995 and other requirements for analyzing rulemaking impacts if, after using the information received in response to this request for comments, the agency decides to issue a proposal to amend its current regulations.

Authority: 15 U.S.C. 2002; delegation of authority at 49 CFR 1.50.

Issued on: December 22, 2003.

Stephen R. Kratzke,

Associate Administrator For Rulemaking.

Appendix

I. Definitions

As used in this appendix—

1. “Automobile,” “fuel economy,” “manufacturer,” and “model year,” have the meaning given them in Section 32901 of Chapter 329 of Title 49 of the United States Code, 49 U.S.C. 32901.

2. “Cargo-carrying volume,” “gross vehicle weight rating” (GVWR), and “passenger-carrying volume” are used as defined in 49 CFR 523.2.

3. “Basic engine” has the meaning given in 40 CFR 600.002–85(a)(21). When identifying a basic engine, respondent should provide the following information:

(i) Engine displacement (in liters). If the engine has variable displacement (*i.e.*, cylinder deactivation) the respondent should provide both the minimum and maximum engine displacement.

(ii) Number of cylinders or rotors.

(iii) Number of valves per cylinder.

(iv) Cylinder configuration (V, in-line, etc.).

(v) Other engine characteristics, abbreviated as follows:

DI—Direct Injection

ID—Indirect Injection

MPFI—Multipoint Fuel Injection S.I.

PFI—Port Fuel Injection

SEFI—Sequential Electronic Fuel Injection

TBI—Throttle Body Fuel Injection

T—Turbocharged

S—Supercharged

FFS—Feedback Fuel System

2C—Two-stroke engines

OHV—Overhead valve

SOHC—Single overhead camshaft

DOHC—Dual overhead camshaft

VVT—Variable valve timing

VVLT—Variable valve lift and timing

CYDA—Cylinder deactivation

IVT—Intake valve throttling

CVA—Camless valve actuation

VCR—Variable compression ratio

LBFB—lean burn-fast burn combustion

4. “Domestically manufactured” is used as defined in Section 32904(b)(2) of Chapter 329, 49 U.S.C. 32904(b)(2).

5. “Passenger car” means an automobile of the type described in 49 CFR Part 523.3 and 523.4.

6. A “model” of passenger car is a line, such as the Chevrolet Impala, Ford Taurus, Honda Accord, etc., which exists within a manufacturer’s fleet.

7. “Model Type” is used as defined in 40 CFR 600.002–85(a)(19).

8. “Percent fuel economy improvements” means that percentage which corresponds to the amount by which respondent could improve the fuel economy of vehicles in a given model or class through the application of a specified technology, averaged over all vehicles of that model or in that class which feasibly could use the technology. Projections of percent fuel economy improvement should be based on the assumption of maximum efforts by respondent to achieve the highest possible fuel economy increase through the application of the technology. The baseline for determination of percent fuel economy improvement is the level of technology and vehicle performance with respect to acceleration and gradeability for respondent’s 2003 model year passenger cars in the equivalent class.

9. “Percent production implementation rate” means that percentage which corresponds to the maximum number of passenger cars of a specified class, which could feasibly employ a given type of technology if respondent made maximum efforts to apply the technology by a specified model year.

10. “Production percentage” means the percent of respondent’s passenger cars of a specified model projected to be manufactured in a specified model year.

11. “Project” or “projection” refers to the best estimates made by respondent, whether or not based on less than certain information.

12. “Redesign” means any change, or combination of changes, to a vehicle that would change its weight by 50 pounds or more or change its frontal area or aerodynamic drag coefficient by 2 percent or more.

13. “Relating to” means constituting, defining, containing, explaining, embodying, reflecting, identifying, stating, referring to, dealing with, or in any way pertaining to.

14. “Respondent” means each manufacturer (including all its divisions) providing answers to the questions set forth in this appendix, and its officers, employees, agents or servants.

15. “Test Weight” is used as defined in 40 CFR 86.082–2.

16. “Transmission class” is used as defined in 40 CFR 600.002–85(a)(22). When identifying a transmission class, respondent also must indicate whether the type of transmission, and whether it is equipped with a lockup torque converter (LUTC), a split torque converter (STC), and/or a wide gear ratio range (WR) and specify the number of forward gears or whether the transmissions a continuously variable design (CVT). If the transmission is of a hybrid type, that should also be indicated.

17. “Truckline” means the name assigned by the Environmental Protection Agency to a