



Submitted via <http://www.regulations.gov>

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
West Building Ground Floor, Room W12-140
Washington, DC 20590-0001

September 15, 2022

Re: Comments in Response to Notice of Intent to Prepare an Environmental Impact Statement for Model Years 2027 and Beyond Corporate Average Fuel Economy Standards and Model Years 2029 and Beyond Heavy-Duty Pickup Trucks and Vans Vehicle Fuel Efficiency Improvement Program Standards (Docket No. NHTSA-2022-0075)

Dear Sir or Madam,

Cummins Inc. appreciates the opportunity to provide comments to the U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) in response to the Notice of Intent to prepare an Environmental Impact Statement (EIS) for Model Years 2027 and Beyond Corporate Average Fuel Economy Standards and Model Years (MY) 2029 and Beyond Heavy-Duty (HD) Pickup Trucks and Vans Vehicle Fuel Efficiency (FE) Improvement Program Standards. Cummins supports tough, clear, and enforceable standards that deliver real-world environmental and energy benefits and are feasible with reliable technologies that our customers can readily adopt. This support includes advocating for and collaborating with NHTSA, U.S. Environmental Protection Agency (EPA), and diverse stakeholders on Phase 1 and Phase 2 Greenhouse Gas (GHG) Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles.^{1,2} Cummins certifies HD pickup trucks with a gross vehicle weight rating

¹ See <https://investor.cummins.com/news/detail/55/cummins-announces-intent-to-meet-new-fuel-efficiency-and> (last accessed September 13, 2022).

² See <https://investor.cummins.com/news/detail/330/cummins-ready-to-deliver-fuel-savings-and-greenhouse-gas> (last accessed September 13, 2022).



between 8,501 and 14,000 pounds (also known as Class 2b and 3 vehicles) to NHTSA's current Phase 2 FE standards. Our comments here pertain to the HD pickup truck category.

Cummins also envisions a zero-emissions future and in January 2022 introduced its decarbonization strategy called Destination Zero.³ Destination Zero is the company's strategy to go further, faster to reduce the GHG and air quality impacts of its products and reach net-zero emissions by 2050 in a way that serves all stakeholders in a sustainable way for Cummins' business. The strategy calls for developing and advancing low- and no-carbon platforms for those customers who are ready for them while also working to reduce carbon emissions from the company's more traditional products. In addition to battery and fuel cell electric platforms and electrolyzers critical to producing low-carbon and green hydrogen, Cummins is bringing to market fuel-agnostic internal combustion engines offering a common architecture that can be optimized for different low-carbon fuels.⁴

Aligned with Cummins' commitments described above, we offer these principles for consideration as NHTSA develops its range of alternatives for analysis in the EIS:

- A **harmonized national program** for fuel efficiency and GHG standards by NHTSA, EPA, and the California Air Resources Board (CARB) is essential to assure the greatest improvements are achieved in the most cost-efficient manner and to provide vehicle and engine manufacturers, suppliers, and end-users with the certainty necessary for investment in technologies to improve fuel efficiency.
- Sufficient regulatory **lead time and stability** should be provided to allow manufacturers to develop and implement the technologies needed to improve fuel efficiency and spread investments over time to minimize cost to customers. The notice indicates NHTSA is statutorily required to issue "a final rule for MY 2029 FE standards no later than July 2025" (87 FR 50389), however this does not appear to provide the minimum four full years of lead time required by the Energy Independence and Security Act of 2007.
- Standards should be **performance-based and technology neutral**, not technology mandates, to allow manufacturers to innovate across a broad range of technologies to meet customers' diverse needs.
- Standards should be **fuel neutral** (i.e., same stringency regardless of fuel type) to ensure the

³ See <https://www.cummins.com/company/esg/environment/destination-zero> (last accessed September 13, 2022).

⁴ See <https://investor.cummins.com/news/detail/551/cummins-unveils-industry-first-fuel-agnostic-internal> (last accessed September 13, 2022).



environmental and fuel-saving benefits of the regulation are achieved regardless of the fuel type chosen by customers.

- EPA is developing more stringent criteria pollutant standards for HD pickup trucks for implementation in a similar timeframe as NHTSA's new FE standards. The **tradeoff between oxides of nitrogen (NOx) and carbon dioxide (CO₂) reductions** must be considered when setting the stringency of FE standards. Also, certification cycles for criteria pollutants and fuel efficiency should remain aligned as in the Phase 1 and 2 rules so that improvement in one is not achieved at the expense of the other.
- The Phase 1 and 2 **work factor attribute** which considers payload capacity, towing capacity, and four-wheel drive capability is an appropriate metric for setting HD pickup standards that recognizes the work capacity of these vehicles to haul goods and provide services and should be retained for the new standards.
- **Well-to-wheels emissions and energy use** should be considered in assessing technology effectiveness to ensure alignment of the standards with the most beneficial path to zero emissions.

Cummins looks forward to engaging with NHTSA and a broad variety of stakeholders in the new rulemaking which is the subject of NHTSA's upcoming EIS and thanks NHTSA for this opportunity to provide initial comments. For any questions, please contact Jackie Yeager (email: jackie.m.yeager@cummins.com).

Sincerely,

Jackie M. Yeager

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Director – Emissions and Fuel Efficiency Policy

Product Compliance & Regulatory Affairs

Cummins Inc.