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USEPA Announces New NOx Standards for MY 2027

Today, the USEPA announced important changes to federal emissions standards for model year 2027-newer heavy-duty engine and vehicle.

The proposal appears to respond to concerns raised by motor carriers, manufacturers, dealers, and other stakeholders about the cost, timing, durability, warranty, and operational impacts of the existing 2027 requirements.

Among other things, EPA is proposing:
• No changes to the 35-milligram NOx standard
• Changes to SCR inducements, including moving most emission related inducements to visible/audible warnings
• Additional lead time before component durability requirements take effect
• Reverting to the pre-2027 emissions warranty obligations
• A pathway for manufacturers to continue selling legacy engines while they complete development of fully compliant 2027 products

This is a significant development for California trucking fleets. The 2027 rule has been expected to increase the cost of new diesel trucks, affect equipment availability, and create uncertainty around fleet planning, warranty coverage, and long-term maintenance obligations. EPA has stated that the proposal is projected to produce substantial cost savings while still preserving a large portion of the NOx emissions reductions anticipated under the prior rule.
CTA is reviewing the **NPRM** closely and will evaluate its impact on membership.

EPA will hold public hearings on the propose changes on July 29-30th. Written comments are due August 29th. Comments can be submitted **HERE**.