

Subpart G—Hearings**§ 1068.601 What are the procedures for hearings?**

If we agree to hold a hearing related to our decision to order a recall under § 1068.505, we will hold the hearing according to the provisions of 40 CFR 85.1807. For any other issues, you may request an informal hearing, as described in 40 CFR 86.1853-01.

APPENDIX I TO PART 1068—EMISSION-RELATED COMPONENTS

This appendix specifies emission-related components that we refer to for describing such things as emission-related warranty or requirements related to rebuilding engines.

- I. Emission-related components include any engine parts related to the following systems:
 1. Air-induction system.
 2. Fuel system.
 3. Ignition system.
 4. Exhaust gas recirculation systems.
- II. The following parts are also considered emission-related components:
 1. Aftertreatment devices.
 2. Crankcase ventilation valves.
 3. Sensors.
 4. Electronic control units.
- III. Emission-related components also include any other part whose only purpose is to reduce emissions or whose failure will increase emissions without significantly degrading engine performance.

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APPENDIX II TO PART 1068—EMISSION-RELATED PARAMETERS AND SPECIFICATIONS

This appendix specifies emission-related parameters and specifications that we refer to for describing such things as emission-related defects or requirements related to rebuilding engines.

- I. Basic Engine Parameters—Reciprocating Engines.
 1. Compression ratio.
 2. Type of air aspiration (natural, Roots-blown, supercharged, turbocharged).
 3. Valves (intake and exhaust).
 - a. Head diameter dimension.
 - b. Valve lifter or actuator type and valve lash dimension.
 4. Camshaft timing.
 - a. Valve opening—intake exhaust (degrees from top-dead center or bottom-dead center).
 - b. Valve closing—intake exhaust (degrees from top-dead center or bottom-dead center).

- c. Valve overlap (degrees).
 5. Ports—two stroke engines (intake and/or exhaust).
 - a. Flow area.
 - b. Opening timing (degrees from top-dead center or bottom-dead center).
 - c. Closing timing (degrees from top-dead center or bottom-dead center).
- II. Intake Air System.
 1. Roots blower/supercharger/turbocharger calibration.
 2. Charge air cooling.
 - a. Type (air-to-air; air-to-liquid).
 - b. Type of liquid cooling (engine coolant, dedicated cooling system).
 - c. Performance.
 3. Temperature control system calibration.
 4. Maximum allowable inlet air restriction.
- III. Fuel System.
 1. General.
 - a. Engine idle speed.
 - b. Engine idle mixture.
 2. Carburetion.
 - a. Air-fuel flow calibration.
 - b. Idle mixture.
 - c. Transient enrichment system calibration.
 - d. Starting enrichment system calibration.
 - e. Altitude compensation system calibration.
 - f. Hot idle compensation system calibration.
 3. Fuel injection for spark-ignition engines.
 - a. Control parameters and calibrations.
 - b. Idle mixture.
 - c. Fuel shutoff system calibration.
 - d. Starting enrichment system calibration.
 - e. Transient enrichment system calibration.
 - f. Air-fuel flow calibration.
 - g. Altitude compensation system calibration.
 - h. Operating pressure(s).
 - i. Injector timing calibration.
 4. Fuel injection for compression-ignition engines.
 - a. Control parameters and calibrations.
 - b. Transient enrichment system calibration.
 - c. Air-fuel flow calibration.
 - d. Altitude compensation system calibration.
 - e. Operating pressure(s).
 - f. Injector timing calibration.
- IV. Ignition System for Spark-ignition Engines.
 1. Control parameters and calibration.
 2. Initial timing setting.
 3. Dwell setting.
 4. Altitude compensation system calibration.
 5. Spark plug voltage.
- V. Engine Cooling System—thermostat calibration.
- VI. Exhaust System—maximum allowable back pressure.