

The Trump EPA’s Actions on DEF

TIMELINE OF HOW WE GOT HERE

As U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin traveled to all 50 states during his first year, he heard directly from truck drivers, farmers, and other diesel equipment operators rightly complaining about Diesel Exhaust Fluid (DEF) and pleading for a fix. Sudden speed losses and shutdowns caused by DEF system failures compromise productivity for American operators. To keep diesel operators from losing days in the field or on the road because of faulty DEF systems, the Trump EPA has been diligently working to fix the DEF issue rapidly. Below is a timeline of all the actions the Trump EPA has taken under Administrator Zeldin’s leadership to respond to the persistent and well-documented concerns of farmers, truckers, and other operators who rely on diesel-power equipment to keep the American economy moving. The Trump EPA will never stop pursuing ways to help our farmers, truck drivers and other operators.

August 2025	{	<p><u>Issued Clear Guidance to Reverse Deratements</u></p> <p>While at the Iowa State Fair, EPA issued guidance under Clean Air Act (CAA) section 202, to revise DEF system software in existing vehicles and equipment to reverse deratements that impact farmers, truckers, and others. For example, under the new guidance, agricultural equipment operators would have up to 100 hours to diagnose and resolve issues. Previously, the inducement period for agricultural equipment was only 4 hours before the equipment went idle.</p> <p>In response to this guidance, manufacturers have already made this new and improved software available in over a million engines and will be extending the improvements to owners of older equipment. According to the U.S. Small Business Administration (SBA), this change will save family farms an estimated \$727 million per year and offers vital financial and operational certainty.</p>
February 2026	{	<p><u>Affirmed Right to Repair for Nonroad Diesel Equipment</u></p> <p>EPA issued new guidance affirming the Right to Repair for farmers and owners of nonroad diesel equipment, including agricultural machinery. EPA’s guidance to manufacturers clarifies that the CAA supports, rather than restricts, Americans’ ability to make repairs on their own without being in violation of the CAA.</p> <p>SBA estimates that EPA’s Right to Repair guidance will save agricultural communities thousands of dollars and empower farmers to fix their own equipment if they wish.</p>
February 2026	{	<p><u>Demanded Critical Data on DEF System Failures from the Manufacturers</u></p> <p>EPA issued an Information Demand letter to the largest 14 on-road and nonroad manufacturers that account for over 80 percent of all products used in DEF systems to better understand the scope and causes of DEF system failures. EPA has received all the data and is reviewing it to help inform future steps.</p>

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March 2026	<p><u>Removed DEF Sensors</u></p> <p>As part of the “Great American Agriculture Celebration,” President Trump announced new EPA guidance on DEF based on preliminary findings from the demanded data. The guidance made clear that under existing regulations, manufacturers can stop inaccurate DEF system failures by removing traditional emission sensors, known as Urea Quality Sensors, and switching to NO_x sensors. The guidance also directed manufacturers to calibrate warnings and inducements to avoid unnecessary shutdowns. According to the SBA, this guidance will save Americans \$13.79 billion annually.</p>
July 2026	<p><u>Upheld Americans’ “Freedom to Fix” for all Vehicles and Equipment</u></p> <p>In response to President Trump’s “Lowering the Cost of Living by Promoting the Freedom to Fix” Presidential Memorandum, EPA issued guidance advancing the freedom to fix for all Americans regardless of vehicle or equipment type. EPA’s guidance affirms that, under the CAA, manufacturers must, on reasonable terms, provide Americans access to the same service and repair information they make available to their own branded service centers. This includes DEF and other environmental control systems. The obligations laid out in EPA’s guidance do not extend to those proprietary elements of manufacturers’ designs, software codes, or any other intellectual proprietary or confidential business information that is currently protected from disclosure in accordance with the CAA. This will help operators make timely, affordable repairs if they wish.</p>
July 2026	<p><u>Unveils Proposal to Eliminate DEF Deratements Completely</u></p> <p>EPA took a historic step to provide a commonsense solution to DEF system failures with a proposal to remove deratements and vehicle speed restrictions completely for newly manufactured highway engines and vehicles.</p> <p>Instead of vehicles lurching to a halt when DEF systems fail, under EPA’s proposal, operators would receive visible and/or audible alerts that allow them to continue operating until they can safely address the problem. Additionally, EPA proposed to extend these changes to new nonroad engines and equipment, including those used in agriculture. The agency is also taking public comment on whether guidance should be developed to allow manufacturers to implement this change for in-use highway vehicles and nonroad equipment. If finalized, American operators will be able to drive America forward without worry.</p>