

years after the onset of the relevant emergency situation. We may approve alternate recordkeeping and reporting requirements.

(k) *Anti-circumvention*. We may set other reasonable conditions to ensure that the provisions in this section are not used to circumvent the emission standards of this part.

■ 13. Section 1039.670 is amended by revising paragraphs (b) and (c)(3)(ii) to read as follows:

**§ 1039.670 Approval of an emergency equipment field modification (EEFM).**

\* \* \* \* \*

(b) Include in your notification a full description of the EEFM and any documentation to support your determination that the EEFM is necessary to prevent the equipment from losing speed, torque, or power due to abnormal conditions of its emission control system during operation related to emergency response, or to prevent such abnormal conditions from occurring during operation related to emergency response. Examples of such abnormal conditions may include excessive exhaust backpressure from an overloaded particulate trap, or running out of diesel exhaust fluid (DEF) for engines that rely on urea-based selective catalytic reduction. Your determination must be based on an engineering evaluation or testing or both.

(c) \* \* \*

(3) \* \* \*

(ii) We will deny your request if we determine that the EEFM is not necessary to prevent the equipment from losing speed, torque, or power due to abnormal conditions of the emission control system during operation related to emergency response, or to prevent such abnormal conditions from occurring during operation related to emergency response.

\* \* \* \* \*

**Subpart I—Definitions and Other Reference Information**

■ 14. Section 1039.801 is amended by revising the definitions for “Diesel exhaust fluid (DEF)” and “Emergency equipment” to read as follows:

**§ 1039.801 What definitions apply to this part?**

\* \* \* \* \*

*Diesel exhaust fluid (DEF)* means a liquid reducing agent (other than the engine fuel) used in conjunction with selective catalytic reduction to reduce NO<sub>x</sub> emissions. *Diesel exhaust fluid* is generally understood to be an aqueous

solution of urea conforming to the specifications of ISO 22241.

\* \* \* \* \*

*Emergency equipment* means any of the following types of equipment that is not a motor vehicle:

(1) Specialized vehicles used to perform aircraft rescue and/or fire-fighting functions at airports, with particular emphasis on saving lives and reducing injuries coincident with aircraft fires following impact, or aircraft ground fires.

(2) Wildland firefighting equipment designed primarily to support wildland fire suppression operations. For example, a bulldozer designed with special features for fighting wildfires would be a piece of emergency equipment.

(3) Any other equipment that we have determined will likely be used in emergency situations where emission control function or malfunction may cause a significant risk to human life. For example, we would consider nonroad equipment that is certain to be retrofitted with a slip-on firefighting module to be emergency equipment, irrespective of the equipment manufacturer’s original design. In making this determination, we may consider any factor that has an effect on the totality of the actual risk to human life. For example, we may consider how frequently the equipment will be used in emergency situations or how likely it is that the emission controls will cause a significant risk to human life when the equipment is used in emergency situations. We will consider to what extent the flexibility provisions of § 1039.665 already address the risk. In the example above, we would not consider equipment to be emergency equipment if there is merely a possibility (rather than a certainty) that the equipment will be retrofitted with a slip-on firefighting module.

\* \* \* \* \*

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**DEPARTMENT OF DEFENSE**

**GENERAL SERVICES ADMINISTRATION**

**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**48 CFR Part 19**

[FAC 2005-76; FAR Case 2012-014; Correction; Docket 2012-0014, Sequence 1]

RIN 9000-AM46

**Federal Acquisition Regulation; Small Business Protests and Appeals; Correction**

**AGENCIES:** Department of Defense (DoD), General Services Administration (GSA), and National Aeronautics and Space Administration (NASA).

**ACTION:** Final rule; correction.

**SUMMARY:** DoD, GSA, and NASA are issuing a correction to FAR Case 2012-014; Small Business Protests and Appeals (Item II), which was published in the **Federal Register** on July 25, 2014.

**DATES:** *Effective:* August 25, 2014.

**FOR FURTHER INFORMATION CONTACT:** Mr. Karlos Morgan, Procurement Analyst, at 202-501-2364, for clarification of content. For information pertaining to status or publication schedules, contact the Regulatory Secretariat at 202-501-4755. Please cite FAC 2005-76, FAR Case 2012-014; Correction.

**SUPPLEMENTARY INFORMATION:** DoD, GSA, and NASA published a document in the **Federal Register** at 79 FR 43580, July 25, 2014, inadvertently, section heading 19.307 is incorrectly stated.

**Correction**

In rule FR Doc. 2014-17499 published in the **Federal Register** at 79 FR 43580, July 25, 2014 make the following correction:

On page 43586, in the first column, section 19.307, section heading, correct “Protecting” to read “Protesting”.

**Authority:** 40 U.S.C. 121(c); 10 U.S.C. chapter 137; and 51 U.S.C. 20113.

Dated: August 4, 2014.

**William Clark,**

*Acting Director, Office of Government-wide Acquisition Policy, Office of Acquisition Policy, Office of Government-wide Policy.*

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