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tighter fuel economy and emission controls. "Examples like the new 54.5 MPG fuel economy requirement for passenger cars in the United States, becoming law in 2025," Shepard explained, "and a first of its kind fuel requirement for heavy trucks in 2018, have put increasing pressure on liquid and air filtration requirements."

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Fuel economy improvement and emission control are the two most important challenges the automotive industry faces today. in the USA, the average fuel economy is regulated by the government-mandated CAFE (corporate Average Fuel Economy) standard, which is a sales-weighted average fuel economy (expressed in miles per US gallon or mpg. 1 mpg = 0.43 km/liter) of a vehicle manufacturer’s fleet of ...

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Types of emissions. Emissions of many air pollutants have been shown to have variety of negative effects on public health and the natural environment.Emissions that are principal pollutants of concern include: Hydrocarbons (HC) - A class of burned or partially burned fuel, hydrocarbons are toxins.Hydrocarbons are a major contributor to smog, which can be a major problem in urban areas.

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Fuel Economy. Federal regulations also mandate automotive fuel economy. The period from 1968 to 1974 resulted in primary emphasis on emission control with loss of fuel economy from lower compression ratios, changes in spark timing, A/F ratio and axle ratio changes, and exhaust gas recirculation.

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Global and local factors. According to Andrew Shepard, director of global market management in the engine and industrial filtration division at Hollingsworth and Vose (H&V), 22 % of global energy consumption and over a quarter of global carbon emissions are the result of transportation and, as a result, the world's governments have implemented tighter fuel economy and emission controls.

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