by the certifying party within 30 days of receipt of a written request from EPA for such records.

(a) *Fuel injector deposit control testing.* (1) The required test fuel must produce no more than 5% flow restriction in any one injector when tested in accordance with ASTM D 5598–94, ''Standard Test Method for Evaluating Unleaded Automotive Spark-Ignition Engine Fuel for Electronic Port Fuel Injector Fouling,'' 1994, which is incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.* Copies of this material may be obtained from ASTM, 1916 Race St., Philadelphia, PA 19103.

(2) At the option of the certifier, fuel injector flow may be measured at intervals during the 10,000 mile test cycle described in ASTM D 5598–94, in addition to the flow measurements required at the completion of the test cycle, but not more than every 1,000 miles.

(b) *Intake valve deposit control testing.* The required test fuel must produce the accumulation of less than 100 mg of intake valve deposits on average when tested in accordance with ASTM D 5500–94, ''Standard Test Method for Vehicle Evaluation of Unleaded Automotive Spark-Ignition Engine Fuel for Intake Valve Deposit Formation,'' 1994, which is incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.* Copies of this material may be obtained from ASTM, 1916 Race St., Philadelphia, PA 19103.

(c) If conducted using test fuels meeting all relevant requirements of § 80.164, and completed prior to September 3, 1996, then the PFID and IVD control test procedures required for detergent certification in California (specified in section 2257 of Title 13, California Code of Regulations) will also be considered acceptable. California Air Resources Board, ''Test Method for Evaluating Port Fuel Injector (PFI) Deposits in Vehicle Engines'', March 1, 1991, and California Air Resources Board, ''BMW—10,000 Miles Intake Valve Test Procedure'', March 1, 1991, are incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.* Copies of this material may be obtained from the California Air Resource Board, Stationary Source Division, 2020 L Street, PO Box 2815, Sacramento, CA, 95814.

[61 FR 35371, July 5, 1996]

§ 80.166 Carburetor deposit control performance test and test fuel guidelines.

EPA will use the guidelines in this section to evaluate the adequacy of carburetor deposit control test data, used to support the minimum concentration recommended for detergents used in leaded gasoline pursuant to § 80.161(b)(1)(ii)(B).

(a) *Carburetor Deposit Control Test Procedure and Performance Standard Guidelines.* For demonstration of carburetor deposit control performance, any generally accepted vehicle, engine, or bench test procedure and associated performance standard for carburetor deposit control will be considered adequate. Port and throttle body fuel injector deposit control test data will also be considered to be adequate demonstration of an additive's ability to

control carburetor deposits. Examples of acceptable test procedures for demonstration of carburetor deposit control, in addition to the fuel injector test procedure listed in § 80.165(a), are contained in the following references:

(1) ''Test Method for Evaluating Port Fuel Injector (PFI) Deposits in Vehicle Engines'', March 1, 1991, Section 2257, Title 13, California Code of Regulations.

(2) ''A Vehicle Test Technique for Studying Port Fuel Injector Deposits—A Coordinating Research Council Program'', Robert Tupa et al., SAE Technical paper No. 890213, 1989.

(3) ''The Effects of Fuel Composition and Additives on Multiport Fuel Injector Deposits'', Jack Benson et al., SAE Technical Paper Series No. 861533, 1986.

(4) ''Injector Deposits—The Tip of Intake System Deposit Problems'', Brian Taneguchi, et al., SAE Technical Paper Series No. 861534, 1986.

(5) ''Fuel Injector, Intake Valve, and Carburetor Detergency Performance of Gasoline Additives'', C.H. Jewitt et al., SAE Technical Paper No. 872114, 1987.

(6) ''Carburetor Cleanliness Test Procedure, State-of-the-Art Summary, Report: 1973–1981'', Coordinating Research Council, CRC Report No. 529, Coordinating Research Council Inc. (CRC), 219 perimeter Center Parking, Atlanta, Georgia, 30346.

(b) *Carburetor Deposit Control Test Fuel Guidelines*. (1) The gasoline used in the tests described in paragraph (a) of this section must contain the detergent-active components of the subject detergent additive package in an amount which corresponds to the minimum recommended concentration recorded in the respective detergent registration, or less than this amount.

(2) The test fuel must not contain any detergent-active components other than those recorded in the subject detergent certification.

(3) The composition of the test fuel used in carburetor deposit control testing, conducted to support the claimed effectiveness of detergents used in leaded gasoline, should be reasonably typical of in-use gasoline in its tendency to form carburetor deposits (or more severe than typical in-use fuels) as defined by the olefin and sulfur content. A test fuel conforming to these compositional guidelines may be sampled directly from finished gasolines or may be blended to specification using typical refinery blend stocks. Test data using leaded fuels is preferred for this purpose, but data collected using unleaded fuels may also be acceptable provided that some correlation with additive performance in leaded fuels is available.

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§ 80.167 Confirmatory testing.

EPA may test a detergent to confirm that the required performance levels are met. Based on the findings of this confirmatory testing, a detergent certification may be denied or revoked under the provisions of § 80.161(e).

(a) Confirmatory testing conducted to evaluate the validity of detergent certifications under the national, PADD, or fuel-specific options will generally entail a single vehicle test using the procedures detailed in § 80.165. The test fuel(s) used in conducting confirmatory certification testing will contain the specified fuel parameters at or below the minimum levels specified in § 80.164, and will otherwise conform to the applicable certification test fuel specifications therein.

(b) Confirmatory certification testing conducted to evaluate the validity of CARB-based detergent certifications will use the subject detergent in test fuel(s) containing the relevant fuel parameters at levels no greater than the maximum levels for which the CARB certification was granted. The test procedures will be conducted pursuant to the procedures specified under section 2257 of Title 13, California Code of Regulations.

(c) Confirmatory testing conducted to evaluate the validity of registration and certification information specific to detergent use in leaded gasoline will use the subject detergent in a test fuel containing the test fuel parameters at levels no greater than those prescribed in § 80.164. EPA will make all reasonable efforts to use the same test procedure for confirmatory testing purposes as was used by the certifier in conducting deposit control performance testing.