

Understanding EPA's review of emission rules: Is Diesel Aftertreatment on the way out?



*Black smoke?
Particle pollution*



*Yellow haze?
NO_x-pollution*



Here's what's really happening →

Let's get the background straight:

Why is the EPA reviewing emission rules?



New Administration

- ▶ *Political priorities for future targets have changed, which typically leads to a regulatory review.*



Industry feedback

- ▶ *The review follows concerns raised by OEMs and fleets on costs and complexity.*



Targeted outcome

- ▶ *Improving the balance between emissions, uptime and affordability for future vehicles.*



So... what does that mean? →

Let's start with what it does not mean:

Industry misconceptions

"No more DPFs and Diesel Exhaust Fluid"

Fact: The review is not aiming to undermine the effect of regulations that already apply.



"Soon I can legally delete it from my truck"

Fact: Tampering with emission control systems remains illegal and punishable by law.



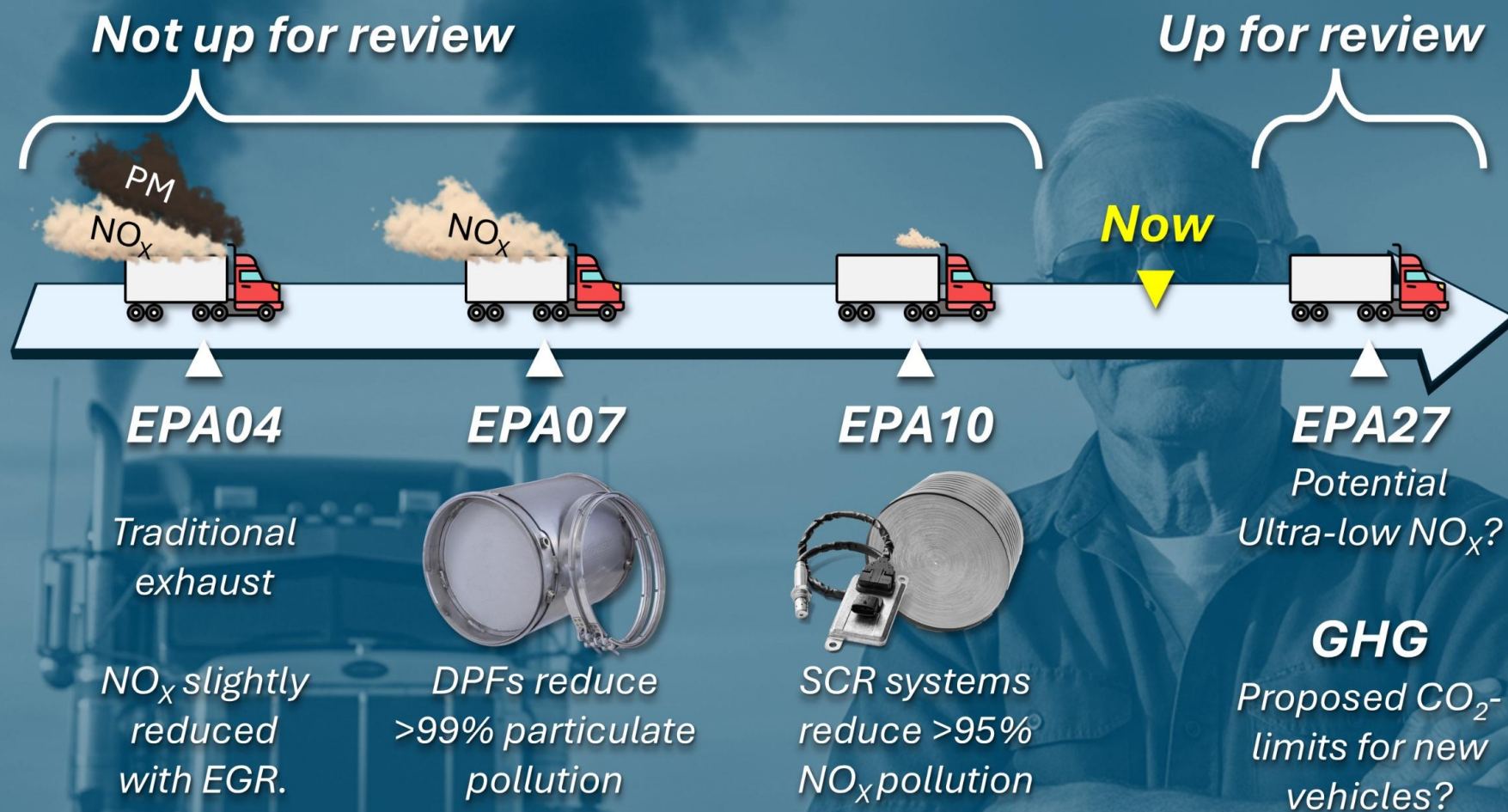
"About time, emission tech only means trouble"

Fact: It does come with added costs and complexity, but the positive effect of removing harmful pollutants is well documented and significant.



So why the review? →

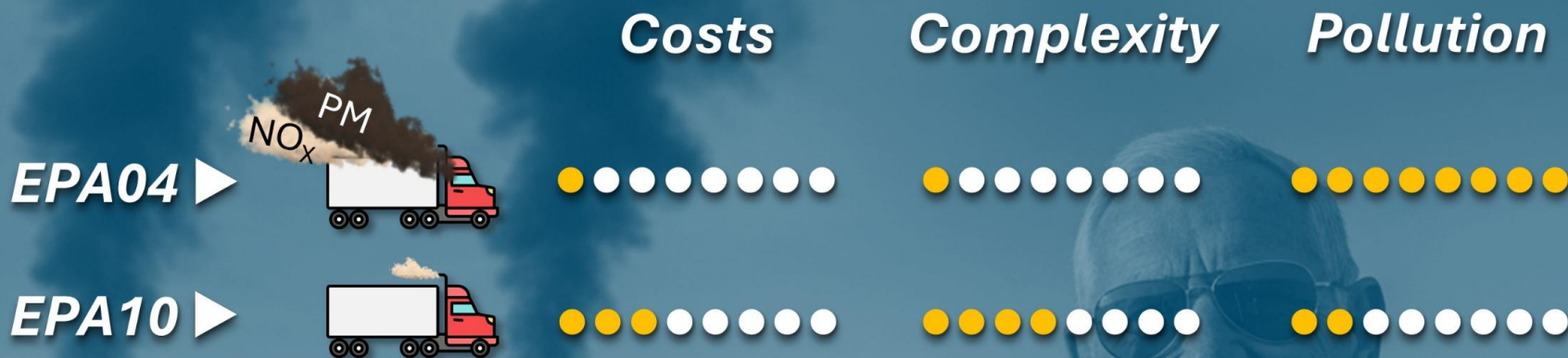
What the review really is about: **Balancing emissions, costs & complexity**



What could this mean? →

Potential effect for fleets:

Stay where we are or go even further?



What is up for review: Slight increase in costs to nail the last bit of pollution?



Indicative comparison for illustration purposes



What's Dinex' take on all this? →

*No matter the outcome of the EPA's review:
We got your back!
**With technical support &
competitive solutions.***

dINEX

