

From the present certification data for the 1968 models we have found that 25 percent of the 1968 model year vehicles to be sold have been certified at less than 180 parts per million—our present standard is 275 hydrocarbon—and 1 percent CO. Our present standard is $1\frac{1}{2}$. There is 25 percent capability, so there is technical capability of being better than now.

As to the durability and how well these cars last in the hands of private ownership let me point this out—90 percent of these same cars, 1968 models, to be sold have been certified with emission levels that are 225 parts per million hydrocarbons, 50 parts per million below the standard, and $1\frac{1}{4}$ percent CO. So that these cars in fact, with the test procedures prescribed, do meet these standards for the lifetime of the car with the kind of maintenance that the motor vehicle producer normally expects.

That is to say that there is not the need with the 1968 models—perhaps Dr. Hibbard clarified this—new systems, new cars with the new systems, there is assurance that these systems will last the lifetime of the car with minimum maintenance, normal maintenance.

To be assured that this is the case the Federal Government and the Congress has authorized us to develop inspection stations. This will be done in conjunction with the Department of Transportation in conjunction with the Highway Safety Act, so that we can be assured States will have inspection systems to see that these cars, in fact, are maintained adequately.

In addition we will have our own surveillance techniques in several areas to see if in passenger car use these are maintained.

The difficulty here is that even though this is real, possible, and now is in effect, an average car lasts 10 years and goes 100,000 miles. We speak rather bravely about how well we are controlling motor vehicle pollution. We are controlling one-tenth a year. At that we are curtailing only about 55 to 60 percent of the total emissions. Therefore much more needs to be done than now is being done.

One then is tempted, as Dr. Hibbard suggests, to deal with the used car and what systems are in vogue there. This may be a much more complicated matter because it means taking your car, mine, which is not now equipped—

Mr. DADDARIO. Mine is not a 1968.

Dr. MIDDLETON. And going somewhere and having equipment put on which is many hours of labor and special equipment.

The feasibility, even though you have the technical skill, for putting these on used cars seems remote.

Mr. DADDARIO. The impetus you have given to the need in this direction already has caused development of certain mechanical capabilities. Wouldn't you foresee that because of the market potential here, that you will and can stimulate development of some mechanisms which ought soon to be available in the consumer market for used cars?

Dr. MIDDLETON. Whether this can be developed for used cars in the time frame we would like to see is a question.

Certainly innovation typically comes from outside the particular industry. We have many people who have ideas. The patentable idea of Du Pont, which Dr. Hibbard mentioned, is one of those. Whether this device can be applied to all populations of cars because of the