

To: Hupp, Millan[hupp.millan@epa.gov]
From: EPA Press Office
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Subject: EPA Proposes Repeal of Glider Provisions for Heavy-Duty Truck Rule

Administrator Pruitt Advances Effort to Keep EPA within Regulatory Lane with Proposed Repeal of Glider Provisions from Heavy-Duty Truck Rule

WASHINGTON (November 9, 2017) The Environmental Protection Agency (EPA) is proposing to undo the regulatory overreach of the prior administration by repealing application of the Medium- and Heavy-Duty Truck Phase II Greenhouse Gas Emission and Fuel Efficiency Standards for the glider industry. Gliders are a specially manufactured type of heavy duty highway vehicle assembled from newly manufactured kits that include the vehicle's frame and cab, to which a used engine, transmission and axles are added.

"The previous administration attempted to bend the rule of law and expand the reach of the federal government in a way that threatened to put an entire industry of specialized truck manufacturers out of business," **said EPA Administrator Scott Pruitt**. "Accordingly, the Agency is taking comment on an interpretation of the Clean Air Act that recognizes the unique nature of a vehicle made up of both new and used component parts. Gliders not only provide a more affordable option for smaller owners and operators, but also serve as a key economic driver to numerous rural communities."

Due to the unique way that gliders are manufactured, the Agency is proposing that gliders should not be regulated as "new motor vehicles" or "new motor vehicle engines" under section 202(a)(1) of the Clean Air Act. This action does not affect nor propose to affect EPA's authority to address heavy-duty engine rebuilding practices under Clean Air Act section 202(a)(3)(D).

EPA estimates that about 10,000 gliders are manufactured annually, comprising less than five percent of the Class 8 heavy-duty highway truck market.

The public comment period for the proposal will be open through January 5, 2018. EPA will also hold a public hearing on Monday, December 4, 2017 at EPA's Washington, DC headquarters. More information on the proposal, hearing and how to comment: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks>

Today's proposal is based on a review of the glider provisions of the Phase II rule. On August 17, 2017, Administrator Pruitt announced the Agency's intent to reconsider the glider provisions of the Phase II rule in response to several petitions for reconsideration. See: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/petitions-reconsideration-phase-2-ghg-emissions-and-fuel>

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