WELCOME!

UMA Online
TOWN HALL

The Motorcoach Minute

Brought to you by Prevost

https://www.youtube.com/watch?v=V-vMDdS-8r4

Today's Agenda

AGENDA

Online TOWN HALL

1—Welcome & Intros, Motorcoach Minute

- Scott Michael
- The *Motorcoach Minute - A* preview of *Bus & Motorcoach News'* top stories, brought to you by Prevost

2—Legislative & Regulatory Report

- Ken Presley & Becky Weber - EPA Derate status, proposed FMCSA speed limiters & more

3—Guests:

- **EPA's Amy Kopin** will discuss issues including Derate, as a follow up to last week's Town Hall, and pending rulemaking
- **Jay Pearson, Century Business Solutions -** "EBizCharge" - What's new in eCommerce

4—Overdrive

- Time to visit with friends: *Tips, Trends & Tons of Inspiration*

Legislative Update


LEGISLATION


UMA
United Motorcoach Association

S. 4008 - Small Business COVID Relief Act of 2022

H.R. 3807- Relief for Restaurants and Other Hard Hit Small Business Act of 2022*

H.R. 7477 - CERTS Tax Exemption Act

H.R. 7517 - Guaranteeing Overtime for Truckers Act

*Passed House April 7. 229 Cosponsors.

United Motorcoach Association

S.4008 - Small Business COVID Relief Act of 2022

69 advocates
138 messages sent

When passed, S.4008 includes $2 Billion CERTS refill!

Advocates | ICITO, A.J., Scott, Robert, Cindy, Amy, Tommie, Robert, Andrew, Ronald, David, Kent, Jill, Tom, Tom, Debra, Hank, Timothy, Henry, Jimmie, Bill, Hoss, Jc

United Motorcoach Association

Ask your U.S. Senators to support S.4008!

Senators Cardin and Wicker have introduced S.4008, Small Business COVID Relief Act of 2022.

The bill targets deperately needed relief funds to those industries disproportinately affected by the COVID-19 pandemic including a $2 Billion CERTS refill.

Write your U.S. Senators today seeking their support and sponsorship of the bill!

Send an email to you U.S. Senators with one click!

Title * ▼

Full Name *

Address *

Zip * city and state not required

Phone *

Email *

Send Email

Senators Cardin and Wicker have introduced S.4008, Small Business COVID Relief Act of 2022.

The bill targets desperately needed relief funds to those industries disproportionately affected by the COVID-19 pandemic.

- [x] Send me emails about this campaign
- [x] Send me text messages about this campaign

https://p2a.co/az1wz2g

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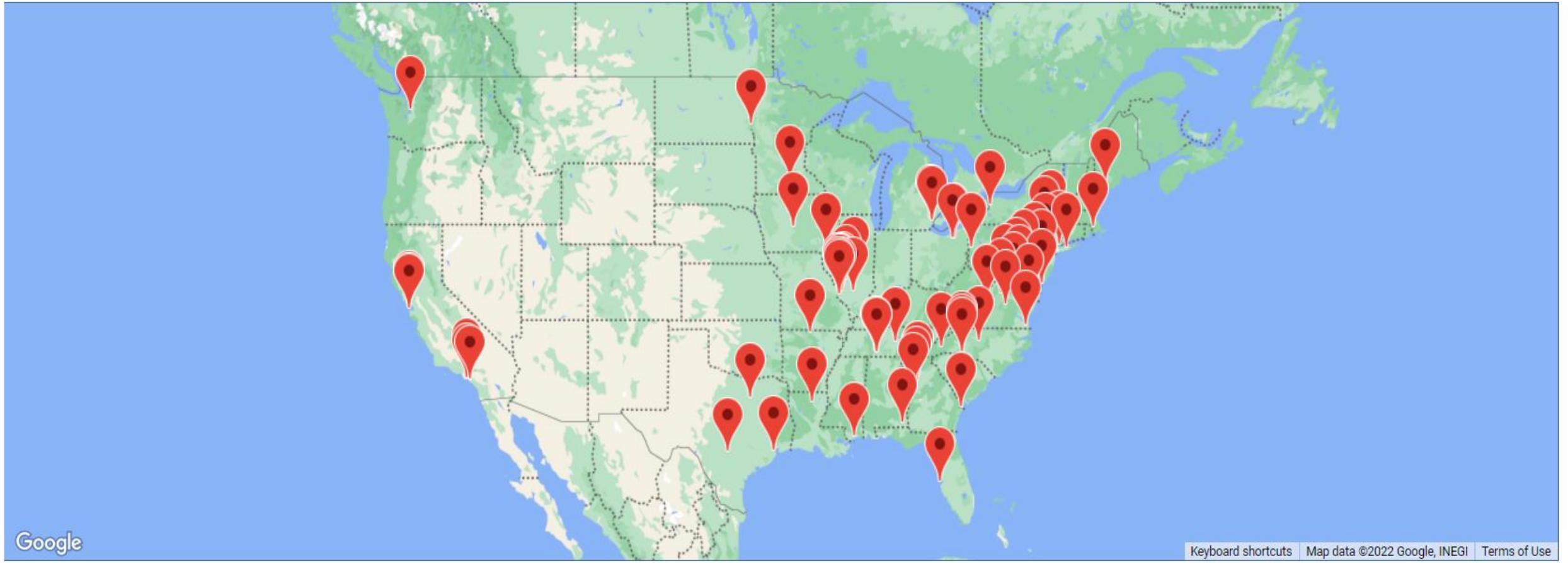

Advocates | jit, Santokh, Maneet, Rachel, John, Mark, David, Kyle, Emil, David, Karen, Greg, Dennis, Jo, Darlene, Roddy, Glenn, David, Andy, Tom, Ken, Jeffery Eliza

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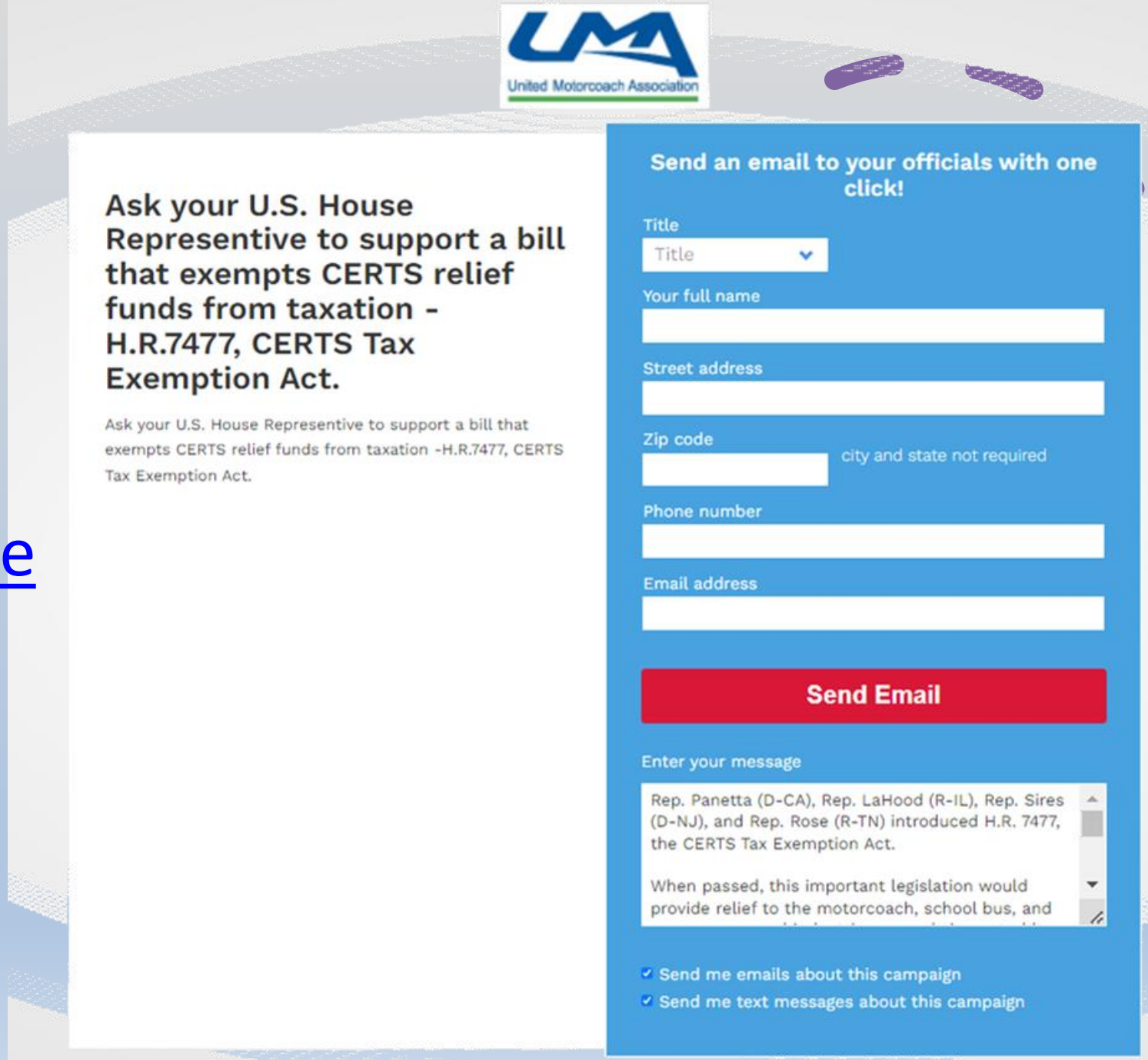


FMCSA
Federal Motor Carrier Safety Administration

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today issued a notice of intent to move forward with a rulemaking to require the use of speed limiters for commercial motor vehicles (CMVs).

The notice of intent (NOI) provides a series of questions to gather information and data to assist FMCSA in drafting a Supplemental Notice of Proposed Rulemaking (SNPRM) to follow up on a September 7, 2016, joint proposal issued by the National Highway Traffic Safety Administration and FMCSA. The SNPRM would propose requiring interstate motor carriers that currently operate CMVs with electronic engine control units (ECUs) to set a maximum speed to be determined through the rulemaking process. After reviewing the public comments to the notice of intent, the future SNPRM will present the proposed regulatory text, estimated costs, and safety benefits of using speed limiters.

The National Roadway Safety Strategy identified speed as a major factor in fatal crashes, and speed management as a primary tool to reduce serious injuries and fatalities. FMCSA envisions the rule as a commonsense approach to reducing crashes and saving lives as the agency continues to work with drivers and advocates for the CMV community towards a goal of zero lives lost on our nation's roadways.

FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. In 2019 alone, there were nearly 900 fatal crashes in areas with posted speed limits over 70 miles per hour.

Public responses will be accepted for 30 days once the NOI is published in the Federal Register. The NOI includes instructions on submitting responses to the rulemaking docket, at FMCSA-2022-0004.

Federal Motor Carrier Safety Administration
Office of Public Affairs | Newsroom | 1200 New Jersey Avenue, SE | Washington, DC 20590
Phone: 202.366.9999 | Email: FMCSA.Publicaffairs@dot.gov

https://www.fmcsa.dot.gov/regulations/docket-no-fmcsa-2022-0004-parts-and-accessories-necessary-safe-operations-speed

- The agencies estimate that limiting the speed of heavy vehicles to
- **60-mph would save 162 to 498 lives annually**, limiting the speed of heavy vehicles to
- **65-mph would save 63 to 214 lives annually**, and limiting the speed of heavy vehicles to
- **68-mph would save 27 to 96 lives annually**.
- Although we (FMCSA) believe that the 60-mph alternative would result in additional safety benefits, **we are not able to quantify the 60-mph alternative with the same confidence as the 65 mph and 68 mph alternatives**.

This document is scheduled to be published in the Federal Register on 05/04/2022 and available online at federalregister.gov/d/2022-09443, and on govinfo.gov

[4910-EX-P]

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA-2022-0004]

Parts and Accessories Necessary for Safe Operations; Speed Limiting Devices

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Advance Notice of Supplemental Proposed Rulemaking..

SUMMARY: FMCSA announces its intent to proceed with a speed limiter rulemaking by preparing a supplemental notice of proposed rulemaking (SNPRM) to follow up on the National Highway Traffic Safety Administration's (NHTSA) and FMCSA's jointly issued September 7, 2016 notice of proposed rulemaking (NPRM) on this subject. The SNPRM will propose that motor carriers operating commercial motor vehicles (CMVs) in interstate commerce with a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of 11,794 kilograms or more (26,001 pounds or more), whichever is greater, that are equipped with an electronic engine control unit (ECU) capable of governing the maximum speed be required to limit the CMV to a speed to be determined by the rulemaking and to maintain that ECU setting for the service life of the vehicle. With this notice of intent, FMCSA requests public comments and data regarding the

Testimony of Julie Anna Cirillo

Former Assistant Administrator and Chief Safety Officer for the Federal Motor Carrier Safety Administration

Before the Senate Highways and Transportation Committee

June 10, 2003

1. Nationally, since 1999 the number of truck related fatalities and the truck fatality rate has decreased even though the total number of fatalities has increased and the fatality rate has essentially stayed the same. In addition, between 70 and 90 percent of accidents involving commercial vehicles and passenger cars, the passenger car is cited as the cause of the accident.

2. You may hear claims that observed increases and/or decreases in accidents and/or fatalities are due to the existence of split or uniform speed limits. The attribution of any change in safety to any speed limit is very simplistic and generally without merit since the most important things affecting safety are traffic volume, access control, uniform design standards and uniform operating speeds. Claims or inferences that decreases in commercial vehicle accidents in any state is due to split speed limits also negates the impact of the very affective commercial vehicle safety programs in the states.

3. You may also hear that in states where there are split speed limits commercial vehicles are cited for exceeding the posted speed limit (usually 55 mph) by 10-15 mph. Commercial vehicle drivers are professionals. They know that operating with the flow of traffic is the safest operating speed. If the average speed of all vehicles on freeways is about 70 mph then commercial vehicles are behaving in a responsible and safe manner, although in violation of the law. In a study by the Transportation Research Board of the National Academy of Sciences found that commercial vehicles were much more likely to violate the speed limit in states where the speed limit was 65 mph.

4. Finally, it is essential to remember that most accidents occur on non-freeway facilities where split speed limits are not an issue.

In summary, traffic operating at or about the same speed, regardless of speed limit, is the safest traffic environment. Jurisdictions should do whatever they can to encourage this operating scenario and should never require the opposite.

EPA Guest - Amy Kopin

Kopin.Amy@epa.gov

Comments due by May 13.

Submit with examples online

EPA Efforts to Improve Serviceability of Heavy-Duty Vehicles and Engines

AMY KOPIN, ENVIRONMENTAL PROTECTION SPECIALIST, HEAVY-DUTY ONROAD AND NONROAD CENTER ASSESSMENT & STANDARDS DIVISION, EPA OFFICE OF TRANSPORTATION AND AIR QUALITY

SERVICEABILITY AND INDUCEMENT PROPOSAL BACKGROUND– MAY 5, 2022

Presentation Overview

Background:
Actions proposed and intended under EPA's Clean Trucks Plan

Proposed Serviceability Provisions:
Improved service-related information
Revised "inducements" approach
Onboard Diagnostic ("OBD") improvements

Next Steps:
Rulemaking status and submitting comments
More information

EPA's Clean Tr  la 

1) Current proposal to set more stringent **criteria pollutant standards** (including NOx, PM, HC, and CO) for heavy-duty trucks beginning in model year (MY) 2027 and **strengthening the "Phase 2" GHG standards** for MY 2027 and beyond

2) Upcoming proposal to set more stringent emissions standards for **medium-duty commercial vehicles** for MY 2027 and later; these revised standards will be proposed in combination with new standards for light-duty vehicles for MY 2027 and beyond

3) Upcoming proposal to **set "Phase 3" GHG standards** for heavy-duty vehicles beginning as soon as MY 2030 that are significantly stronger than the MY 2027 GHG standards

https://www.epa.gov/regulations-emissions-vehicles-and-engines/clean-trucks-plan

Overview of Heavy Duty 2027+ Proposal

New criteria pollutant standards and compliance provisions for heavy-duty highway engines

Targeted reductions for Phase 2 GHG emissions from heavy-duty vehicles

This presentation highlights aspects of the proposed rule that target issues raised in comments on the Advanced Notice of Proposed Rulemaking

The proposal includes targeted provisions to help ensure that owners can efficiently maintain emissions performance over the operational life of the engine, including: enhanced communication with operators, updated diagnostic requirements, a revised inducement (engine derate) policy for SCR- based aftertreatment systems, and improved access to service information.

Proposed Serviceability Improvements

More repair and servicing information in owner's manual, including:

1. A **description** of how the emission control systems operate
2. **Diagrams** of the engine and emission-related components and expected key operating parameters

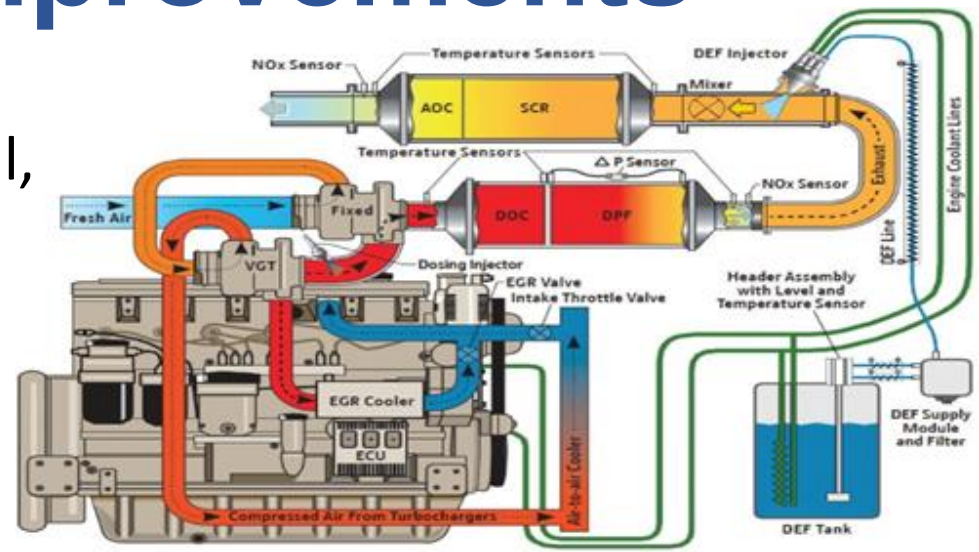
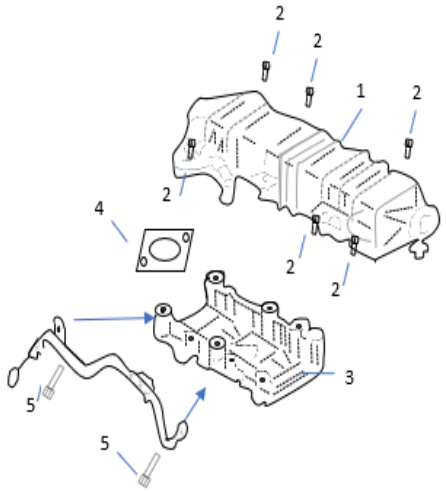


Figure used with permission from John Deere

3. A description of how to use the OBD system to troubleshoot problems and access emission-related diagnostic information
4. A wiring diagram to troubleshoot aftertreatment-related components
5. Provide **instructions** on where to find emission recall and technical repair information that is available without charge
6. **QR code** on engine label that links to engine information and owner's manual

Proposed Serviceability Improvements continued…

7. Exploded-view drawings with **part numbers** and basic assembly requirements
8. DPF-specific information:
   - Criteria for cleaning the DPF (e.g., pressures and filter weight)
   - Access to DPF inlet and outlet pressures with a generic scan tool
   - Instructions on how to remove DPF for cleaning



		Application	Part Number	Quantity	Notes
1	EGR Cooler	49 and 50 State	12345678A	1	NA
2	EGR Cooler Bolts M10 x 1.5 x15 (Flanged)	50 State	12345555C	6	50Nm
3	EGR Cooler Base	50 State	12344444D	1	NA
4	EGR Cooler Gasket	50 State	12345666H	1	No sealer required
5	Bolt – M8 x 1.5 x 20 (Flanged)	49 State	123456777D	8	65Nm
6	EGR Pressure Sensing Tube	49 and 50 State	123456788A	1	NA

9. **Troubleshooting guide** to address DEF dosing- and DPF regeneration-related warning signals
10. Codes associated with inducements and DPF engine derates would be displayed in the cab or with a **generic scan tool** (seeking comment on EGR-related derate information)

SCR Inducement Proposal Background

SCR is very different from other emission control technologies in that it requires **operators maintain** an adequate supply of diesel exhaust fluid ("DEF")

Operating an SCR-equipped engine without DEF would cause NO_X emissions to increase to levels comparable to having **no NO_X controls** at all

In response to this concern, EPA issued guidance describing how manufacturers could use engine derates or "inducements" for certain DEF-related faults to ensure that **operators use** an adequate supply of high-quality DEF

Today – manufacturers design engines with a **5-mph final inducement** for many reasons unrelated to DEF refills, and once a vehicle reaches 'final severe inducement' it generally must be towed to a specialized repair facility to have the condition reset

Proposed Inducement Principles

EPA's inducement approach should result in:

1. operators maintaining an adequate supply of high-quality DEF while discouraging tampering of SCR systems,
2. a speed derating schedule for inducement that balances impacts to operators while still achieving required emission control,
3. unique inducement schedules for different categories of vehicles that reflect different primary operating conditions to ensure that the final inducement speed is effective while acknowledging operating constraints,
4. ensuring that the inducement condition is warranted,
5. clear communication of SCR system problems to the operator,
6. avoiding the need for intervention at a dealer or other specialized service center where possible, and
7. reduced likelihood of in-use tampering based on a more targeted inducement approach.

Proposed SCR Inducement “triggers”

SCR inducements would only be required based on detecting the following fault conditions:

- Low DEF fill level
- Blocked DEF lines or dosing valves
- Poor DEF quality
- Open circuit faults as an indication of tampering (e.g., disconnection of DEF pump or quality sensor)
- Missing catalyst

Other SCR Inducement Proposed Provisions

NOx **Override** to prevent false inducements
A derate schedule in four stages implemented over **60 hours**
Separate derate schedule for **low-speed vehicles** (defined as vehicles with 30 hours of non-idle engine operation at <20 mph)
Final inducement speeds of **50 mph**, or **35 mph** for low-speed vehicles
Any OBD signals involved in inducement-related conditions must be readable with **generic scan tools**

Other SCR Inducement Proposed Provisions

If condition is remedied – system will **automatically reset** after 4 hours or allow generic scan tool reset
In-cab **information** to help operators understand inducement status
For **repeat faults** within 80 hours, the vehicle would return to the last stage of inducement
Requests for comment:

- All aspects of the proposed requirements
- Retrofitting in-use engines and vehicles
- Other signals that should be readable with generic scan tools (e.g., those related to maintenance derates)

Proposed Onboard Diagnostic ("OBD") improvements

Increase the signals that must be accessible with a **generic scan tool**
Make DEF dosing system test available
Health monitors for the SCR, DPF, and EGR systems:

- Proactively provide the operator with information on the functionality and status of systems
- Inform operators about key operating parameters to help identify when there may be a need to perform maintenance
  - Information displayed **in the cab on-demand**
  - DPF monitor based on regeneration frequency
  - SCR monitor based on DEF consumption
  - EGR monitor based on valve position error and EGR cooler performance

Rulemaking Status and Submitting Comments

https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-and-related-materials-control-air-1

NPRM published on March 28, 2022 (see link below for more information)

Goal is to issue a final regulatory action by the end of 2022

Public comment period open through May 16

- Submit comments on https://www.regulations.gov/docket/EPA-HQ-OAR-2019-0055/document
- See the "Public Participation" section of the preamble on page 17415 of the preamble for instructions on how to submit comments and how EPA handles confidential business information ("CBI")
  - For example, comments can be submitted by emailing: a-and-r-Docket@epa.gov and including "Docket ID No. EPA–HQ–OAR– 2019–0055" in the subject line of the message.

More Information

Access rule documents, supporting documents and comments received here: https://www.regulations.gov/document/EPA-HQ-OAR-2019-0055-0983
Access the proposal here: https://www.govinfo.gov/content/pkg/FR-2022-03-28/pdf/2022-04934.pdf

Serviceability proposals: see Section IV.B.3. “Serviceability” on pages 17513-17519
Inducement proposal: see Section IV.D. “Inducements” on pages 17536-17546
OBD proposal: see Section VI.C.1.iii. “Additional OBD Provisions in the Proposed Federal Program” on pages 17528-17533

Contact Amy Kopin

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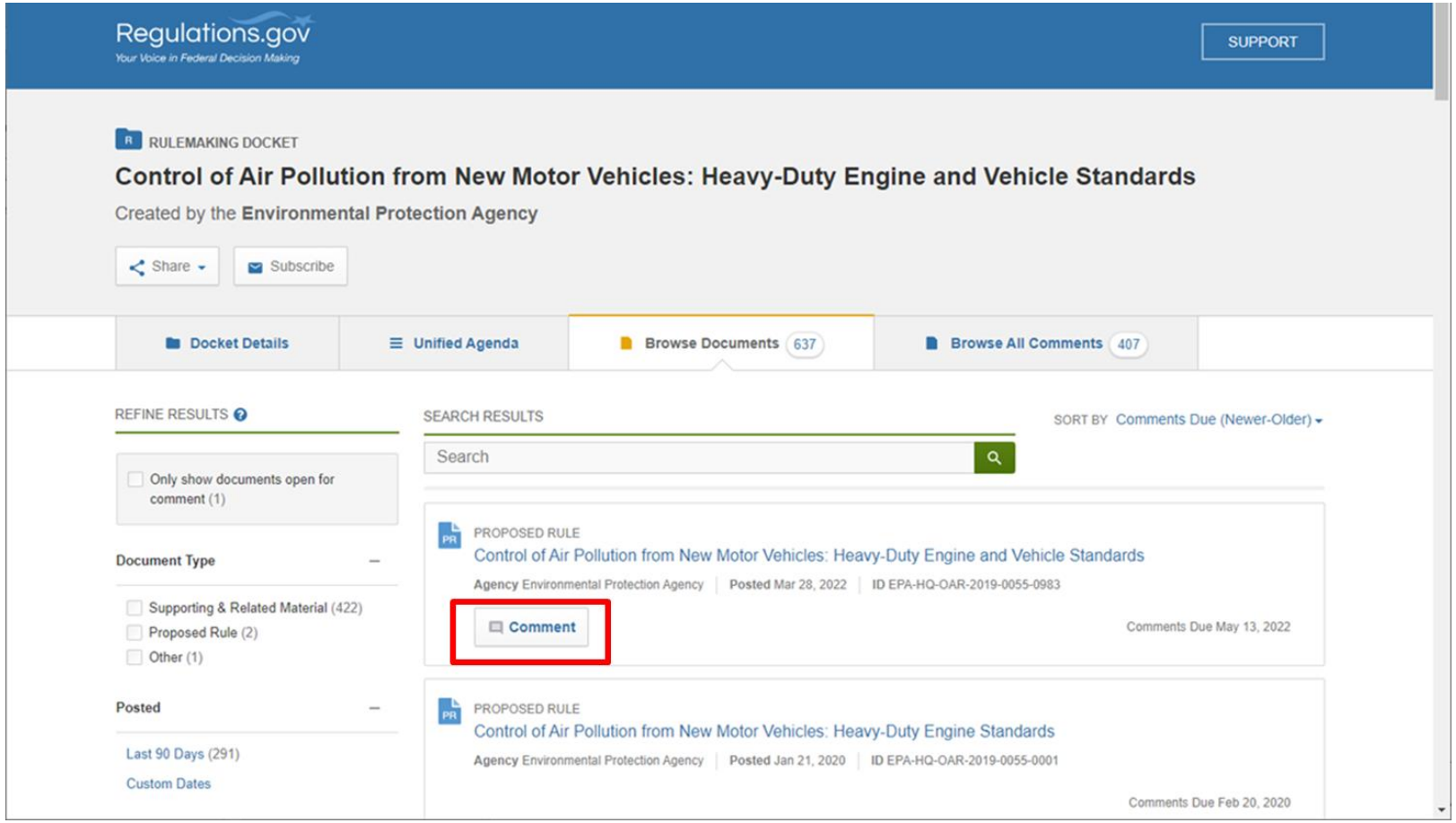
U.S. Environmental Protection Agency
Email: *kopin.amy@epa.gov*
734-214-4173

https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-emissions-commercial-trucks-and-buses-heavy

Submitting Comments

https://www.regulations.gov/docket/EPA-HQ-OAR-2019-0055/document



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or scan me!

United Motorcoach Association member

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