

B.3.2.1.2 Light-Duty Trucks

Because light-duty trucks (LDT's) perform different functions than passenger cars, it is difficult to achieve the same level of emission reduction even though the same engines are interchangeably used in many cases. Consequently, the U.S. emission standards for LDT's are somewhat less stringent than corresponding standards for passenger cars. For comparison, emission standards (in grams/mile) for model year 1981 LDT's and LDV's are listed below:

	<u>HC</u>	<u>CO</u>	<u>NO_x</u>
LDV's (1981)	0.4	3.4	1.0
LDT's (1981)	1.7	18.0	2.3
LDT's (1983)	0.8	10.0	2.3 (possibly 1.2)

Generally, the same basic technology is used for both LDT's and LDV's. However, some of the electronic sensors or such add-on systems as the air pump may not be required. The cost of the control system will be very similar to that previously presented for LDV's.

B.3.2.1.3 Heavy-Duty Trucks

Heavy-duty trucks are usually divided into two categories, gasoline-powered and diesel-powered. Control technology for both categories is available. The Clean Air Act Amendments of 1970 require that standards be established in the U.S. which will provide a 90%, 90%, and 75% reduction in HC, CO, and NO_x as compared to that produced in 1973. For HC and CO, the technology is available to achieve these reductions; however, the availability of technology for achieving the required reduction in NO_x, particularly for the diesel engine, is questionable.

B.3.2.1.4 Cost of U.S. FMVCP

Table B.3.2 provides a summary of the estimated annualized cost of the FMVCP in 1987. The table includes cost savings as the result of reductions in fuel and maintenance which resulted from the installation of more sophisticated engine controls to meet the stringent emission standards mandated by the FMVCP.