

Mr. BELL. I was going to ask you what is known about the inspection, maintenance, and cost of these devices.

Mr. Grant. I assume you are referring to the exhaust control system on the 1966 vehicles?

Mr. BELL. Yes.

Mr. Grant. As part of our certification of the original device, we made it contingent upon a regular annual inspection of some type, and this was not accepted by the legislature, and they directed us to change our requirements for the device so they would be effective essentially for the life of the vehicle.

We did respond to this, and now the 1967 devices, which are essentially the same as the 1966 devices, are good for the life of the vehicle.

There is, however, always this need in maintaining any vehicle for periodic service. Then the question comes in, what is periodic service? In our evaluation and testing of the device, periodic service meant that at 25,000 miles, from zero to 25,000 miles you were allowed to give it a minor tuneup, and aside from that no other service. This was projecting it out to 50,000 miles.

You had one tuneup at 25,000, and most motorists will recognize the need for reasonable mechanical service. Every manufacturer recommends that every 12,000 miles, you should have this minor tuneup service on the vehicle.

So these systems we have evaluated will last for the life of the vehicle with a minor tuneup at every 25,000 miles through the life of the vehicle.

We have not considered the necessity of annual inspection at this phase in the game. We were told we could not do that. However, there is still the importance of the fact that we are continuing surveillance of these vehicles. We are constantly bringing in representative vehicles and finding out how they are working in the hands of motorists.

It may prove that in the future that the service the motorist is giving his vehicle is not sufficient to keep the emissions down to where it should be, and it may be necessary in the future, we will need more data to take a position on this, that annual inspection is required.

Now, as to the service that is actually necessary, it is next to nothing. These systems are an integral part of the engine, and they require very little extra maintenance to make sure that the fan belts are working on the air pump and are properly installed.

Mr. BELL. Mr. Grant, perhaps you would like to comment on the statement by the last witness. What part do you feel the Federal Government should play in a program of this kind, particularly in the automotive field?

Mr. Grant. I feel that the Federal Government has played a very significant part to the extent they have gone already.

Mr. BELL. I should have said, if any.

Mr. Grant. I am convinced they have. I couldn't very well say anything else, because they have almost carte blanche adopted our procedures and regulations for devices, and are going to evaluate them for the 1968 vehicles. They are good systems. They will reduce total emissions into the atmosphere.

Being air pollution oriented, I would say to eliminate air pollution in any portion of the country is a noble endeavor, and the preventive