

Fact Sheet: EPA Delays Unattainable Biden-era Tier 4 Criteria Pollutant Standards for Light-Duty and Medium-Duty Vehicles

Tier 4 Reconsideration Part 1 Proposal

- On May 14, 2026, U.S. Environmental Protection Agency (EPA) announced Part 1 of the agency's comprehensive review of the Biden-EPA's 2024 Tier 4 light-and medium-duty vehicles emission standards for criteria pollutants.
- Under Part 1, EPA is proposing to delay the Tier 4 emission standards for light-and medium-duty vehicles by two years until model year (MY) 2029 in response to the overwhelming rejection of Electric Vehicle (EVs) by the American people and manufacturers shifting away from them.
- This proposed action is expected to **save over \$1.7 billion**, providing **hundreds of dollars** saved per vehicle for American families.
- If finalized, manufacturers would continue to comply with the well-established and highly effective Tier 3 standards, which currently deliver substantial emissions reductions of up to 80 percent, for MY 2027 and MY 2028 vehicles.
- The two-year delay is designed to give adequate lead time for manufacturers to phase in Tier 4 standards with MY 2029 fleets that better fit consumer demand for less EVs.
- Emissions controls would remain fully in effect during the transition period, ensuring continued environmental protection without imposing unnecessary costs or limiting consumer choice.

America's Shift Away from EVs

- The existing and unrealistic Tier 4 standards require that manufacturers meet declining emission levels for standards which start in MY 2027 and are fully implemented by MY 2032. These fleet average standards were based on faulty Biden-era EPA assumptions regarding the number of EVs that would be produced by manufacturers.
- Manufacturers and suppliers are operating in a very different environment than when Tier 4 was originally finalized due to low consumer appetite for EVs, and federal changes ending avenues used to force EVs onto Americans—including the Congressional Review Act [disapproval](#) of three California vehicle emission waivers. The numbers speak for themselves:
 - General Motors has announced a **\$4 billion investment** to boost internal combustion engine (ICE) vehicles and a further “**\$6 billion change** to unwind some [EV] investments.”

- Ford cancelled plans for a three-row electric SUV and delayed the launch of other EVs until 2028. The company announced a **\$19.5 billion write-down** in its EV investments.
- Stellantis announced it was scrapping its plug-in EV lineup, citing waning customer demand and that the company was taking a **\$26.5 billion charge against** its EV investments.
- Honda **reduced** its EV spending by **30%**.
- Hyundai halted production of EVs in Alabama to shift focus towards more popular and profitable vehicles.
- The Trump EPA is committed to putting consumer choice first and Americans have been very clear they do not want EVs forced upon them.

Subsequent Part 2 Proposal

- In the forthcoming Part 2 rulemaking, EPA plans to comprehensively reconsider the Tier 4 Program. The reconsideration may include changes to the Tier 4 standards, implementation dates, phase-in schedules, and test procedures.

Program Background

- Under Section 202(a) of the CAA, EPA is required to set vehicle emissions standards while considering feasibility, cost, and lead time.
- The program is focused on criteria pollutants and their precursors, including pollutants that contribute to ozone and particulate matter and that are subject to the National Ambient Air Quality Standards.
- Over the years, vehicle standards have been done in different “Tiers.”
 - Tier 1 was adopted in the early 1990s following amendments to the CAA.
 - Tier 2 phased in during the 2000s.
 - Tier 3 was finalized in 2014 and phased in from MY 2017 through MY 2025.
 - Tier 4 was set in April 2024 in the Multi-Pollutant Emissions Standards for MYs 2027 and Later Light-Duty and Medium-Duty Vehicles rule. The Tier 4 standards are currently set to phase in from MY 2027 through MY 2032.

Public Participation

- The proposed rule will be published in the *Federal Register* and will be open for public comment for 45 days.