

NEWS



Manufacturers of Emission Controls Association

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MECA Commends CARB Adoption of the Heavy-Duty Engine and Vehicle Omnibus Rulemaking

Washington D.C. – In formal [comments](#) submitted to the California Air Resources Board (CARB), the Manufacturers of Emission Controls Association (MECA) commends CARB for its continued leadership in the setting of innovative technology advancing regulatory standards such as the Heavy-Duty Engine and Vehicle Omnibus (Omnibus). The board's action yesterday will reduce in-use air pollutants from heavy-duty diesel trucks by more than 99%, making them over 500 times less polluting than when they were first regulated in 1985. As a further comparison, the Omnibus regulation will bring future heavy-duty diesel truck emissions down to the low levels of today's passenger vehicles.

"The adoption of the Omnibus regulation for medium- and heavy-duty trucks will greatly reduce nitrogen oxides (NOx) and other pollutant emissions helping California to meet its air quality goals. MECA believes an important opportunity exists over the next decade to transform the truck fleet through the application of advanced engine, aftertreatment and electric powertrain technologies that can be combined with low carbon fuels as integrated system solutions to drive down in-use heavy-duty vehicle pollutant and GHG emissions under all driving conditions especially in populated areas near freight corridors, ports and neighborhoods", said MECA's executive director, Rasto Brezny.

The Omnibus regulatory process has been a monumental effort supported by a broad spectrum of stakeholders including technical experts from industry, national laboratories and government. The standards are backed-up by the most comprehensive test program that MECA has ever undertaken in our 45 years of demonstrating technology performance. Over the last seven years of testing, MECA member companies have provided their latest technologies and engineering expertise that have contributed to the program's success. We thank CARB staff for their dedication and hard work in sharing information, holding workshops and receiving input from a diverse group of stakeholders.

MECA supports standards founded on technologically feasible and cost-effective solutions and this rule has done that by screening numerous compliance pathways to identify the most cost-effective

options. The data have shown that the early standards can be met by modest upgrades of today's emission controls combined with improved calibration and urea dosing control.

Phasing in the final NOx standards in 2027 will give the industry time to gain experience with the changes in certification and compliance that the rule will require as we deploy today's engine and aftertreatment technology experience from diesel passenger vehicles to heavy-duty trucks. Proven strategies like bringing catalyst designs closer to the engine, combined with technologies such as cylinder deactivation, dual urea dosing, and advanced turbochargers as well as including hybrid powertrains on trucks, will help heavy-duty engines simultaneously meet tighter NOx standards and future GHG requirements. Our latest white papers highlight some of the [technologies](#) that OEMs can deploy to comply with the NOx and GHG requirements by 2027 as well as the air quality [benefits](#) of a national standard through EPA's Cleaner Trucks Initiative that is currently in development. We hope EPA will harmonize with CARB to set a single set of technology neutral truck standards across the country.

About MECA

Founded in 1976, MECA is a nonprofit trade association of the world's leading manufacturers of clean mobility technologies. From combustion to electrification, MECA members are delivering solutions to improve the overall lifecycle emissions footprint of vehicles, including engine, aftertreatment, battery and fuel cell components for conventional, hybrid and electric passenger cars, heavy-duty trucks and off-road equipment.

Over the past 50 years, mobile source emission reduction policies have not only delivered important health benefits but have also helped create an industry with a significant number of well paying highly skilled jobs and a global economic reach. MECA member companies represent over 70,000 of the nearly 300,000 North American jobs building the technologies that improve the fuel economy and reduce emissions of today's vehicles. This employment figure does not include the tens of thousands of additional jobs in the automobile, truck, and off-road equipment assembly manufacturing industries.

For more information, please visit us on our website (www.meca.org) and on Twitter ([@MECAforCleanAir](https://twitter.com/MECAforCleanAir)).

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