

# 5-Min Monthly Read March 2026

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## EPA Rescinds 2009 Endangerment Finding

President Trump and EPA Administrator Lee Zeldin announced “the largest deregulatory action in U.S. history”, rescinding the 2009 Greenhouse Gas Endangerment Finding and eliminating federal vehicle GHG standards. Read our summary of the background and implications here. Expect a lot of litigation. The move is already eliciting reactions. A group of U.S. Senators led by Sen. Sheldon Whitehouse sent a letter to EPA challenging the rollback. The lawmakers question the legal and scientific basis of the decision and are seeking internal records related to the rulemaking process.

## EPA Seeks Data to Address DEF System Failures

NONROAD								
Category	Initial		Secondary		Final		Before	
	Timing	Level	Timing	Level	Timing	Level	Timing	Level
Nonroad Equipment	36 hours	25% Torque Reduction*	n/a	n/a	100 hours	50% Torque Reduction**	4 hours	Idle Only

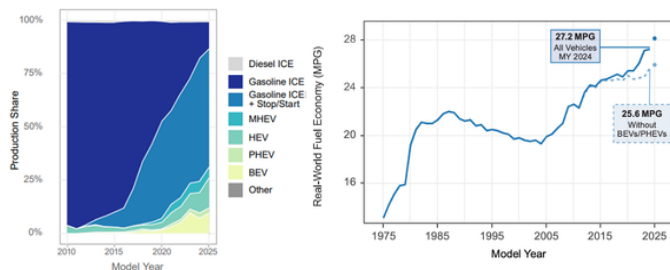
\*Normal constant speed engines (e.g., agricultural pumps) and gensets do not have an initial inducement step as any torque reduction may limit product functionality.  
\*\*Normal equipment can be restarted with full power 3 times for up to 30 minutes after inducement.

The U.S. EPA is taking further action to address Diesel Exhaust Fluid (DEF) system failures impacting farmers & truckers. Following its August 2025 guidance easing engine “derates,” the agency is requiring 14 major manufacturers to submit warranty and failure data within 30 days. This will inform potential regulatory steps in 2026.

 Read our article for more

## EPA 2025 Automotive Trends Report

The U.S. EPA has published its 2025 Automotive Trends Report, analyzing fuel economy, emissions, and technology trends in new light-duty vehicles through model year 2024. The report finds that real-world fuel economy reached record levels, driven in part by growing adoption of electrified powertrains.



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## American Trucking Association asks EPA for flexibility with HD Low NOx

In a [letter](#) to the EPA, the American Trucking Associations (ATA) asserts that engine technologies for MY2027 standards are unproven on the highway, and could lead to downtime and service disruptions. The letter urges the EPA to consider granting non-conformance penalties (NCPs) and credit market flexibilities as mechanisms to ease the transition to MY 2027 Low NOx standards.

## CARB hosts Workshop On Off-Road Tier 5 Rulemaking



CARB hosted a public workshop to discuss proposed Tier 5 standards aimed at reducing NOx and PM emissions from new off-road diesel engines. It included technical updates to OBD and Off-Road In-Use Testing since the October 2024 workshop. Some of the proposed changes include dropping the CO2 standard, making the Tier 5 interim step optional (with incentives), and pushing the implementation date of Tier 5 final to 2036.

**YouTube** See the video recording of the workshop

## India to Adopt WLTP for BS6 Emissions Testing from April 2027



India will [transition](#) emissions testing to the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) starting April 1, 2027. The new testing cycle will replace the current Modified Indian Driving Cycle (MIDC) standard and aims to deliver fuel efficiency and emissions figures that better reflect real-world driving conditions. The move applies to M1 and M2 vehicles and select commercial vehicles up to 5 tons.

## SUV Makers Push for Relief Under India's CAFE-3 Norms

Several SUV-focused automakers are seeking relaxed targets under India's proposed [CAFE-3 fuel efficiency norms](#), set to take effect in 2027. Companies argue that stricter CO<sub>2</sub> limits could disproportionately impact manufacturers with heavier vehicle portfolios, making compliance more difficult without penalties. Previously, concessions have been announced specifically for small cars, which is seen as unfair by some of these automakers.

## Delhi Proposal for 100% EV Sales by 2030

The Commission for Air Quality Management (CAQM) has [proposed](#) a phased roadmap towards all-electric only sales in the Delhi National Capital Region (NCR) by April 2030. This is in response to the severe pollution that has plagued the city in recent months. The proposal is being met by stiff resistance by automakers who raise concern about the lack of charging infrastructure and higher vehicle cost as barriers for increasing EV adoption.

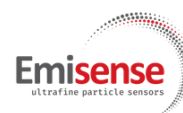
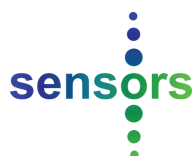
## India delays TREM V Standards for most equipment

India has [released](#) the TREM V emission norms for agricultural tractors. These apply starting October 2026 to tractors > 75 hp and < 25 hp, while the intermediate segment (25 - 75 hp) will continue at TREM IIIA level. That segment, however, contains the bulk (> 70%) of agricultural tractors in India. That will move to TREM V starting 2032. TREM V introduced a PN limit of 1x10<sup>12</sup> #/kWh, and tightens other gas limits.



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## North American OEMs Navigate Huge EV-related Losses

Ford's electric vehicle division, Model e, posted a \$4.8 billion operating loss in 2025, expects to lose a similar amount in 2026, and continue losing money for another two years at last. Slower-than-expected demand and restructuring efforts have prompted the automaker to scale back select EV programs and shift focus toward more affordable models and hybrids.



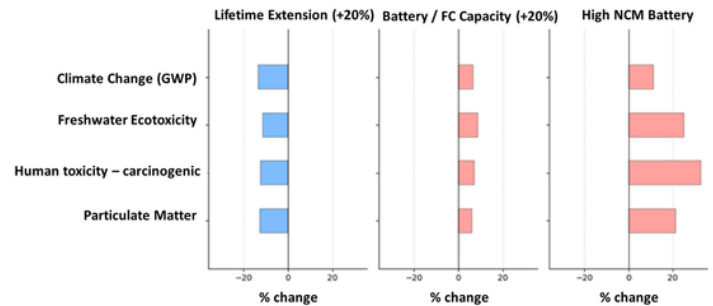
Ford is advancing technical improvements to enhance EV performance, improving aerodynamic design in its electric trucks to reduce drag and extend driving range.

Stellantis posted a net loss of €22.3 billion for 2025, primarily attributed to "the cost of over-estimating the pace of the energy transition and of the need to reset our business" to reflect consumer choice for hybrids and ICE as well.

In related news, Automotive Cells Company (ACC), the Stellantis-backed battery joint venture with Mercedes-Benz and TotalEnergies, has shelved plans to build gigafactories in Italy & Germany.

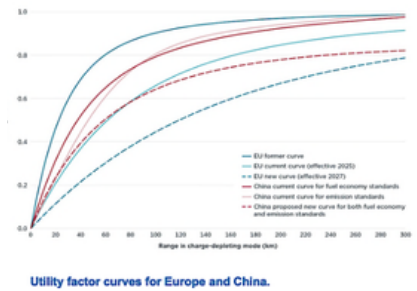
## Evaluating EV and FCV Futures: Critical Metals and Climate Trade-Offs

A recent study has evaluated various EV-dominant, FCV-dominant, and mixed adoption scenarios through 2050, and the impact on critical material demand and sustainability. The authors show that technology choices on improving batteries can lead to either an increase or decrease in global warming potential, toxicity, and particulate matter formation.



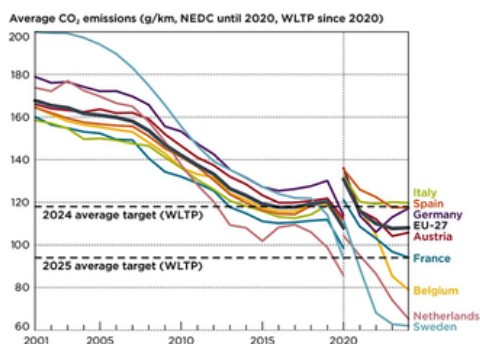
## Report Examines Regulatory Shift for Plug-In Hybrids in Europe

A new report, "Regulatory Adjustments for Plug-in Hybrid Vehicles in Europe," assesses how evolving EU rules will reshape the real-world performance and market outlook of plug-in hybrid electric vehicles (PHEVs). The analysis highlights a transition period marked by tighter CO<sub>2</sub> regulations and growing scrutiny of the gap between official test results and actual driving emissions. Read more



## ICCT Publishes 2025/26 European Vehicle Market Statistics

Passenger cars: CO<sub>2</sub> emissions by country



The International Council on Clean Transportation (ICCT) has released its European Vehicle Market Statistics 2025/26 report, providing an overview of new vehicle registrations, emissions trends, and technology uptake across the EU. The report highlights continued growth in battery electric vehicle adoption, a dominant SUV market share, and a long-term decline in fleet-average CO<sub>2</sub> emissions from new cars.

## Daimler Buses and FEV Unveil Hydrogen-Powered “H<sub>2</sub> Coach”

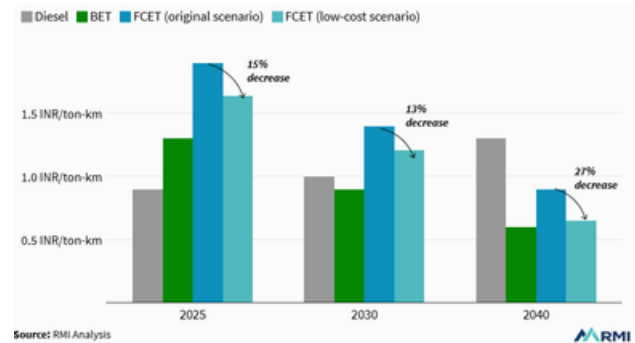


Daimler Buses has partnered with engineering company FEV to introduce the H<sub>2</sub> Coach, the first hydrogen fuel cell-powered demonstrator coach. Designed for long-distance, zero-emission travel, the drivetrain is powered by a Cellcentric fuel cell unit with 300 kW electrical output. Two H<sub>2</sub> tanks with a total capacity of 46 kg deliver a range of up to 800 kilometers. H<sub>2</sub> offers fast refueling times, a key advantage for intercity operations.

## RMI Highlights Hydrogen’s Role in Decarbonizing India’s Freight Sector

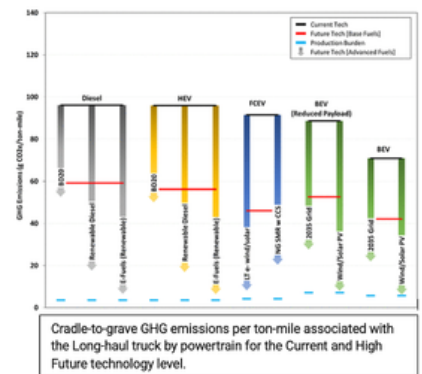
A new RMI brief explores the potential of hydrogen-powered trucks to cut emissions in India, where the government has allocated INR208 crore (\$23 million) under the National Green H<sub>2</sub> mission to support five pilot projects including 37 buses and trucks.

The report finds hydrogen trucks could become cost-competitive with diesel in heavy applications by 2040, provided fuel and infrastructure costs decline.



## Freight Emissions: Lifecycle Pathways Matter

A recent study from Argonne National Lab highlights multiple pathways available for reducing cradle-to-grave GHG emissions from heavy-duty trucks. The study shows that hybrids can reduce emissions by 25% for box trucks while having no benefit for long-haul applications. For long-haul, diesels with improved efficiency can deliver lower GHG than battery electrics today. BEVs with cleaner electricity could reduce GHG by >70% by 2035 – underscoring that freight decarbonization depends on both advanced vehicle technologies and low-carbon fuel pathways.



## MobilityNotes Conference List

Plan your conference/travel - Download a list of noteworthy events in 2026 [here](#)

[2026 Annual Meeting & Transportation Technology Exhibition, Mar 16 – 19, Nashville, USA](https://tmcannual.trucking.org/)

H2 & FC EXPO, March 17–19, Tokyo, Japan  
<https://www.jetro.go.jp/en/database/j-messe/tradefair/detail/145458>

CLEPA Aftermarket Conference, Mar 18–19, Brussels, Belgium  
<https://www.clepa.eu/events/clepa-aftermarket-conference-2026/>

VERT Forum & VERT Focus Day, Mar 19–20, Bern, Switzerland  
<https://www.vert-dpf.eu/j3/index.php/start-page/events>

International Battery Seminar & Exhibit, Mar 23 – 26, Orlando, USA  
<https://www.internationalbatteryseminar.com/>

F+L Week, Mar 26–27, Bangkok, Thailand  
<https://www.fuelsandlubes.com/event/fl-week-2026/>