

All the federal emission standards apply only to new production cars. Because the standards themselves have changed over time, and because it takes 8 to 10 years for an effective turnover of the vehicle fleet, it will still be a number of years before the total potential of the federal emission standards for LDV's can be fully realized.

Table B.3.1 provides a breakdown of the cost of the individual components of a typical three-way catalyst. As can be seen, the system (which controls all three pollutants) is estimated to cost about \$300 per car. The catalyst is expected to continue to be the primary emission control technology for the foreseeable future.

TABLE B.3.1 COST OF COMPONENTS IN A THREE-WAY PLUS OXIDATION CATALYST SYSTEM

Component	Cost (1979\$) Minimum	Maximum
Throttle position sensor	\$ -	\$ 2.2
PCV valve	1.1	1.1
HEI (less breaker point distributor)	7.7	7.7
TVS (spark)	-	2.2
Electric choke	1.1	1.1
EFE	4.4	4.4
EGR (backpressure)	7.7	7.7
TVS (EGR)	-	2.2
Stainless steel exhaust pipe (less steel pipe)	9.9	9.9
Air injection system	33.0	33.0
Air switching system	2.2	2.2
Feedback carburetor (less open loop carburetor)	8.8	8.8
Three-way plus oxidation catalyst	172.7	172.7
ECU	33.0	33.0
O ₂ sensor	3.3	3.3
H ₂ O temperature sensor	-	2.2
Inlet air temperature sensor	-	2.2
Engine speed sensor	-	2.2
Crank angle position sensor	-	2.2
EGR pintle position sensor	-	2.2
Evaporative system	11.0	11.0
TOTAL	\$295.9	\$313.5

Source: Lingren, LeRoy H. (Rath and Strong, Inc.). March 1978. "Cost Estimation for Emission Control Related Components/Systems and Cost Methodology Description." EPA-460/3-78-002.