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FOR IMMEDIATE RELEASE

**ENGINE AND TRUCK MANUFACTURERS WELCOME OPPORTUNITY
TO WORK WITH EPA AND DOT TO REDUCE GREENHOUSE GAS
EMISSIONS**

CHICAGO, IL, October 25, 2010 - The U. S. Environmental Protection Agency (EPA) and U. S. Department of Transportation (DOT) today released a regulatory proposal to improve fuel efficiency and reduce greenhouse gas (GHG) emissions from medium and heavy-duty trucks and buses. The regulatory proposal is the result of President Obama's memorandum earlier this year directing EPA and DOT to address both issues through a single, coordinated national program. The Engine Manufacturers Association (EMA) and Truck Manufacturers Association (TMA) encouraged and supported the President's efforts to assure that the two federal agencies coordinate efforts to propose a single national GHG reduction and fuel efficiency improvement program.

“As the primary manufacturers of medium and heavy-duty engines and vehicles in the United States, EMA and TMA members have always focused on improving fuel efficiency and have made significant advances in reducing fuel use in medium and heavy-duty engines and vehicles”, stated Jed Mandel, EMA President. “Better fuel efficiency is a key customer demand in the commercial vehicle sector, and our members continuously work to introduce better and more efficient technologies and systems into the marketplace. Because improved efficiency also results in lower greenhouse gas emissions, engine and truck manufacturers' efforts to improve fuel efficiency for our customers align well with the overall goals of the regulation proposed today.”

Commenting on today's proposed rule, TMA President Tim Blubaugh stated: “Truck manufacturers believe that a program based on the principles outlined in the President's memorandum will best serve the interests of the nation and our customers. EPA and the National Highway Transportation Safety Administration (NHTSA) need to provide manufacturers adequate lead time, encourage the use of existing technologies, assure regulatory compatibility with the complex commercial engine and truck marketplace, and avoid potential unintended consequences. Our review and comments on the proposed regulation will focus on assuring that the final regulation is consistent with the above principles, which were outlined in letters that manufacturers submitted to the President in May.”

Today's release of the proposed regulation is the start of the formal rulemaking process. EMA and TMA members will actively participate in that process to assure approval of a final rule that achieves greenhouse gas reductions and fuel efficiency improvements while continuing to allow manufacturers to provide customers with commercial vehicles best suited to their needs.

In additional comments on the proposal, Mr. Mandel said: "The EPA and NHTSA proposal is intended to create a regulatory framework to bring today's fuel efficient technologies into the marketplace more quickly. To the extent that the final rule can effectively achieve that goal, the regulation will align well with the needs of our customers and with the nation's goal to reduce fuel consumption and greenhouse gas emissions. We look forward to working with EPA and NHTSA on finalizing the proposed rule and being part of an effective program."

In the coming weeks EMA and TMA will review the proposal, submit comments as part of the public participation process and work with EPA, NHTSA, and other stakeholders to assure that an effective and implementable rule is finalized on schedule.

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The Engine Manufacturers Association is the trade association representing worldwide manufacturers of internal combustion engines used in applications such as trucks and buses, farm and construction equipment, locomotives, marine vessels, and lawn, garden, and utility equipment. EMA works with government and industry to help the nation achieve its goals of cleaner fuels, more efficient engines, and cleaner air.

The Truck Manufacturers Association is the trade association representing the major manufacturers of medium and heavy-duty trucks greater than 10,000 pounds gross vehicle weight. TMA works cooperatively with regulatory agencies and other stakeholders to ensure that safety standards and regulations are technologically feasible, cost-effective, and provide safety and environmental benefits.