

Corrections

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This section of the FEDERAL REGISTER contains editorial corrections of previously published Presidential, Rule, Proposed Rule, and Notice documents. These corrections are prepared by the Office of the Federal Register. Agency prepared corrections are issued as signed documents and appear in the appropriate document categories elsewhere in the issue.

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

Reduction of Charges for Certain Cotton Textile Products Produced or Manufactured in the Republic of Turkey

November 16, 2001.

Correction

In notice document 01-29109 appearing on page 58123 in the issue of Tuesday, November 20, 2001, make the following corrections:

(1) On page 58123, beginning in the first column, the last paragraph, the **Authority** citation, should have appeared as follows;

“**Authority:** Section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854); Executive Order 11651 of March 3, 1972, as amended.”

(2) On the same page, in the third column, the first paragraph should have appeared as follows;

“The Committee for the Implementation of Textile Agreements has determined that this action falls within the foreign affairs exception of the rulemaking provisions of 5 U.S.C. 553(a)(1).”

[FR Doc. C1-29109 Filed 11-28-01; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 92

Control of Air Pollution From Locomotives and Locomotive Engines; Republication

CFR Correction

Editorial Note: On Monday, November 26, 2001, this rule document FR Doc. 01-55530 appeared on 66 FR 58953-58964. Due to additional text being inadvertently added, it is being reprinted in its entirety.

In Title 40 of the Code of Federal Regulations, Parts 87 to 99, revised as of July 1, 2001, part 92 is corrected in § 92.120 by revising equations (1) and (2) in paragraph (c)(2)(v), in § 92.121 by revising paragraphs (b)(2)(vi), (b)(2)(ix), (b)(2)(xi)(A), and (b)(4)(iv), and by revising § 92.132 to read as follows:

§ 92.120 NDIR analyzer calibration and checks.

* * * * *

(c) * * *

(2) * * *

(v) * * *

$$y = Ax^4 + Bx^3 + Cx^2 + Dx + E \quad (1)$$

$$y = x/(Ax^4 + Bx^3 + Cx^2 + Dx + E) \quad (2)$$

where:

y = concentration.
x = chart deflection.

* * * * *

§ 92.121 Oxides of nitrogen analyzer calibration and check.

* * * * *

(b) * * *

(2) * * *

(vi) Turn on the NO_x generator O₂ (or air) supply and adjust the O₂ (or air) flow rate so that the NO indicated by the analyzer is about 10 percent less than indicated in step in paragraph (b)(2)(v) of this section. Record the concentration of NO in this NO + O₂ mixture.

* * * * *

(ix) Switch off the NO_x generation, but maintain gas flow through the system. The oxides of nitrogen analyzer

will indicate the total NO_x in the NO + O₂ mixture. Record this value.

* * * * *

(xi) * * *

$$(A) \text{ Percent Efficiency} = (1 + (a - b)/(c - d))(100)$$

where:

a=concentration obtained in paragraph (b)(2)(viii) of this section.

b=concentration obtained in paragraph (b)(2)(ix) of this section.

c=concentration obtained in paragraph (b)(2)(vi) of this section.

d=concentration obtained in paragraph (b)(2)(vii) of this section.

* * * * *

(4) * * *

(iv) Calculate the concentration of the converter checking gas using the results from step in paragraph (b)(4)(iii) of this section and the converter efficiency from paragraph (b)(2) of this section as follows:

$$\text{Concentration} = ((X - Y)(100)) / (\text{Efficiency} + Y)$$

* * * * *

§ 92.132 Calculations.

(a) *Duty-cycle emissions.* This section describes the calculation of duty-cycle emissions, in terms of grams per brake horsepower hour (g/bhp-hr). The calculation involves the weighted summing of the product of the throttle notch mass emission rates and dividing by the weighted sum of the brake horsepower. The final reported duty-cycle emission test results are calculated as follows:

$$(1)(i) E_{idc} = (\sum(M_{ij})(F_j)) / (\sum(BHP_j)(F_j))$$

Where:

E_{idc}=Duty-cycle weighted, brake-specific mass emission rate of pollutant i (i.e., HC, CO, NO_x or PM and, if appropriate, THCE or NMHC) in grams per brake horsepower-hour;

M_{ij}=the mass emission rate pollutant i for mode j;

F_j=the applicable weighting factor listed in Table B132-1 for mode j;

BHP_j=the measured brake horsepower for mode j.

(ii) Table B132-1 follows:

TABLE B132-1—WEIGHTING FACTORS FOR CALCULATING EMISSION RATES

Throttle notch setting	Test mode	Locomotive not equipped with multiple idle notches		Locomotive equipped with multiple idle notches	
		Line-haul	Switch	Line-haul	Switch
Low Idle	1a	NA	NA	0.190	0.299