Table 3: Petrol engine technologies, emission performance, costs and fuel consumption for emission standard levels

Standard	Technology	Composite a/ NO_x reduction (%)	Additional b/ production cost (1986 Swiss francs)	Fuel consumption index a/
A.	Baseline (Current conventional spark-ignition engine with carburettor)	- c/	-	100
B.				
	(a) Fuel injection + EGR + secondary air d/	25	200	105
	(b) Open-loop three-way catalyst (+EGR)	55	150	103
	(c) Lean-burn engine with oxidation catalyst (+EGR) e/	60	200-600	90
C.	Closed-loop three-way catalyst	90	300-600	95
D.	Closed-loop three-way catalyst (+ EGR)	92	350-650	98

a/ Composite NO_x reduction and fuel consumption index estimates are for an average-weight European car operating under average European driving conditions.

b/ Additional production costs could be more realistically expressed as a percentage of the total car cost. However, since cost estimates are primarily for comparison in relative terms only, the formulation of the original documents has been retained.

c/ Composite NO_x emission factor = 2.6 g/km.

d/ "EGR" means exhaust gas recirculation.

e/ Based entirely on data for experimental engines. Virtually no production of lean-burn engined vehicles exists.