

MECA GPF Coverage Results

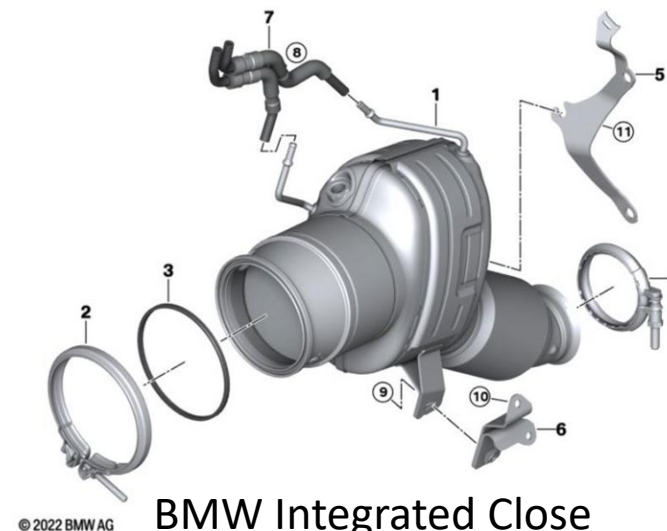
June 2026



Growing Numbers of Passenger Cars with GPFs

8 Manufacturers, 25 MY2026 Test Groups / 96 Vehicle Models Certified as of March 2026

Manufacturer	Vehicle Classes	Powertrains	# Models	Models
BMW	PC, LDT2, LDT3	ICE, HEV, PHEV	30	X3 xDrive 30, X2, X1, 228, 330i, 340i, 430i, 440i, 550e, Mini Countryman ALL4,
FERRARI	PC	ICE, PHEV	8	12 Cilindri, Roma Spider, Daytona, 296 GTB
FORD	PC, LDT2, LDT4	ICE, HEV	17	F150 3.5L, Expedition 3.5L, Explorer, Mustang 2.3L, Maverick 2L, Bronco Sport 2L
				Lincoln Nautilus, Navigator
HYUNDAI	PC	HEV	3	Palisade
JAGUAR LAND ROVER	LDT4	HEV	12	Defender, Range Rover
LOTUS	PC	ICE	1	Emira
MASERATI	PC	ICE	3	GT2 Stradale, MC20, MC20 Spyder
PORSCHE	PC	ICE, HEV	14	911 Carrera, 911 Carrera TARGA
VOLKSWAGEN	PC, LDT2	ICE	8	Tiguan, Taos, Audi Q5 Quattro and Sportback



BMW Integrated Close Coupled TWC/GPF

At least 36 more models coming in MY2027 so far

No Delay in Implementation Necessary—Commercially-Available GPFs Already Installed on Many Cars Today

Millions of vehicles produced with GPFs in the US, since 2022, are shipped to Europe, China, but without GPFs for the US market

OEM	Model		GPF Installed?		
			 Europe	 China	 US
Ford	Mustang		★	★	✗
General Motors	Corvette		★	★	✗
	Silverado Escalade	 	★	★	✗
Stellantis	Jeep Wrangler		★	★	✗
	Grand Cherokee		★	★	✗
Mercedes	GLE / GLS SUV		★	★	✗
BMW	X-Series SUV		★	★	✗
Audi	Q-Series SUV		★	★	✗

EPA's 2027 standards include 3 years of lead time: Phase-in provides flexibility

Model Year	EPA Phase-In	Models with GPFs are being readied for production
2025	0%	6
2026	0%	96
2027	20%	36
2028	40%	
2029	60%	
2030+	100%	

MY2025/26 LD Vehicles Meeting Ultra-Low NMOG+NOx Emission Limits

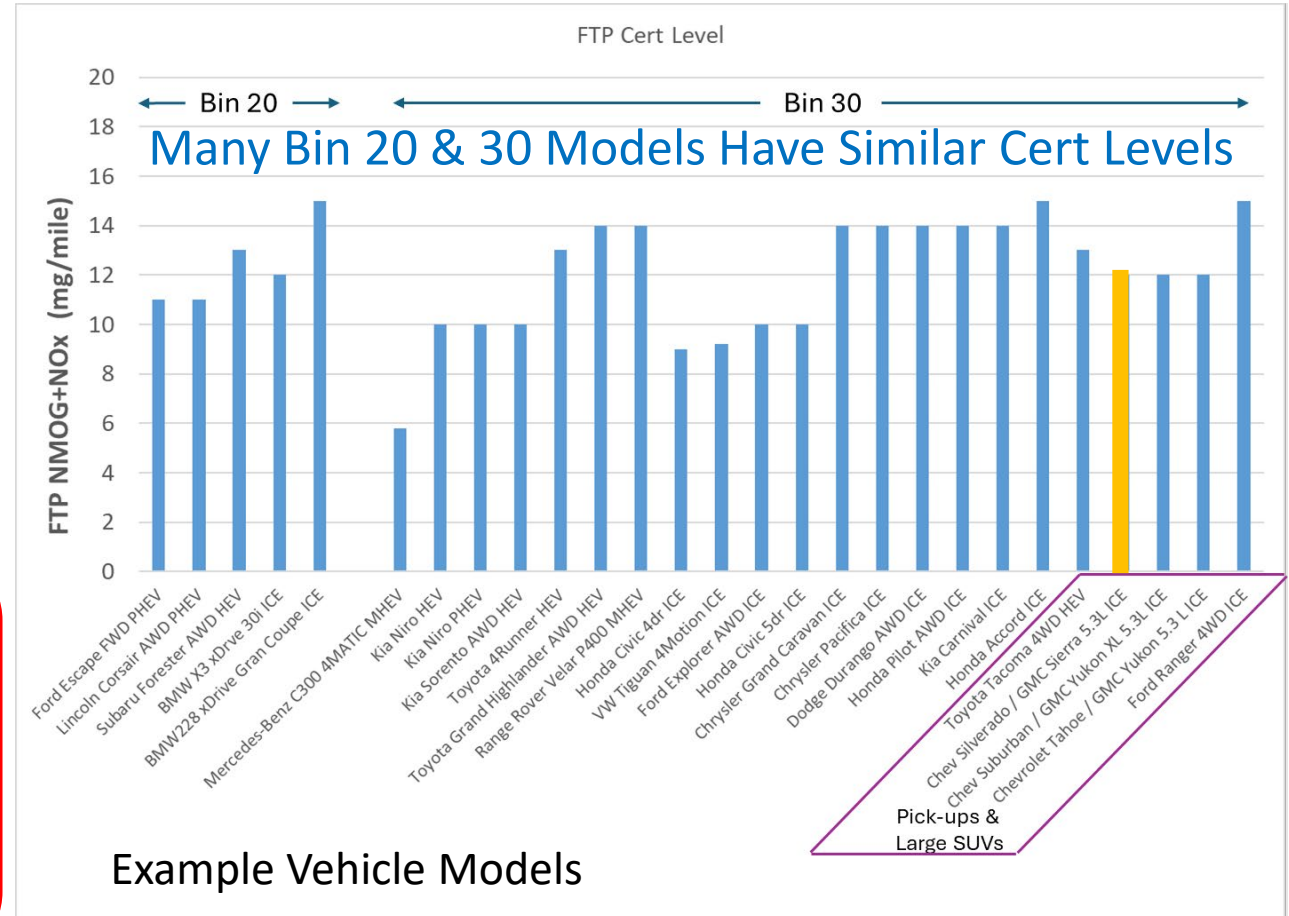
89 Test Groups Representing 232 Models
Certified to Bin 30 or Bin 20

43 Light-Truck Vehicle Models
Certified to Bin 30 or Bin 20

45 Test Groups Representing
94 Hybrid Vehicle Models

83 Test Groups including 212 Vehicle Models
With Certification Levels Under 15 mg/mile

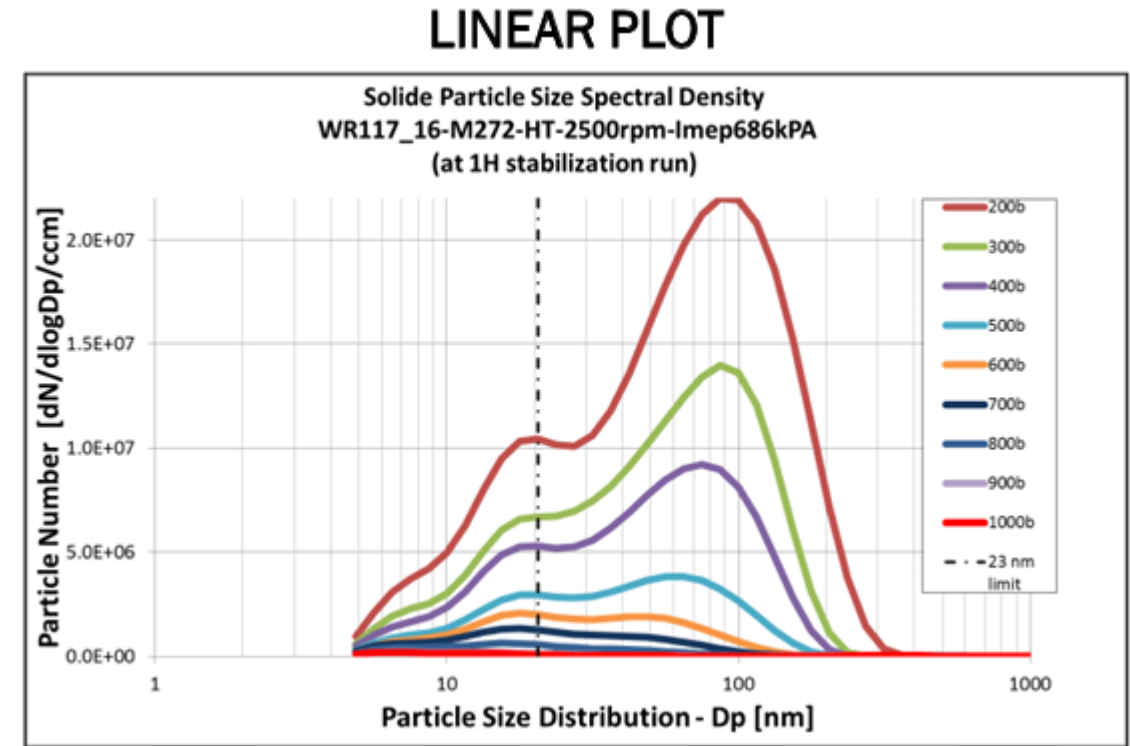
29 Test Groups including 83 Vehicle Models
With Certification Levels Under 10 mg/mile



Source: Certification data reported to EPA

GDI Pressure Effect on Particle Number

- In the EU & Asia Pacific starting the use of 500 bar DI
- In NA & SA many systems are still 200 or 250 bar and still transitioning to 350 bar.
 - Programs started with 500 bar but not in production yet
 - 350 to 500 bar generates ~50% PN/PM reduction
 - Use of 500 bar DI may enable 0.5mg/mile PM without a GPF & especially for hybrids
- Even with 350 or 500 bar DFI, dual injection system with PFI remains the optimal solution.



Consistent relative PN improvement
with each 100bar pressure increase