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CONTACT

press@emamail.org

**Truck & Engine Manufacturers Withdraw Lawsuit on Leadtime
Requirement for Heavy-Duty Emissions Standards**

CHICAGO, IL – The Truck and Engine Manufacturers Association (EMA) has withdrawn its lawsuit against the California Air Resources Board (CARB). The lawsuit was intended to confirm that CARB is required to provide manufacturers at least four full model years of leadtime before implementing new heavy-duty engine emission standards.

Congress unambiguously mandated the minimum four full model year leadtime requirement in the *Clean Air Act* for both the U.S. Environmental Protection Agency (EPA) and CARB. EPA has now commenced its review of CARB's preemption waiver request and held a hearing that included discussion of the leadtime issue. As a result, EMA has chosen to withdraw its lawsuit without prejudice.

EMA President Jed R. Mandel said, “EMA filed the lawsuit to achieve clarity and prompt resolution on the leadtime issue – something all stakeholders should want. EMA was never challenging CARB's independent right to regulate. At the time we filed, EPA had not yet initiated its review of CARB's request for a waiver. We are pleased that EPA has now solicited public comment and the review process is underway. We encourage EPA to act promptly and confirm EPA's own longstanding and explicit analysis finding in 1994 that the *Clean Air Act's* four-year leadtime requirement applies to CARB.”

EMA members support the nationwide implementation of more stringent tailpipe standards and are committed to transitioning the commercial vehicle market to zero-emission technologies. EMA also is committed to working with both EPA and CARB to reduce and ultimately eliminate NO_x emissions from heavy-duty on-highway engines and vehicles. Mandel recently described those efforts in an [op-ed](#) published by *The Hill*.

“EMA and its members support cleaner air and better health for all communities. We believe that EPA-led national emission standards are the most effective way to achieve clean air goals, reduce harmful emissions from heavy-duty engines, and promote the deployment of affordable, cleaner, and customer acceptable commercial vehicles,” **Mandel** concluded.

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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.