



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



January 30, 2026

Dear manufacturers:

NHTSA is moving forward with the next phase of its work to reset the fuel economy program: ensuring realistic standards for heavy-duty pickups and vans (HDPUV) that comply with the law.

On his first day at the U.S. Department of Transportation, and in accordance with President Trump's Executive Order on "Unleashing American Energy," Secretary Duffy issued a memorandum on "Fixing the CAFE Program" that directed NHTSA to review and reconsider final rules issued in 2022 and 2024 that set standards for passenger cars and light trucks for model years 2022-2031 and HDPUVs for model years 2030 and beyond. We issued a proposed rule to reset the passenger cars and light truck standards, which was published in the Federal Register on December 5, 2025. While NHTSA is reviewing public comments with an eye toward swift completion of that rulemaking, we are also working in parallel on a proposal to reset the HDPUV standards.

As NHTSA described in its interpretive rule, *Resetting the Corporate Average Fuel Economy Program*, 90 Fed. Reg. 24518 (June 11, 2025), the standards governing medium- and heavy-duty vehicles, which include HDPUVs and several other large vehicle platforms (collectively medium duty and heavy duty, or MDHD, vehicles), suffer from legal flaws. NHTSA explained, among other things, that the standards were set without applying the expressly applicable statutory criteria for setting "maximum feasible" standards, 49 U.S.C. § 32902(f). NHTSA also explained in its interpretive rule that it previously had created a MDHD civil penalty through rulemaking without authority to do so.

Unrealistic HDPUV standards harm American consumers and business owners who use these commercial vehicles. NHTSA takes this action to reset its HDPUV standards and ensure that those standards conform to legal requirements imposed by Congress. As stated in the interpretive rule: "Pending the rulemaking process for the establishment of replacement standards, NHTSA will exercise its enforcement authority with regard to all existing CAFE and MDHD standards in accordance with the interpretation set forth in this rule." Additional information on this and NHTSA's other ongoing rulemakings is included in the Unified Agenda of Regulatory and Deregulatory Actions.

Sincerely,


Jonathan Morrison
Administrator