

# NEWS



## Manufacturers of Emission Controls Association

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### MECA Applauds EPA's Proposed Cleaner Fuels and Cars Standards

**Washington, D.C.** – The Manufacturers of Emission Controls Association (MECA) today voiced strong support for the U.S. Environmental Protection Agency's (EPA) recent proposal to reduce emissions of harmful pollutants from light-duty vehicles and to require the availability of very low sulfur gasoline fuel. Announced on March 29, 2013, EPA's Tier 3 motor vehicle emission and fuel standards proposed rulemaking would create a national set of exhaust and evaporative emission standards for passenger cars and light-duty trucks by largely harmonizing the agency's proposed Tier 3 emission standards with California's already-finalized LEV III emission standards, and would reduce the sulfur levels in gasoline from today's 30 ppm average to a 10 ppm average across the nation by 2017. Assuming that EPA finalizes their proposal by the end of the year, the Tier 3 emission standards would begin their implementation starting with the 2017 model year.

MECA agrees with EPA's assessment that achieving the proposed Tier 3 exhaust and evaporative emission standards are both technically feasible and cost-effective. This fact is clearly demonstrated by the more than two million SULEV (super ultra-low emission vehicle) and PZEV (partial zero-emission vehicle) light-duty vehicles that have already been sold in the U.S. since they were first introduced more than ten years ago. The technology base of advanced three-way catalysts, exhaust hydrocarbon adsorber materials, high cell density substrates, emission system thermal management strategies, secondary air injection systems, advanced carbon canisters, advanced low fuel permeation materials, and air intake hydrocarbon adsorber materials that have already been commercialized for PZEVs can be extended to and further optimized to allow all light-duty gasoline vehicles to achieve the exhaust and evaporative emission reductions needed by vehicle manufacturers to comply with the Tier 3 emission standards. Furthermore, reducing sulfur in gasoline enables vehicle emission control technologies to perform more efficiently; thus, reducing gasoline fuel sulfur levels from the current 30 ppm national average to a 10 ppm average will ensure the use of the most cost-

effective emission control options for future Tier 3 vehicles and will provide immediate reductions in emissions from the large, existing fleet of light-duty gasoline vehicles that travel America's highways.

“MECA believes EPA’s proposed rule provides a significant opportunity to further reduce emissions from the light-duty vehicle fleet by utilizing an integrated systems approach that combines advanced emission control technologies with advanced engine designs and very low sulfur gasoline fuel. In addition, these advanced emission control technologies will enable all current and future high-efficiency vehicle powertrains to be viable options for complying with EPA’s greenhouse gas pollutant standards,” said MECA’s executive director, Joseph Kubsh. “We urge the agency to finalize this proposed rule by the end of the year to avoid any further delays in helping to achieve the goal of cleaner air for all Americans. Our industry is prepared to do its part to deliver cost-effective, advanced emission control technologies to the market.”

MECA plans to participate in the public hearings for this proposed rulemaking and submit written comments.

MECA today also released a new white paper (“LEV III and Tier 3 Exhaust Emission Control Technologies for Light-Duty Gasoline Vehicles”) that describes the available advanced emission control technologies for complying with future LEV III/Tier 3 emission standards. The report is available on MECA’s website at: [www.meca.org](http://www.meca.org) (under Resources >> Reports).

Founded in 1976, MECA is a national association of companies that manufacture a variety of emission control technologies for cars, trucks, buses, and off-road vehicles and equipment, as well as stationary internal combustion engines. For more information on exhaust and evaporative emission control technologies, please visit MECA’s web site at: [www.meca.org](http://www.meca.org).

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