



Eric Hansotia, CEO, AGCO Corporation
Kazuhiro Takizawa, President & CEO and Director, American Honda Motor Co., Inc.
John Wyskiel, President & CEO, Blue Bird Corporation
Kristina Cerniglia, CEO, Briggs & Stratton, LLC
Joe Creed, CEO, Caterpillar, Inc.
Gerrit Marx, CEO, CNH Industrial
Jennifer Rumsey, President and CEO, Cummins, Inc.
John O'Leary, President and CEO, Daimler Truck North America
John May, CEO, Deere & Company
David Evans, CEO, DEUTZ Corporation
Aaron Jagdfeld, President and CEO, FPT Industrial Generac Power Systems
Mary Barra, CEO, General Motors LLC
Davey Jung, President and CEO, Hino Motors Manufacturing U.S.A., Inc.
Robert Stoppek, CEO, INNIO
Mathias Carlbaum, CEO, International Motors, LLC
Shaun C. Skinner, CEO, Isuzu Motors America, Inc.
Mark Turner, CEO, JCB Power Systems
Eigo Konya, CEO, Kawasaki Motors Corp., USA
Kubota Engine America Corporation
Liebherr Machines Bulle SA
Alexander Vlaskamp, CEO, MAN Truck & Bus SE
Preston Feight, CEO, PACCAR Inc.
Adam Riddle, CEO, Rolls-Royce Solutions America Inc.
Christian Levin, CEO, Scania CV AB
Antonio Filosa, CEO, Stellantis N.V.
Jacqueline Gelb, Executive Director, Truck and Engine Manufacturers Association
Peter Voorhoeve, President and CEO, Volvo Group North America
Ricardo Opperman, President and Managing Director, Wärtsilä North America, Inc.

Truck & Engine Manufacturers Association
333 W Wacker Drive
Chicago, IL 60606

May 5, 2026

Re: Urging EMA to affirm its commitment to the endangerment finding and to withdraw support for repealing the vehicle GHG emissions standards

To the members of the Truck & Engine Manufacturers Association (EMA),

The undersigned nineteen clean freight advocates write to express deep concern over the Truck & Engine Manufacturers Association (EMA) decision to intervene in litigation supporting the repeal of the U.S. Environmental Protection Agency's Phase 3 greenhouse gas (GHG) emissions standards for medium- and heavy-duty vehicles. Instead, the EMA should emphasize the importance of the Endangerment Finding towards securing a clean energy future for the US transportation sector and affected communities. This action places the association and its members on the side of efforts to weaken longstanding public health and climate protections that keep our communities safe and healthy, while also injecting instability into the heavy duty truck market that depends on long-term certainty. With several of your companies showcasing electric truck technology at ACT Expo this week, your continued membership in EMA calls into question whether your electrification commitments are genuinely aligned with the association's agenda and actions.

This decision is not only an attack on life-saving regulations that protect your customers and the communities they serve, it is also a poor business decision. The Trump Administration's decision to repeal the Endangerment Finding and vehicle greenhouse gas emissions standards is an extreme move that removes the very bedrock of climate policy in the US and undermines the US's ability to comply with the Paris Agreement. This repeal has already created regulatory whiplash and added uncertainty around future emissions standards, making it harder for manufacturers to plan investments, manage supply chains, and allocate capital with confidence. [The EPA's own analysis](#) has indicated that repeal could cost Americans as much as \$180 billion over the next decade.

The electric transition is already underway, and companies that fail to adapt risk not only falling behind, but becoming obsolete in a market that is moving decisively toward cleaner technology. In the United States, Tesla is advancing the Tesla Semi as a serious domestic competitor, while globally, Chinese manufacturers such as BYD are pushing into new markets with lower-cost, electrified trucks. If U.S. manufacturers allow the dismantling of the policy framework that supports innovation, [they risk handing market share to competitors](#).

We urge your companies to call on the EMA to affirm its commitment to the Endangerment Finding and to withdraw its support for repealing the Phase 3 GHG emissions standards, or failing that, publicly distance themselves from EMA's litigation efforts. If EMA continues down its current path, we believe your companies should withdraw your membership. A public break with EMA, [as Ford did in 2023](#), would send an important signal that your company understands that durable clean transportation policy is not a burden on the industry, but a foundation for U.S. competitiveness in the face of both domestic and global competition, and vital for the long-term health of our communities.

Sincerely,

GreenLatinos
Better World Group
Climate Solutions

Coalition for Clean Air
Ecology Center
Elders Climate Action
Environmental Law & Policy Center
Evergreen Action
Labor Network for Sustainability
League of Conservation Voters (LCV)
Native Sun Community Power Development
Neighbors for Clean Air
Oregon Business for Climate
Public Citizen
Reno + Sparks Chamber of Commerce
Sierra Club
Stand.earth
Union of Concerned Scientists
350 Massachusetts - Transportation Working Group