

| 2024

EPA's Diesel Emissions Regulations:

Pricing and reliability
impacts over two decades

OVERDRIVE

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Table of Contents

Introduction and Methodology..... 3

Pricing..... 5

Reliability..... 9

Emissions-Regs Viewpoint 14



Methodology

In early 2024, **Overdrive** surveyed owner-operator and small fleet readers about how successive rounds of Environmental Protection Agency diesel emissions regulations since the turn of the century have contributed to the rising cost of a new Class 8 truck, with yet another round to come into play in 2027. Results show not only real-world cost impacts for small-business trucking, but how different generations of equipment have performed better or worse when it comes to long-term value. That's partly due to reliability reputations when it comes to maintenance and repairs, as illustrated in the results for the truck model year groups throughout the survey. Keep in mind when digesting the survey results: Those groups are intended to correspond as closely as possible to successive generations of engines and emissions technologies. Thus, generally speaking, the truck model year groups were divided one model year newer than the generation of engine/emissions. For instance, many (likely most) 2007 model year trucks are known to have been spec'd with prior-year 2006 engines. The 2008-2010 truck model year group is intended thus to correspond to the 2007-2009 generation of engines, newly outfitted with diesel particulate filters. Other model year groups are organized similarly.

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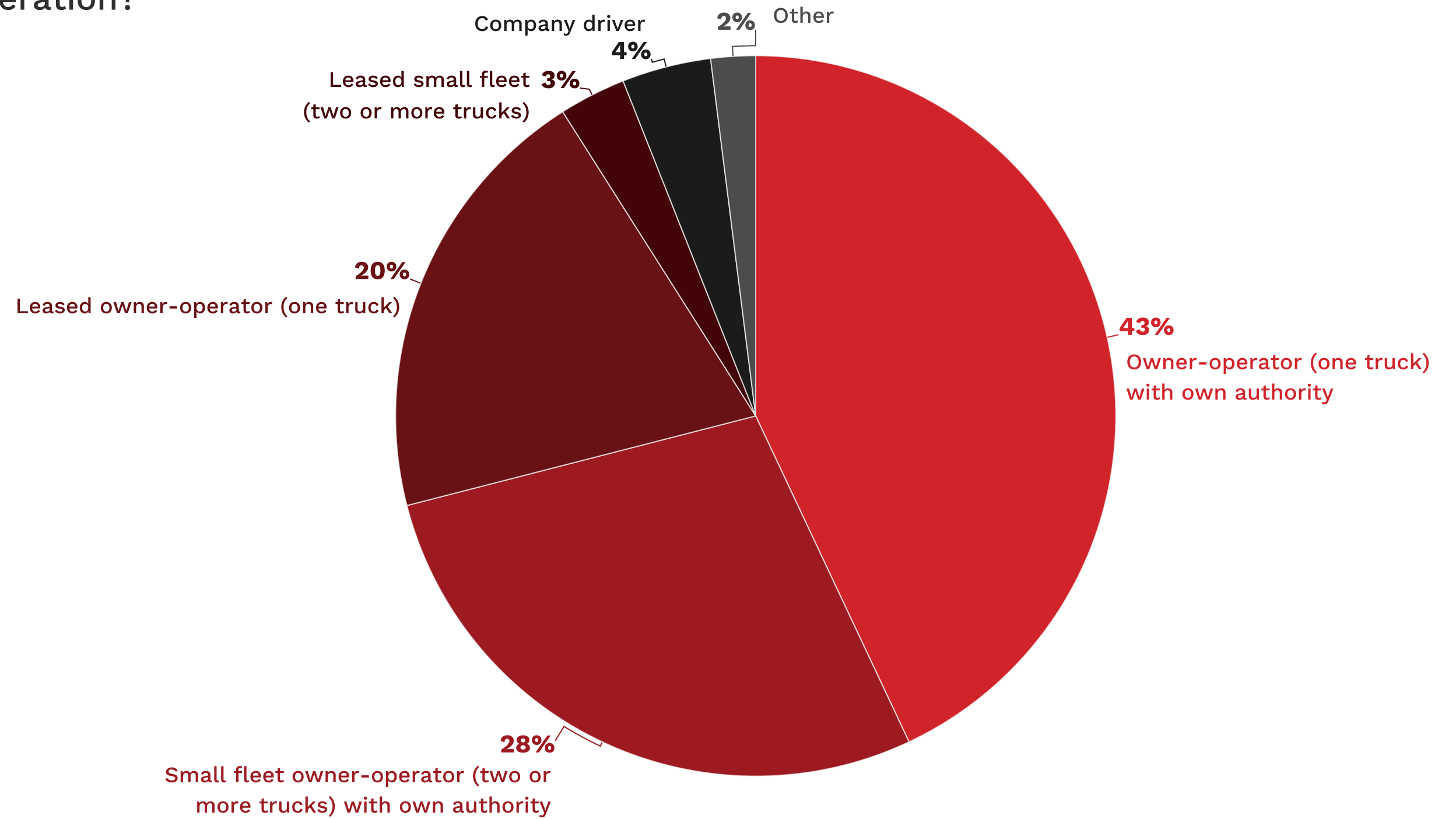
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Total respondents: **775**

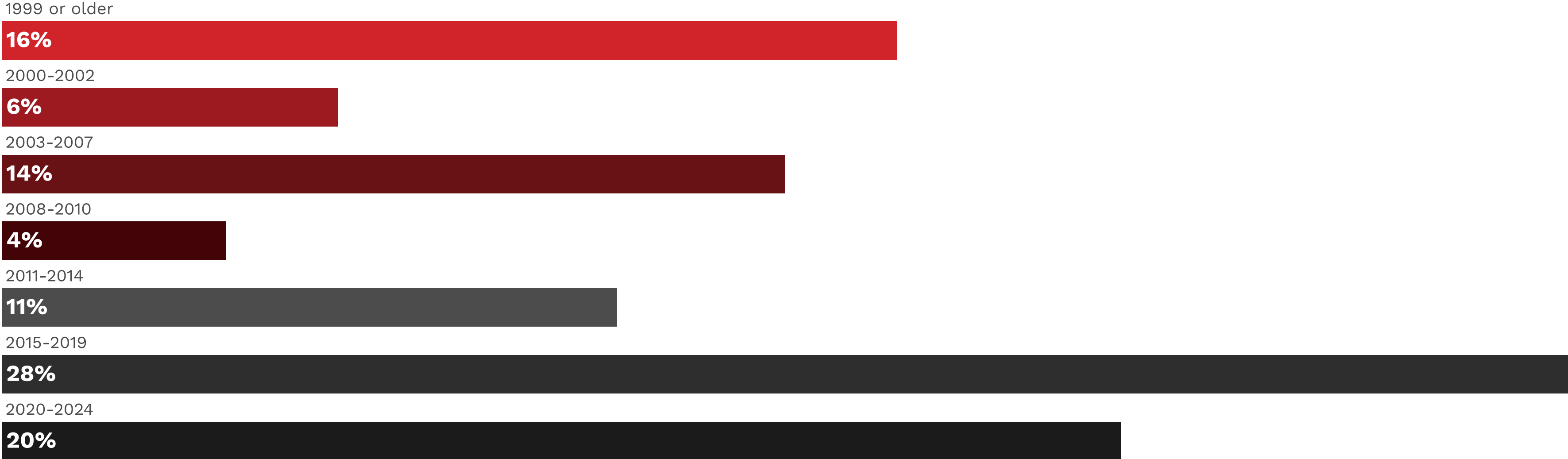
Mostly one-truck independent and leased owner-operators and multi-unit small fleets

What best describes your current operation?



Pricing

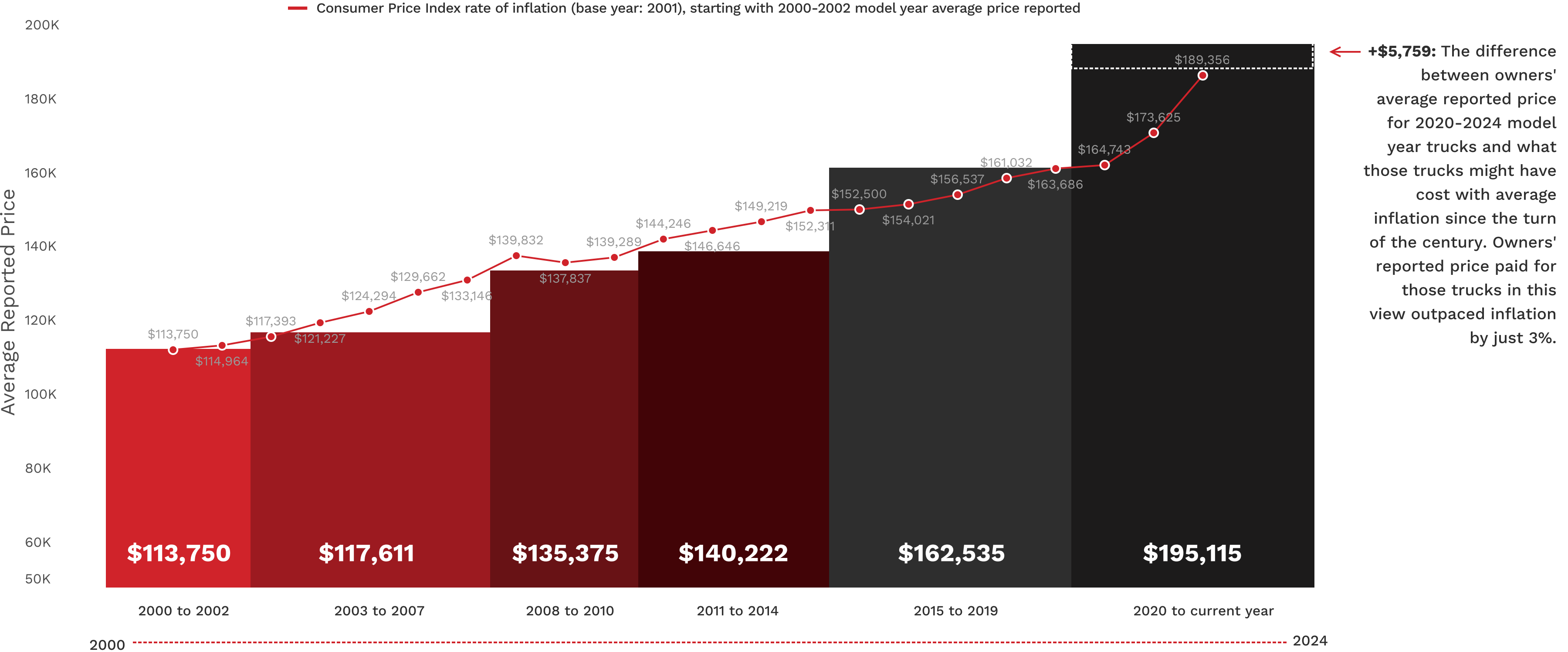
Owners' most recent truck purchase: Distribution by model-year group



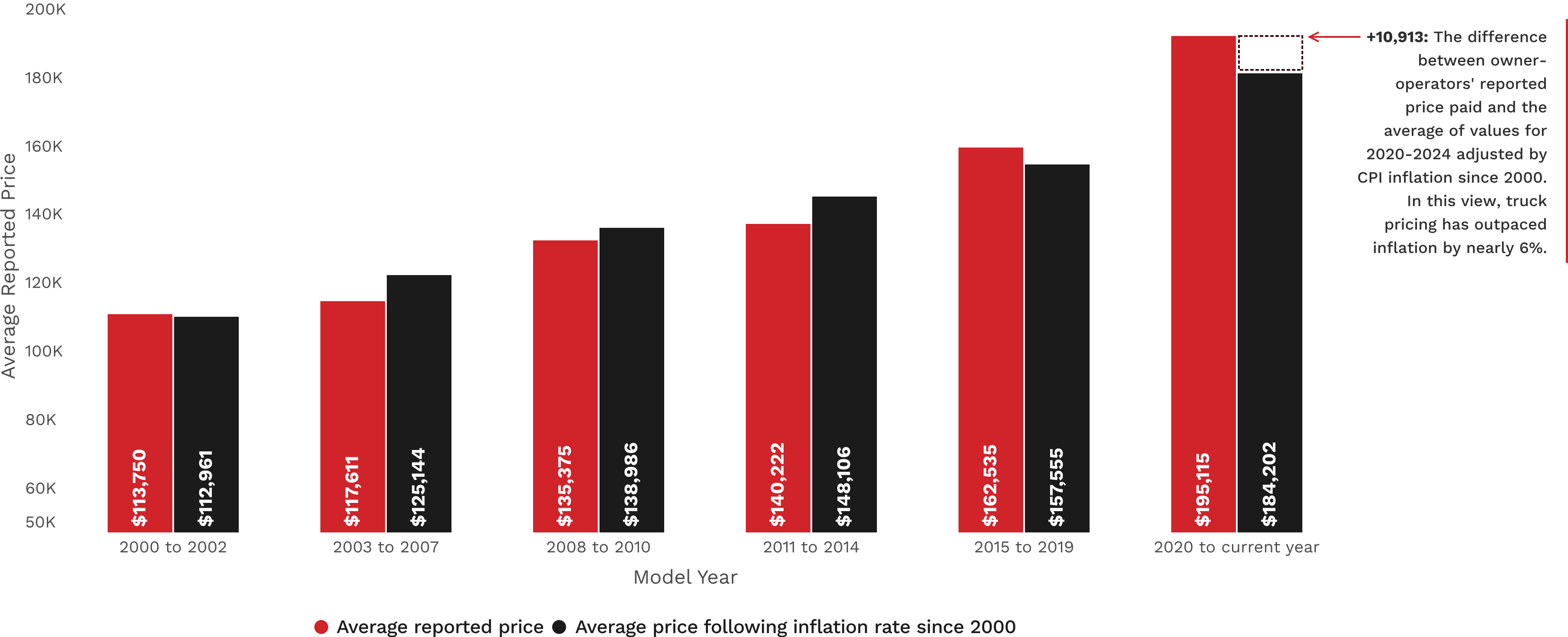
Was that truck new or used when purchased?



Average purchase price reported by new-truck buyers in the various model year groups, compared to rate of inflation

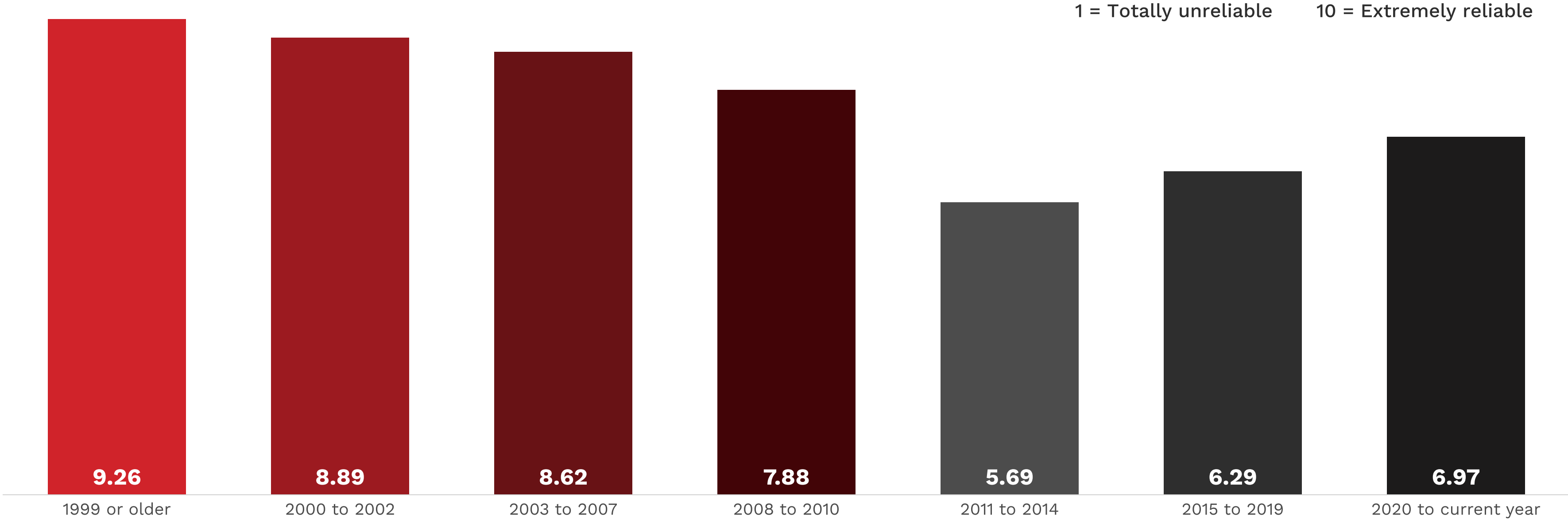


Viewed another way, with owners' reported average price paid by model year group, compared to 2000-'24 inflation-adjusted average values for each model year group



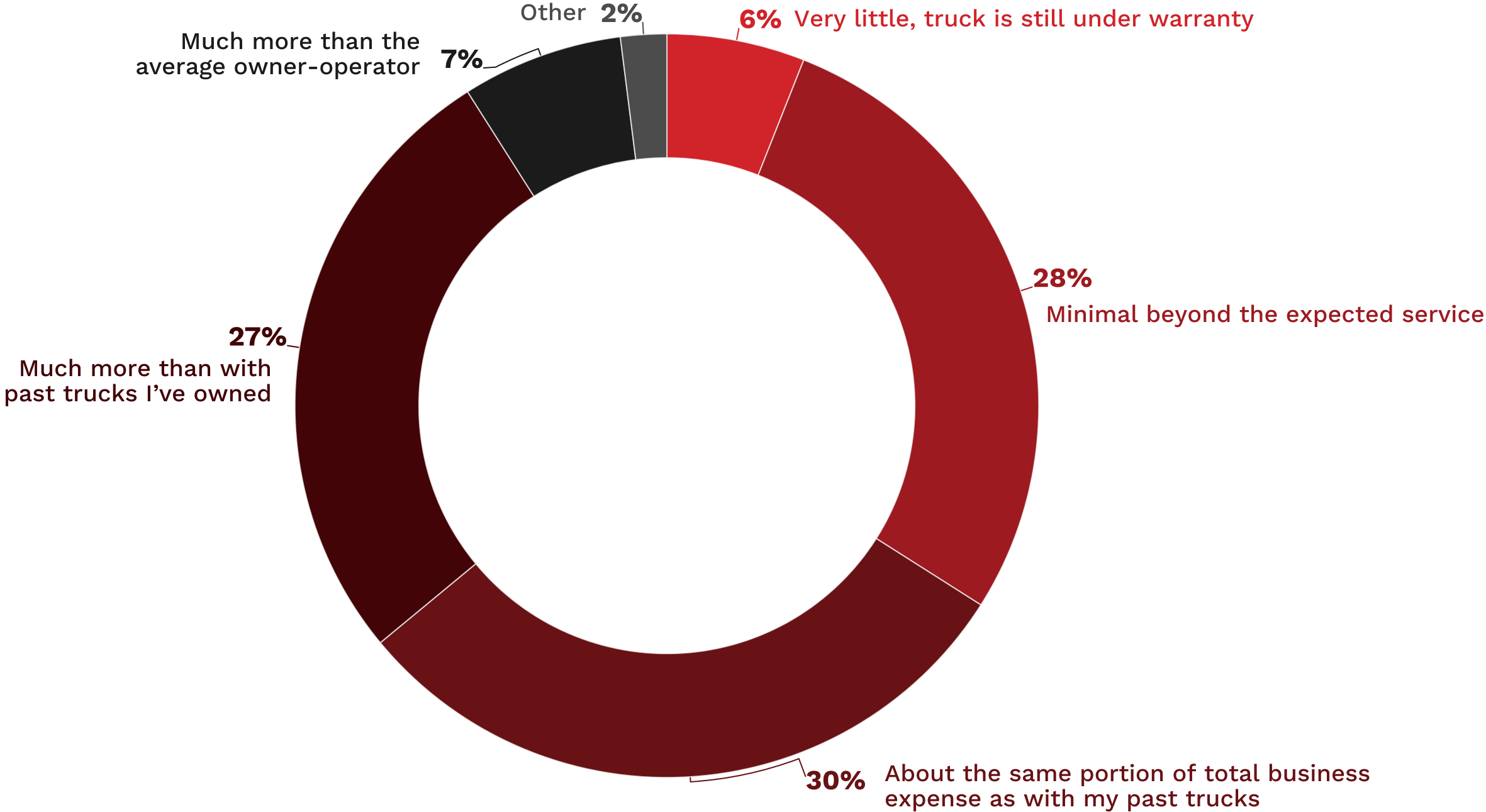
Reliability

How owners rated their own most recent truck's reliability, by model year groups

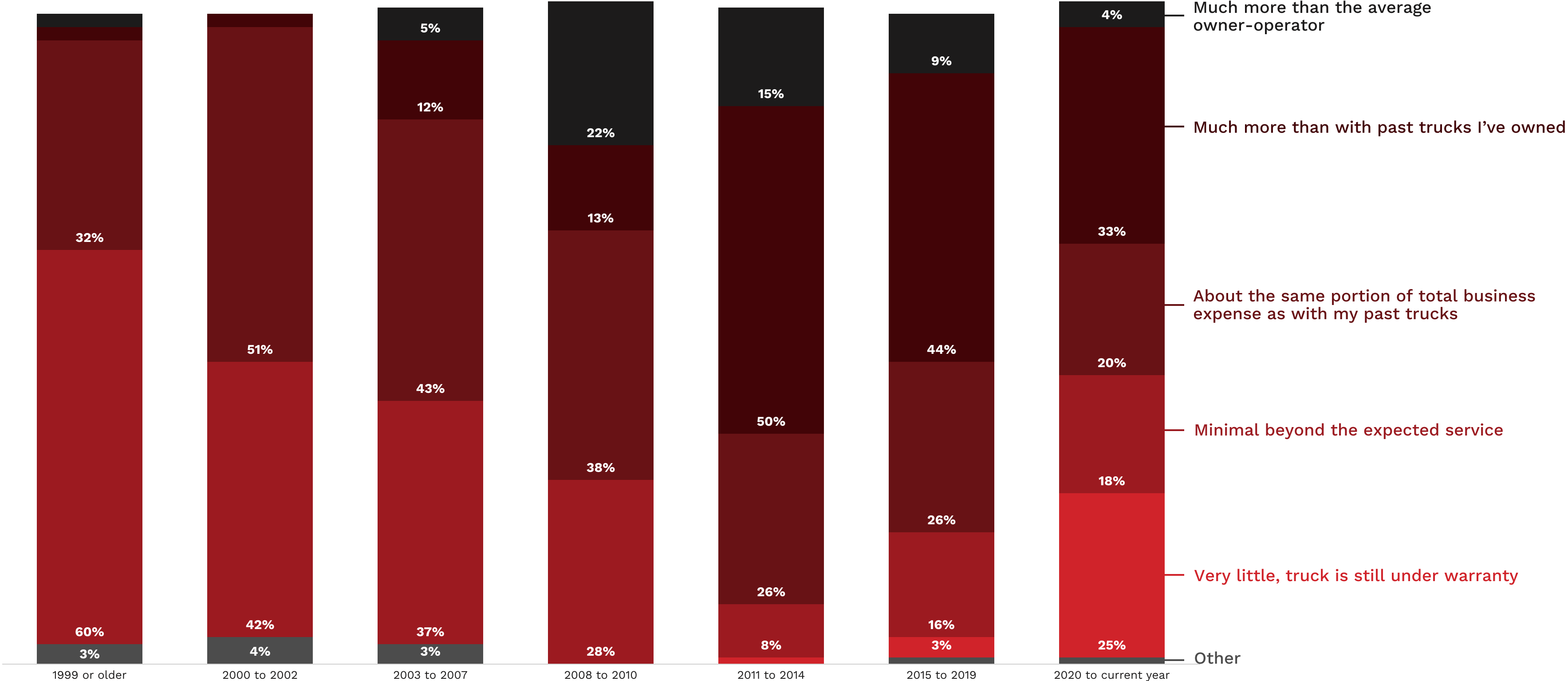


Among all respondents, interestingly, buyers of used equipment rated their own trucks (7.44) on average more reliable than buyers of new equipment (7.28).

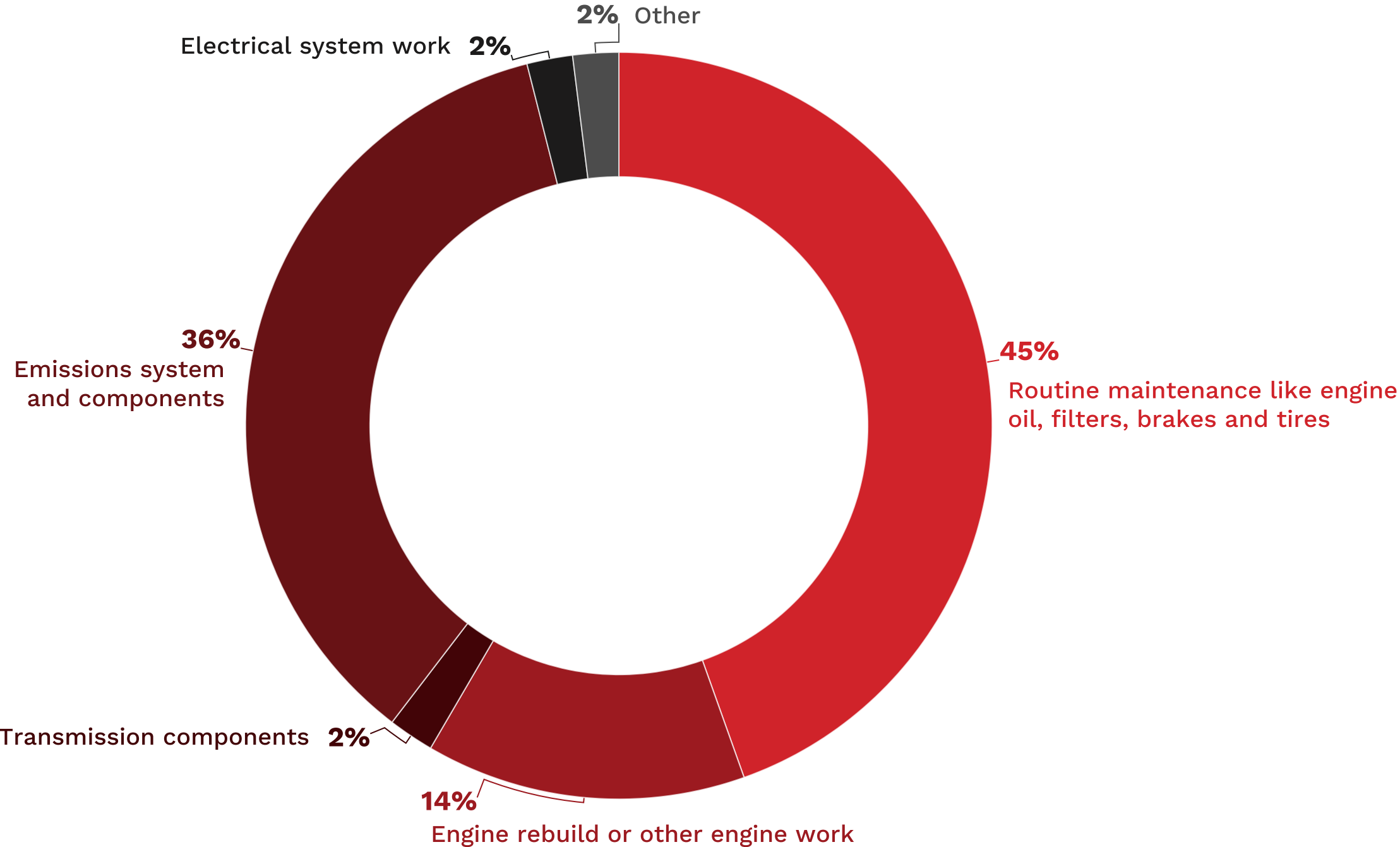
How would you characterize the amount of money spent on the truck's maintenance?



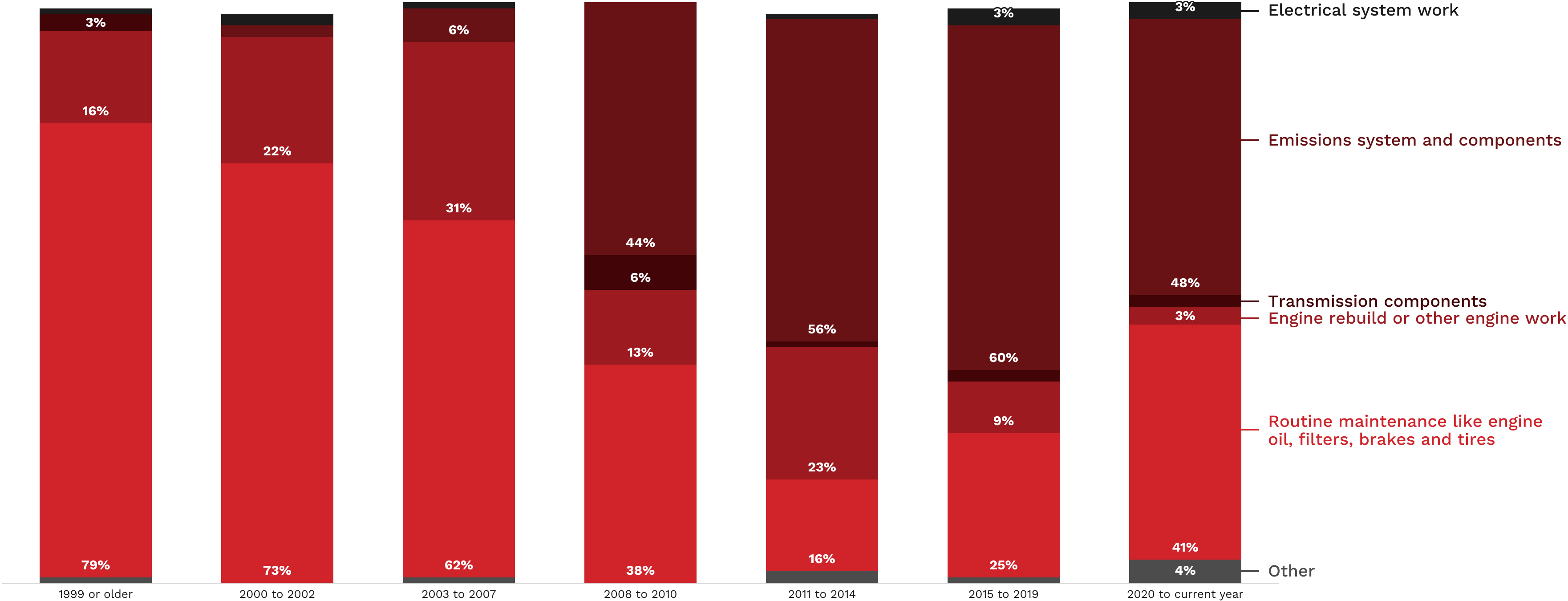
How would you characterize the amount of money spent on the truck's maintenance? BY MODEL YEAR GROUP



What's been your biggest area of maintenance with the truck?



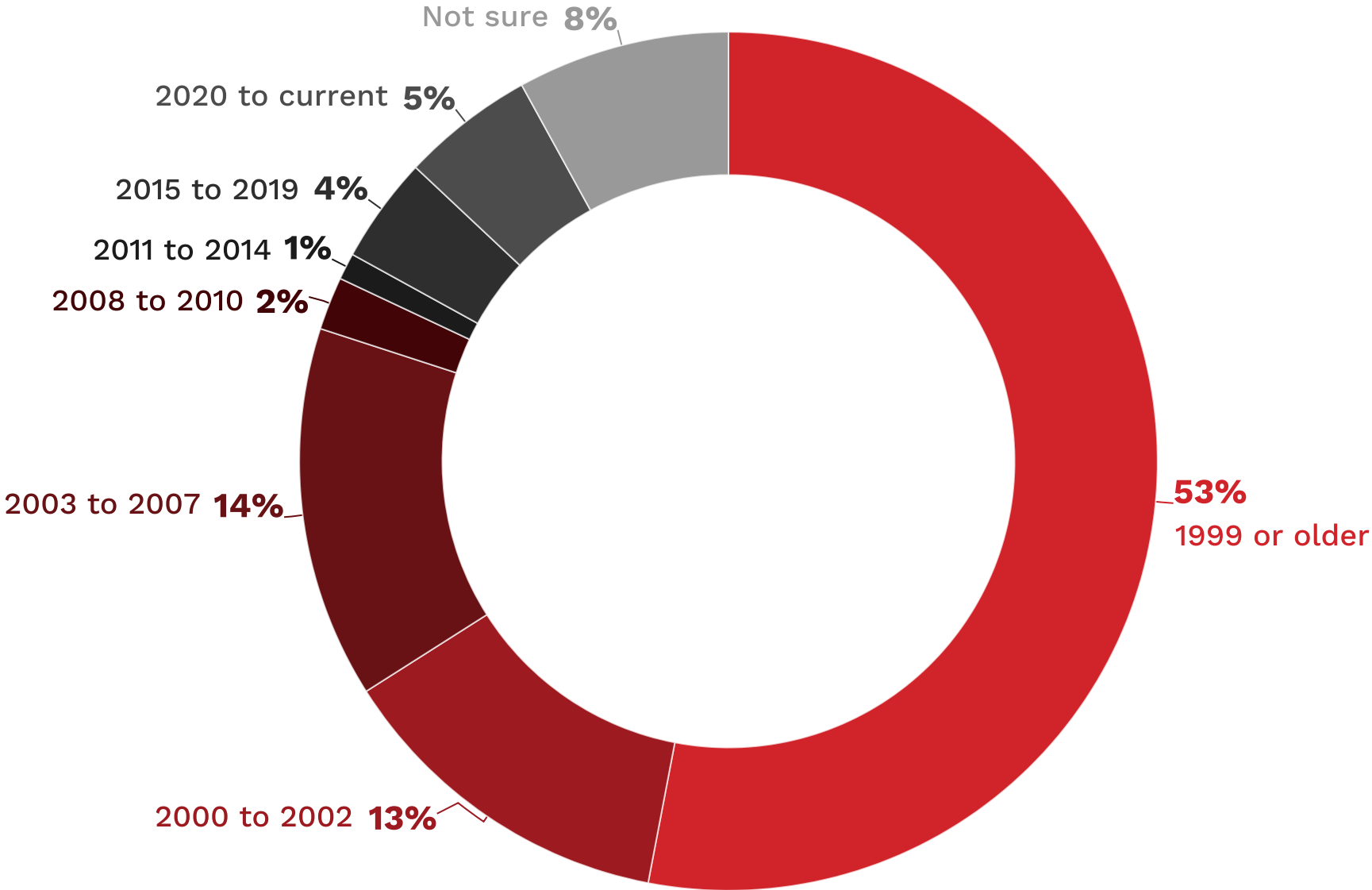
What's been your biggest area of maintenance with the truck? BY MODEL YEAR GROUP



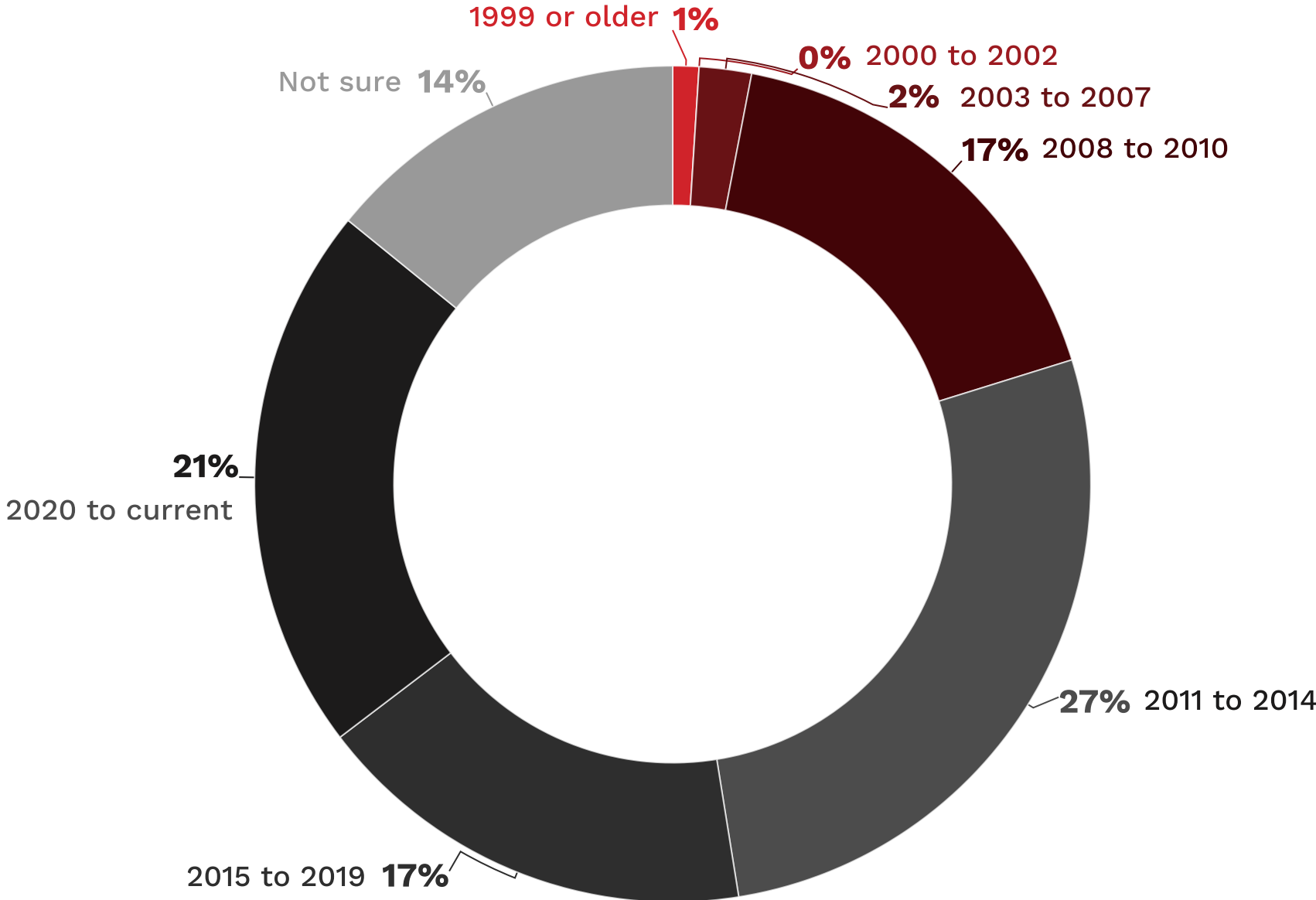
Emissions system components, surprisingly given many years and considerable volume of used-market buyers' anecdotal difficulties, were shown to be slightly more centrally problematic for buyers of **new trucks (39%)** than **used-truck buyers (34%)**.

How owner-operators view the reliability reputations of each model year group

BEST RELIABILITY REPUTATION

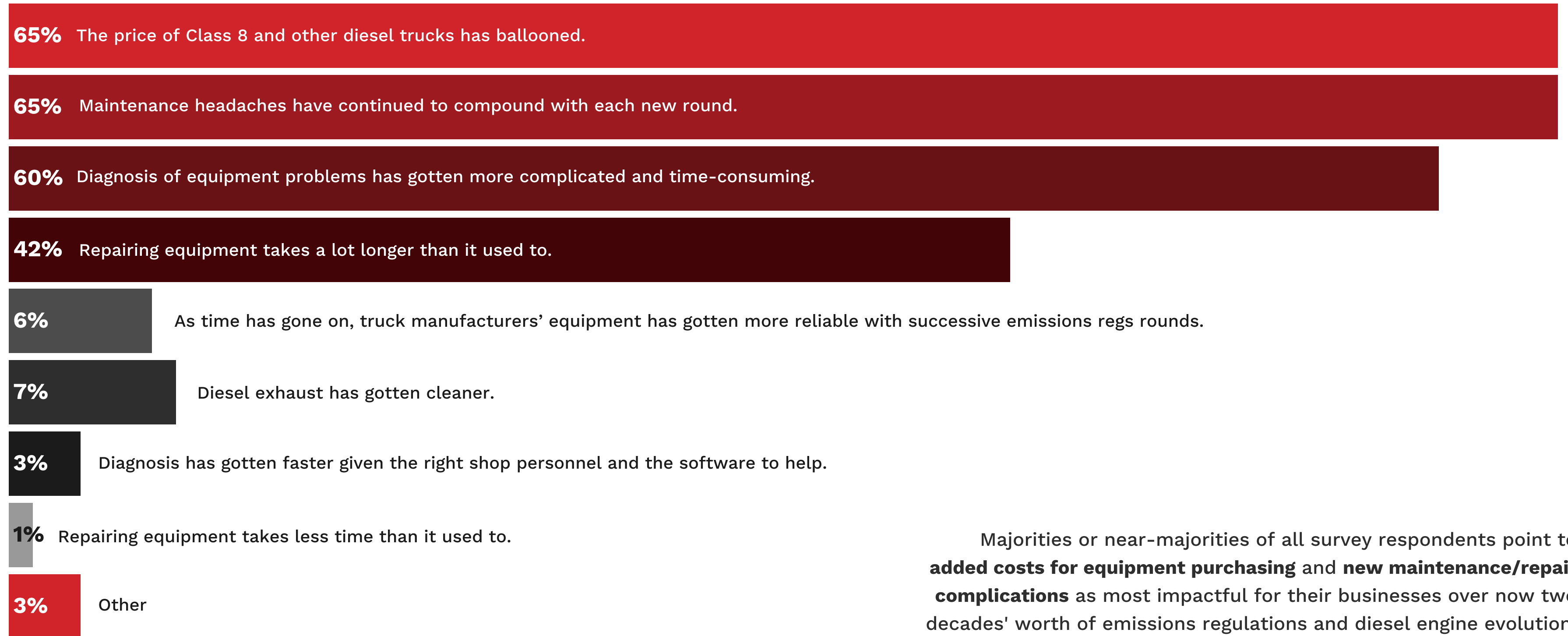


WORST RELIABILITY REPUTATION



Emissions-Regs Viewpoint

The most impactful outcomes of successive rounds of federal diesel emissions regulations *(respondents could choose up to three)*



Majorities or near-majorities of all survey respondents point to **added costs for equipment purchasing** and **new maintenance/repair complications** as most impactful for their businesses over now two decades' worth of emissions regulations and diesel engine evolution.

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