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September 8, 1981

The Honorable Robert Dole
U. S. Senator
General Savings Building
4601 State Avenue
Kansas City, Kansas 66102

Dear Senator Dole:

In the next few weeks, the Congress of the United States will be re-examining the Clean Air Act, its progress and effect to date, as well as its future applications. Obviously, the act is very important to the country, and also has great import to the automobile industry.

We believe the Clean Air Act has been very successful in reducing air pollution problems from early 1970 levels; however, there are certain provisions I ask you to consider amending. They are:

- The passenger car carbon monoxide standard should be set at the 92% reduction level presently permitted under EPA waivers (i.e., 7 grams per mile) versus the 95% reduction in the current law (3.4 grams per mile). The last 3% will be very expensive to achieve in terms of hardware and fuel efficiency, while the net improvement of 3% will not, in my opinion, materially affect the quality of our air.
- The EPA 1982-'83 regulations on high altitude should be left in place as is, instead of the "all cars/all altitudes" requirement that would add cost and penalize fuel economy on 97% of the fleet for emissions problems experienced only by the small percentage operated at high altitude. Here, in effect, the tail is wagging the dog--if we were to continue the '82-'83 program, the nation would, in fact, be ahead because of fuel economy and reduced hardware costs.
- Passenger car NOx standards should be revised to simplify emissions hardware and reduce cost.

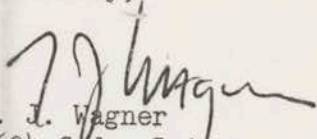
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While I am an auto industry executive and am, therefore, directly affected by this legislation, I am also an American who is interested in reasonable, common sense approaches to our problems. I believe the above amendments, which are spelled out in the bill (H.R. 4400), maintain the intent of the Clean Air Act without the substantial additional cost to our cars and trucks and without seriously compromising the air quality we seek. As the older fleet of cars, i.e., 67 mil. 1975 or older, are scrapped and replaced by new fuel-efficient and cleaner vehicles, the air quality of the country as it pertains to vehicles will continue to improve.

I ask your support now. If the bill is passed in the next several months, the substantial investments in engineering can be saved, which will result in \$80-a-car emissions system cost reductions and improved fuel economy for the 1983 models.

Thank you for your consideration.

Sincerely,


T. J. Wagner
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