compressor start-up conditions (when high flow is ideal), and then it can reduce to smaller openings with reduced mass flow in mid- or low-capacity conditions. The refrigerant exiting the crankcase is thus optimized across the range of operating conditions, reducing the overall energy consumption of the air conditioning system. EPA first approved credits for General Motors (GM) for the use of the Denso SAS compressor in 2015,[8] and has subsequently approved such credits for BMW, Ford, and Hyundai.[9]

The credits calculated for the Denso SAS compressor would be in addition to the credits of 1.7 grams/mile for variable-displacement A/C compressors already allowed under EPA regulations.[10] However, it is important to note that EPA regulations place a limit on the cumulative credits that can be claimed for improving the efficiency of A/C systems. The rationale for this limit is that the additional fuel consumption of A/C systems can never be reduced to zero, and the limits established by regulation reflect the maximum possible reduction in fuel consumption projected by EPA. These limits, or caps, on credits for A/C efficiency, must also be applied to A/C efficiency credits granted under the off-cycle credit approval process. In other words, cumulative A/C efficiency credits for an A/C system—from the A/C efficiency regulations and those granted via the off-cycle regulations—must comply with the stated limits.

FCA is requesting an off-cycle GHG credit of 1.1 grams CO_2 per mile for the Denso SAS compressor. FCA cited the bench test modeling analysis referenced in the original GM application, which demonstrated a benefit of 1.1 grams/mile. Like other manufacturers, FCA also ran vehicle tests using the AC17 test. Eight tests were conducted on a 2014 Dodge Charger, resulting in a calculated benefit of 3.16 grams/mile, thus substantiating the bench test results. Based on these results, FCA is requesting a credit of 1.1 grams/mile for all FCA vehicles equipped with the Denso SAS compressor with variable crankcase suction valve technology, starting with 2019 model year vehicles. Details of the testing and analysis can be found in the manufacturer's application.

B. Toyota Motor North America

Toyota Motor North America (Toyota) is requesting GHG credits for alternators with improved efficiency relative to a baseline alternator. This request is for the 2017 and later model years. Automotive alternators convert mechanical energy from a combustion engine into electrical energy that can be used to power a vehicle's electrical systems. Alternators inherently place a load on the engine, which results in increased fuel consumption and CO_2 emissions. High efficiency alternators use new technologies to reduce the overall load on the engine yet continue to meet the electrical demands of the vehicle systems, resulting in lower fuel consumption and lower CO_2 emissions. Some comments on EPA's proposed rule for GHG standards for the 2016–2025 model years suggested that EPA provide a credit for high-efficiency alternators on the pre-defined list in the regulations. While EPA agreed that high-efficiency alternators can reduce electrical load and reduce fuel consumption, and that these impacts are not seen on the emission test procedures because accessories that use electricity are turned off, EPA noted the difficulty in defining a one-size-fits-all credit due to lack of data.[11] Toyota proposes a methodology that would scale credits based on the efficiency of the alternator; alternators with efficiency (as measured using an accepted industry standard procedure) above a specified baseline value could get credits of 0.1 to 2.0 grams/mile depending on the overall improvement in alternator efficiency. This methodology is similar to that proposed by Ford and published for comment in June of 2017.[12] Details of the testing and analysis can be found in the manufacturer's application.

III. EPA Decision Process

EPA has reviewed the applications for completeness and is now making the applications available for public review and comment as required by the regulations. The off-cycle credit applications submitted by the manufacturers (with confidential business information redacted) have been placed in the public docket (see **ADDRESSES** section above) and on EPA's website at *https://www.epa.gov/vehicle-and-engine-certification/compliance-information-light-duty-greenhouse-gas-ghg-standards.*

EPA is providing a 30-day comment period on the applications for off-cycle credits described in this notice, as specified by the regulations. The manufacturers may submit a written rebuttal of comments for EPA's consideration, or may revise an application in response to comments. After reviewing any public comments and any rebuttal of comments submitted by manufacturers, EPA will make a final decision regarding the credit requests. EPA will make its decision available to the public by placing a decision document (or multiple decision documents) in the docket and on EPA's website at the same manufacturer-specific pages shown above. While the broad methodologies used by these manufacturers could potentially be used for other vehicles and by other manufacturers, the vehicle specific data needed to demonstrate the off-cycle emissions reductions would likely be different. In such cases, a new application would be required, including an opportunity for public comment.

Dated: March 23, 2018.

Byron Bunker,

Director, Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation.

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[8] "EPA Decision Document: Off-cycle Credits for Fiat Chrysler Automobiles, Ford Motor Company, and General Motors Corporation." Compliance Division, Office of Transportation and Air Quality, U.S. Environmental Protection Agency. EPA–420–R–15–014, September 2015.

[9] EPA Decision Document: Off-cycle Credits for BMW Group, Ford Motor Company, and Hyundai Motor Company." Compliance Division, Office of Transportation and Air Quality, U.S. Environmental Protection Agency. EPA–420–R–17–010, December 2017.

[10] See 40 CFR 86.1868–12.

[11] See 77 FR 62730, October 15, 2012.

[12] See 82 FR 27819, June 19, 2017.

ENVIRONMENTAL PROTECTION AGENCY

[EPA–R07–RCRA–2018–0083; FRL–9976–47–Region 7]

Notice of Proposed Settlement Agreement and Order on Consent for Removal Action by Bona Fide Prospective Purchaser

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice; request for public comment.

SUMMARY: The Environmental Protection Agency (EPA) is hereby giving notice of a proposed bona fide prospective purchaser settlement agreement, embodied in an Order on Consent, with Sensient Colors LLC. This agreement pertains to the former Homer A. Doerr & Sons Plating Company property located in St. Louis, Missouri.

DATES: Comments must be received on or before May 10, 2018.

ADDRESSES: The proposed settlement agreement is available for public inspection at EPA Region 7's office at 11201 Renner Boulevard, Lenexa, Kansas 66219. A copy of the proposed

EPA-R5-2019-004886_0004061

agreement may also be obtained from Mary Goetz, EPA Region 7, 11201 Renner Boulevard, Lenexa, Kansas 66219, telephone number (913) 551–7754. Comments should reference the Homer A. Doerr & Sons Plating Company Superfund Site, 2408 North Leffingwell Avenue, St. Louis, Missouri 63106. Comments should be addressed to Ms. Goetz at the above address or electronically to *goetz.mary@epa.gov.*

FOR FURTHER INFORMATION CONTACT: Alex Chen, Senior Counsel, Office of Regional Counsel, Environmental Protection Agency Region 7, 11201 Renner Boulevard, Lenexa, Kansas 66219, at (913) 551–7962, or by email at *chen.alex@epa.gov.*

SUPPLEMENTARY INFORMATION: Notice is hereby given by the U.S. Environmental Protection Agency (EPA), Region 7, of a proposed bona fide prospective purchaser settlement agreement, embodied in an Order on Consent, with Sensient Colors LLC. This agreement pertains to the former Homer A. Doerr & Sons Plating Company property located at 2408 North Leffingwell Avenue, St. Louis, Missouri. Sensient Colors LLC agrees to perform a removal action at this property, purchase the property and return the site to green space. This project will result in an abandoned contaminated building and site being restored to beneficial use.

The settlement includes a covenant by EPA not to sue or take administrative action against Sensient Colors, pursuant to Sections 106 and 107(a) of CERCLA and Section 3008 of the Solid Waste Disposal Act, commonly referred to as the Resource Conservation and Recovery Act, as amended by the Hazardous and Solid Waste Amendments, for Existing Contamination, as that term is defined in the settlement agreement. For thirty (30) days following the date of publication of this notice, EPA will receive written comments relating to the settlement. EPA will consider all comments received and may modify or withdraw its consent to the settlement agreement if comments received disclose facts or considerations that indicate that the proposed settlement is inappropriate, improper, or inadequate. EPA's response to any comments received will be available for public inspection at EPA Region 7, 11201 Renner Boulevard, Lenexa, Kansas 66219.

Dated: March 29, 2018.

Robert W. Jackson,

Acting Director, Superfund Division, Region 7.

Dated: March 29, 2018.

John J. Smith,

Acting Director, Air & Waste Management Division, Region 7.

[FR Doc. 2018–07360 Filed 4–9–18; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9976–53-Region 5]

Proposed CERCLA Cost Recovery Settlement for Central Transport, Inc. Superfund Site, Romulus, Wayne County, Michigan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of availability; request for public comment.

SUMMARY: In accordance with the Comprehensive Environmental Response, Compensation and Liability Act, as amended (CERCLA), notice is given by the Environmental Protection Agency (EPA) Region 5 of a proposed administrative settlement under CERCLA regarding the Central Transport, Inc. Superfund Site (Site) in Romulus, Wayne County, Michigan. Subject to review and comment by the public pursuant to this notice, this settlement resolves a claim by EPA, for recovery of response costs from three related parties who have executed a binding certification of their consent to the settlement, as listed in the **SUPPLEMENTARY INFORMATION** Section. For thirty (30) days following the date of publication of this notice, EPA will receive written comments relating to the settlement. EPA will consider all comments received and may modify or withdraw its consent to the settlement if comments received disclose facts or considerations that indicate that the settlement is inappropriate, improper, or inadequate.

DATES: Comments must be submitted on or before May 10, 2018.

ADDRESSES: The proposed settlement is available for public inspection at EPA, Region 5, 7th Floor File Room, 77 West Jackson Boulevard, Chicago, Illinois, 60604. You can also obtain a copy of the proposed settlement from Associate Regional Counsel, Cynthia N. Kawakami at (312)886–0564; *kawakami.cynthia@epa.gov;* or EPA, Office of Regional Counsel, Region 5, 77 West Jackson Boulevard (C–14J), Chicago, Illinois, 60604–3590. All comments on the proposed settlement must be in writing and sent to Ms. Kawakami at her electronic mail address or standard mail address as provided above. All comments should reference the Central Transport, Inc. Site, Romulus, Wayne County, Michigan.

FOR FURTHER INFORMATION CONTACT: Associate Regional Counsel, Cynthia N. Kawakami, EPA, Region 5, 77 West Jackson Boulevard (C–14J), Chicago, Illinois, 60604–3590, (312)886–0564, or via email at *kawakami.cynthia@epa.gov.*

SUPPLEMENTARY INFORMATION: Notice is given of a proposed administrative settlement under CERCLA regarding the Central Transport, Inc. Superfund Site (Site) in Romulus, Wayne County, Michigan. Subject to review and comment by the public pursuant to this Notice, this settlement resolves a claim under Sections 106, 107(a) and 122 of CERCLA, by EPA, for recovery of response costs from three related parties who have executed a binding certification of their consent to the settlement, as follows. The settlement requires the settling parties to pay a total of $27,000 to the EPA Hazardous Substance Superfund and includes EPA's covenant not to sue the settling parties pursuant to Section 107(a) of CERCLA. For thirty (30) days following the date of publication of this notice, EPA will receive written comments relating to the settlement. EPA will consider all comments received and may modify or withdraw its consent to the settlement if comments received disclose facts or considerations that indicate that the settlement is inappropriate, improper, or inadequate.

Dennis Schreibeis, General Counsel, Crown Enterprises, Inc. has executed a binding certification of the settling parties' consent to participate in the settlement.

Dated: March 27, 2018.

Robert A. Kaplan,

Acting Director, Superfund Division, Region 5.

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