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IN CASE YOU MISSED IT

Truck and Engine Manufacturers React to EPA's Newly Proposed Emission Standards

CHICAGO, IL - Earlier this week, the Biden Administration and Environmental Protection Agency (EPA) announced a proposed rule to reduce nitrogen oxides (NO_x) emissions from medium- and heavy-duty on-highway trucks beginning in model year 2027.

Following the release of the rule, the [Truck & Engine Manufacturers Association](#) (EMA) issued a [statement](#) welcoming EPA's effort to further restrict harmful emissions, noting that the EMA is "firmly committed to continued NO_x reductions because we support cleaner air and better health for all communities." EMA has been working with EPA for years to successfully achieve a 98% reduction in NO_x and particulate matter (PM) tailpipe emissions.

The association's president, Jed Mandel, has said the most important way to help ensure the final rule can meet environmental objectives is encourage fleet turnover. As Mandel told the [Washington Post](#), "If the new [emissions] rule is not compatible with real customer needs, fleets simply won't purchase the new EPA-compliant engines, and, as a result, higher-polluting engines will remain on the road."

In a discussion with [CNN](#), Mandel added that if "[fleet owners] don't feel [new EPA-certified trucks] meet the same needs, they're just going to keep their old trucks longer."

Fleet turnover is critical to the environment because engines made before 2010 emit roughly 30 times more NO_x than those made after 2010. Yet only about 50% of the fleet has turned over and realized the benefits of that modern technology that eliminates the vast majority of NO_x and PM emissions.

In a comment to the [Wall Street Journal](#), he added that a lack of fleet turnover hurts already disadvantaged communities, "the oldest, highest-emitting trucks on the road today are disproportionately operating in communities suffering from the greatest pollution."

Mr. Mandel told [Inside Climate News](#) that EMA members are actively investing billions of dollars to develop and improve zero-emissions technology, and believe firmly in a zero-emissions future for the heavy-duty trucking industry.

However, [Mandel said](#), "[zero-emissions trucks] are two to three times more expensive than a diesel truck," which is why it is so critical truck and engine manufacturers can continue to invest in enhancing the zero-emissions technologies to improve affordability and performance.

Mandel [added](#) the EMA “[doesn’t] want this rule to be so stringent as to take away the investment needed for the real prize, which is zero-emissions vehicles.”

As the organization noted in its press release, “EMA looks forward to working with EPA to ensure that the final version of the EPA rule is practical, technically feasible, cost-effective, and will result in the necessary fleet turnover to achieve the nation’s environmental objectives.”

To learn more about EMA’s goals for EPA’s proposed new rule to reduce NO_x emissions, [click here](#).

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The Truck and Engine Manufacturers Association (EMA) represents the world’s leading manufacturers of medium- and heavy-duty commercial vehicles, internal combustion engines, and zero-emission powertrains. EMA works with governments and other stakeholders to help the nation achieve its goals of cleaner air and lower greenhouse gas emissions, and to ensure that regulatory standards are technology feasible, cost effective, and successful. By continually improving commercial vehicle and powertrain technologies, EMA’s members are in the forefront of providing clean and efficient products that meet their customers’ business needs and protect the environment.