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Docket # OPMO
0184

Hino
HINO MOTORS, LTD.

ITEM # 31
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Our ref. TUSA-00705

July 5, 1985

Assistant Administrator
Office of Air and Radiation (AR-443)
Docket No. OPMO-0184
U.S. Environmental Protection Agency
Washington, D.C. 20460
U.S.A.

N-96-01
TI-A-994

Subject : Submission of Comment on EPA Concurrently
proposed actions for '86 Noise Abatement
for Medium and Heavy Duty Trucks.
Docket No. FR Doc. 85-13003

Dear Sir,

In accordance with the provisions of the Proposed Rule
Making stated in Docket No. FR Doc. 85-13003 regarding '86
Noise Abatement Regulation, Hino Motors, Ltd. wishes to submit
you our comment attached hereto.

Any kind consideration to the comment would be highly
appreciated.

Very truly yours,

HINO MOTORS, LTD.

Y. Hiramoto
Y. Hiramoto
General Manager
Technical Division
Overseas Operations

YH/SI/my

rec'd. 8/5/85

Comment on EPA Concurrently Proposed Actions
for '86 Noise Abatement for Medium and Heavy
Duty Trucks (Docket No. FR Doc. 85-13003)

Comment

We, Hino Motors, Ltd., vote in favor of your Proposal regarding Noise Regulation (Docket No. FR Doc. 85-13003)

Reason :

To minimize the problems which are yielded due to equipping the engine room enclosure to reduce vehicle noise when achieving EPA 80 dB(A) Truck Noise Standard of '86, those are cost and weight being pushed up, inspection and serviceability for engine maintenance and engine cooling performance becoming worse, We are now under investigation of the modification of the engine itself to reduce direct noise radiation from the engine.

On the other hand, EPA has published the New Rules of reduction in oxides of nitrogen emissions and introduction of particulate limits in 1988 Model year, with further cuts particulate emissions in 1991 and 1994 Model year for diesel trucks over 8,500 lbs GVW which correspond to our all products.

The engine modifications that is required to meet the expected reductions in oxides of nitrogen and diesel particulates will directly impact truck noise levels. Because the reductions of oxides of nitrogen and particulate exhaust emissions will most likely be achieved by a combination of engine-related design changes and after-treatment of exhaust gases, and these items will have a considerable effect on the noise emission of the engines and vehicles.

It's a great economical loss for us to adopt 2-stage tactics (Designing and Testing etc) for the treatment on Noise abatement and exhaust gases emissions individually during only two years lapse, the cost imposed by the above will necessarily be transferred to customers.

Therefore, we support your Proposal which defers the effective date of the 80 dB(A) Noise Standard for newly manufactured medium and heavy trucks having a GVWR greater than 10,000 lbs., from January 1, 1986 to January 1, 1988; and amend the noise emission regulation for motor carries engaged in interstate commerce to require 1986 and later model year vehicles, having a GVWR greater than 10,000 lbs, not to exceed a noise level of: 83 dB(A) at speeds of 35 MPH or less; 87 dB(A) at speeds above 35 MPH; and 85 dB(A) when the truck engine is accelerated with the vehicle stationary.
