

April 26, 2022

**CONTACT**

[press@emamail.org](mailto:press@emamail.org)  
202-317-0774

**What They're Saying: EPA Emissions Rule Must Promote Fleet Turnover, Avoid "Unintended Consequences"**

*Groups warn against an overly stringent rule, citing adverse impacts on jobs, the economy, and the environment*

**CHICAGO, IL** – The U.S. Environmental Protection Agency (EPA) is advancing a new proposed nitrogen oxides (NO<sub>x</sub>) emissions rule affecting medium- and heavy-duty trucks that industry stakeholders warn could have "unintended consequences" and lead to widespread market disruptions, delayed fleet turnover, and environmental backsliding.

Truck and Engine Manufacturers Association (EMA) president Jed Mandel recently [testified](#) that EPA's proposed rule is not technologically feasible, cost-effective, or customer acceptable – and a poorly designed final rule will result in older, higher-emitting trucks staying on the road longer. EMA has [expressed support](#) for a new national NO<sub>x</sub> emissions rule that is workable and effective, and wants to work collaboratively with EPA to accomplish this goal.

Here's what others are saying about the need to develop a final rule that helps reduce tailpipe emissions *without* inhibiting fleet turnover or creating further strain for manufacturers and fleet operators:

- "Clean air is a priority for everyone, but the technologies of heavy-duty trucks to accomplish this has to be affordable and reliable." – [Lewie Pugh, Executive Vice President, Owner-Operators Independent Drivers Associates](#)
- "Above all else, this proposed rule must enable continued investment in the next generation of diesel technology by manufacturers, suppliers, and their customers. Without that, none of the anticipated benefits will accrue, older trucks will stay on the road for longer, and both manufacturers and suppliers will not have the capital to invest in future fuels and technologies." – [Allen Schaeffer, Executive Director, Diesel Technology Forum](#)
- "The rule must result in affordable model year 2027 vehicles that make economic sense for our customers to purchase, and not force them to forgo any purchases and hold on to older vehicles longer." - [Jacqueline Gelb, Vice President of Government Relations, Navistar Inc.](#)
- "The current regulation must not ... encourage fleets to hold on to older trucks and impede the integration of new generation trucks in the marketplace, similar to what we see today, with approximately 50% of previous generation trucks still operating more than 12 years after the beginning of the last NO<sub>x</sub> regulation." - [Dawn Fenton, Vice President of Government Regulations and Public Affairs, Volvo Group North America](#)
- "We urge EPA to work collaboratively with industry, states, and other affected stakeholders to resolve discrepancies related to technology costs and achievability, warranty impacts, and corresponding fleet turnover and environmental impacts of the proposal." - [Dan Byers, Vice President, Climate and Technology, U.S. Chamber of Commerce](#)

EPA is currently accepting comments on the proposed rule (“[Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards](#)”) through May 13, 2022. Visit [www.cleantruckfacts.org](http://www.cleantruckfacts.org) to learn more about the rulemaking effort and [send a short message](#) urging EPA to adopt a technologically feasible, cost-effective, and customer acceptable final rule that won’t inhibit fleet turnover.

###

*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.*