

DAIMLER TRUCK

North America

March 27, 2026

Minnesota Pollution Control Agency

Re: Draft Rule Concept Summary for PFAS in products: Currently unavoidable use (CUU) rule

Daimler Truck North America (DTNA) appreciates the opportunity to comment on the draft rule concept summary for PFAS in products: Currently unavoidable use (CUU) rule.

DTNA is the largest producer of Class 8 vehicles in North America. Across our Freightliner, Western Star, Thomas Built Buses, Detroit, and Freightliner Custom Chassis brands, we produce the medium- and heavy-duty commercial vehicles that keep America moving. Our trucks and buses are used in a variety of applications including goods movement, transporting people, and building and maintaining critical infrastructure. These are vehicles designed to last, and provide service, for decades.

PFAS are used in a number of vehicle parts to provide products with strength, durability, stability, and resilience. These substances are often present in extremely small quantities (often de minimis levels), and many are fully encapsulated within component assemblies, like engine seals, where they do not readily come into contact with consumers or the environment. PFAS are also used in some vehicle applications to meet regulatory requirements related to flammability under Federal Motor Vehicle Safety Standards.

DTNA recommends MPCA consider the following principles in developing the CUU rule:

- The definitions of “alternative” and “functionally equivalent” must include consideration of the durability and performance of products. Products designed to last for decades must meet rigorous design and development standards, and they are far less likely to result in environmental PFAS exposure than short-lifetime or single-use products.
- Technical feasibility cannot be the sole factor determining “reasonably available”. It must also consider scalability, supply chain readiness, cost, and product development and validation timelines.
- MPSC should define what evidence will satisfy the determination of “reasonably available” and accept engineering assessments, supplier declarations, and existing validation data. The assessment should not be an open-ended requirement to demonstrate the unsuitability of potential alternatives.
- MPSC should make CUU determinations for commercial vehicles at the finished vehicle level, rather than requiring component-level approvals, which is extremely burdensome and complex. Heavy-duty vehicles are mostly custom-built products with individual specifications, often containing a wide variety of different parts; analyzing component by component would be unduly burdensome for heavy-duty vehicle manufacturers.
- The CUU determination should be valid for a minimum of 10 years for complex, durable products like commercial vehicles. Vehicles are subject to comprehensive and onerous

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certification, testing, and durability requirements and have longer product development lifecycles than consumer goods.

- MPCA should coordinate with other states enacting similar PFAS regulations and should harmonize reporting requirements.

In addition, DTNA incorporates by reference the comments submitted by the Truck & Engine Manufacturers Association. We appreciate the opportunity to provide these comments on the currently unavoidable use rule concept.