July 20, 2026

Preston Feight, CEO, PACCAR Inc.
John O'Leary, President and CEO, Daimler Truck North America
Jennifer Rumsey, President and CEO, Cummins, Inc.

Re: *Paccar, Cummins, and Daimler's support for weakened implementation of the heavy duty NOx emissions standards contradicts their public commitments to cleaner technologies*

Dear Mr. Feight, Mr. O'Leary, and Ms. Rumsey,

On behalf of the following twenty-four undersigned organizations, we write to convey deep concern over Paccar, Cummins, and Daimler's support for weakened implementation of the heavy duty NOx emissions standards. This obstruction threatens the health of both drivers and communities and self-imposes market uncertainty. The U.S. Environmental Protection Agency's (EPA) proposed amendments to the heavy duty NOx rule is foremost a call for technological stagnation that would harm public health, burden truck drivers, and cede American market leadership to foreign competitors. Your recent statements at the Great American State Fair in support of these rollbacks publicly contradicts the recent assurances your companies have given to investors about your ability to meet the advanced NOx standards set to take effect in 2027.

Life-saving emissions reductions technologies are *already* long established in markets across the world. Your manufactured instability threatens to exacerbate the already undue health burdens suffered by communities and drivers, and further stagnates the advancement of clean heavy duty technologies. Indeed, your support for this deregulation threatens to slam the brakes on the industry's future success by locking fleets into dirtier, less efficient engines, and raising long-term costs for drivers and fleets during an affordability crisis, including a period of spiking diesel costs and staggering price volatility.

As advocates from environmental, public health, labor, and faith communities across the country, we demand that Paccar, Cummins, and Daimler reverse their position to weaken full implementation of the NOx emissions standards. We further urge you to call upon the American Trucking Associations (ATA), of which you are members, to withdraw its support for this rollback that threatens the wellbeing of U.S. communities.

Paccar, Cummins, and Daimler must end their attempts to undermine implementation of heavy duty NOx standards, threatening the health of the communities and drivers upon which the heavy duty industry relies.

Heavy-duty trucks are a primary source of nitrogen oxides (NOx) and fine particulate matter (PM2.5) that fuel asthma attacks, heart disease, strokes, and premature deaths, disproportionately harming communities living near highways, warehouses, and ports. The EPA's own data[1] projects the heavy-duty NOx rule will prevent thousands of premature deaths, hospital visits, and lost work/school days annually, delivering tens of billions of dollars in net benefits resulting from healthier workers and lower health costs.

The urgency of this transition to newer and cleaner technologies is underscored by the disproportionate impact of heavy-duty vehicles. While they represent just 6% of the on-road fleet, this vehicle class accounts for 59% of the transportation sector's NOx emissions and 55% of the sector's particulate pollution. In calling for delays and loopholes, truck manufacturers undermine health gains for truck drivers and families living along trucking routes.

Crucially, this position ignores the health of the very people who power the trucking industry. Truck drivers bear an immense health burden from the diesel pollution that accumulates inside truck cabins, making drivers more likely to get seriously ill and die just for doing their jobs. The American Lung Association has found that "in-cabin pollution" contributes to truck driving being among the occupations most heavily exposed to diesel exhaust, with correspondingly higher mortality rates from lung cancer than unexposed workforces. We urge Paccar, Cummins, and Daimler to champion policies that protect truckers rather than prioritizing short-term decisions that come at the cost of their lives.

Paccar, Cummins, and Daimler contradict their recent public commitments to cleaner technologies and create market instability by obstructing the implementation of NOx standards to scale such technologies.

Manufacturers have already publicly acknowledged their ability to comply with the 2027 benchmarks. Assertions made during this month's rulemaking announcement about the need for predictable implementation and more time to validate technology are at best misleading and at worst patently false. For example, PACCAR stated on its Q3 2025 earnings call, "we're prepared for the 35mg NOx standard … we're ready to go with it." Cummins similarly committed that under the 2027 regulations, "we'll be ready to launch our products into the market in 2027."

[1] Health benefits calculated using EPA's COBRA calendar year 2040 national incident-per-ton factors for PM, PM precursors, and ozone precursors. Uses the high mortality value.

Daimler has confirmed they already developed an engine that meets the 2027 heavy-duty NOx standard.

Indeed, ATA's presumed warnings of "pre-buys," downtime, and supply chain chaos from "unproven" tech are belied by the reality of the global market. Manufacturers like Ford and Stellantis already produce and export vehicles with advanced filtration technology to Europe and China, where such standards have been in place for years. The industry already has much of the cost-effective technology needed to comply with more protective standards. Core to the 2027 standards are evolutions of selective catalytic reduction (SCR) and aftertreatment systems, the same technologies manufacturers have used to meet standards set 15 years ago. Past EPA and independent estimates demonstrate manufacturing costs for gasoline particulate filters (GPFs) ranging between $50-184 per vehicle, with current costs likely decreasing.

Without strong clean air standards and a coordinated zero-emission transition, small and independent truckers will be stuck buying yesterday's technology while competitors in cleaner markets pull ahead. Modern trucking thrives on strong, predictable standards that cut pollution and open markets demanding low-emission freight. With volatile diesel prices and costs still nearly $5/gallon, the need for an affordable zero-emission transition to protect health and truckers' livelihoods is more urgent than ever.

Paccar, Cummins, and Daimler have sided with efforts to obstruct the implementation of accessible and proven technologies that will ensure cleaner air for U.S. truck drivers and communities, injecting instability into the heavy duty truck market that depends on long-term certainty. We urge you to immediately change course during the regulatory window opened by EPA's proposed amendments to instead champion the full implementation of the 2027 benchmarks. We further call on you to demand that your representatives at the ATA withdraw support for these rollbacks. Neither our lungs nor our economy can bear the burden of further delay.

We call on Paccar, Cummins, and Daimler to stop obstructing cleaner standards and to instead defend full implementation of EPA's heavy-duty NOx standards on behalf of our economy, our drivers, and our communities.

Sincerely,

[Signatories listed on following page]

350Mass Transportation Working Group
Acterra: Action for a Healthy Planet
Alliance of Nurses for Healthy Environments
California Environmental Voters
Center for Biological Diversity
Communities for a Healthy Bay
Ecology Center
Elders Climate Action
GreenLatinos
Labor Network for Sustainability
League of Conservation Voters (LCV)
Native Sun Community Power Development
Natural Resources Defense Council
Neighbors for Clean Air
New Jersey Environmental Justice Alliance
Newton MA EV TASK FORCE
Public Citizen
Respiratory Health Association
Sierra Club
Southwest Energy Efficiency Project
Stand.earth
The Green Energy Institute at Lewis & Clark Law School
Utah Clean Energy
Washington Conservation Action