# CV Link™ Update *Bulletin*

June 30, 2026

## Q2 2026 REVIEW AND FORECAST

Power Systems Research
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www.powersys.com | +1-651-905-8400 | info@powersys.com

CV Link™ is a comprehensive market database containing forecasted commercial vehicle production volumes and original equipment manufacturers, vehicle platforms and regional economic analysis. This document outlines important forecast trends as well as the additions and enhancements applied to the database in the second quarter of 2026.



## Inside


I. Executive Notes ..... 3
II. Introduction ..... 5
III. CV Link™ Data Update Notes ..... 6
IV. Forecast Trends ..... 9
V. Research Methodology ..... 11
VI. Forecast Methodology ..... 12
VII. Contact Information ..... 13



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# I. Executive Notes

## Components & Consumables Modules Can Enhance Data Utility

In this column, we will briefly highlight the information available from the Power Systems Research (PSR) database component modules. Especially for those clients who are new or tend to maintain a consistent scope year-to-year, you may not be aware of the current scope of coverage available within our component modules.

Our Component Module data covers components and consumables and relate their attributes down to the model level within EnginLinkTM, OE LinkTM, CV LinkTM and/or PartsLinkTM as applicable. There are three key types of components modules including specifications, components and consumables.

Here is a brief overview of the available module types:

- Specifications: Engine Oil Specifications, Engine Oil Capacity, Engine Oil Change Intervals, Engine Oil Consumption, Emissions and Electrical System Voltage.
- Components: Brake Type, Cylinder Block Material, Cylinder Head Material, Fuel Injection Equipment (FIE), Generators (Alternators), Axle Configuration, Transmissions and Turbos.
- Consumables: Batteries, Spark/Glow Plugs and Tires.

You can find the fields associated with each of these module types as well as further information at this link:

PSR Components & Consumables Module Directory

When relating the components and consumables information to our data, many clients find this a value-added tool in market sizing for components as well as in gaining further insight into product details and specifications. If you are interested in learning more, please inquire with your PSR account manager.

Today, there are many forces at play in the current environment for the worldwide production of powered equipment. As we move forward, you can be assured that Power Systems Research will continue to monitor developments and reflect this knowledge in our data and intelligence. Our mission is to keep you as informed as possible while we support your market planning and forecasting initiatives.

As we prepared this Q2 2026 Update, we incorporated important insights we have gathered during the second quarter to provide our best outlook for 2026 as well as our five-year forecast out to 2031.

We hope you find this database update of value at this important time. As always, we appreciate your feedback and continued dialogue as you review this latest update.

If you are facing new challenges or issues that require data-driven solutions, talk to us. We can be an important resource.

Thanks for reading and for being a valued client of Power Systems Research. **PSR**



### Author



*Joe Zirnhelt is President and CEO of Power Systems Research.*

# II. Introduction



**Power Systems Research (PSR)** has developed and maintained comprehensive market data specific to the power products and drivetrain industry since 1976. Because accurate and reliable market data has always been at the heart of its activities, PSR has developed a unique family of highly specialized databases. These core databases include:

- **EnginLink™** – Engine Production and Forecast Database
- **OE Link™** – Original Equipment Production and Forecast Database
- **CV Link™** – Commercial Vehicle Production and Forecast Database
- **PartsLink™** – Original Equipment Population Database

The **PowerLink™ 3.0** dashboard effectively combines all market databases into one Internet-based tool. Using this system, subscribers can easily access, organize and download the latest engine-powered market data anytime, anywhere in the world.

The PowerLink™ 3.0 dashboard has extensive reporting capabilities and allows for customization and report distribution within your organization. This innovative system sharpens your business and planning strategies by finding hidden opportunities and targeting potential customers. The PowerLink™ 3.0 dashboard is your link to a competitive advantage in the marketplace.

CV Link™ is continuously updated; this Update Bulletin reflects changes made to CV Link™ during the previous quarter. Included in this Update Bulletin are CV Link™ database notes listing significant data modifications and an explanation of our research and forecast methodology. Additional Power Systems Research initiatives also are outlined here.

Please feel free to circulate these research notes to your colleagues and internal data users

If you have any questions regarding this update, please contact us via email at support@powersys.com or by phone at 651-905-8400. Our support email account is monitored 8-5 CDT M-F by associates at our corporate offices and at our data center.

Thank you for your continued support of Power Systems Research. **PSR**

# III. CV Link™ Data Update Notes

## New Assumptions for Q2 2026

### Medium/Heavy Vehicle Forecast

## NORTH AMERICA

**Chevrolet:** Silverado MD EOP: **General Motors** will end production of the Chevy Silverado 4500, 5500 and 6500 HD medium truck platform at the International Truck and Bus plant in Springfield in September 2026. At the time of this writing, there is no word whether GM will produce these models at a different manufacturing plant.

**Freightliner**: **Thomas Built:** Thomas Built added the Cummins B6.7 liter Octane engine into the C2 school bus platform in 2026.

**M2:** Freightliner add the Cummins B6.7 liter Octane engine into the M2 medium truck platforms in 2026.

**Cascadia:** For better clarity, Power Systems Research (PSR) revised the model names for the several generations of the Cascadia truck platform. The Evolution was renamed Cascadia (Gen 4) and the Revolution was renamed Cascadia (Gen 5).

**122SD:** Freightliner ended production of the 122SD (Severe Duty) truck at the end of 2022. The 114SD and the Cascadia vocational trucks replaced the market share.

**Generation 6 Engines:** In 2027, Freightliner will update its DD13, DD15 and DD16 engine platforms across its production line in order to meet the 2027 phase 3 GHG emission standards. While the base engines are very similar to the current Gen 5 platforms, there will be changes primarily to the turbo charging and fuel injection systems to better reduce emissions and improve fuel mileage.

Author



*Chris Fisher is the Senior Commercial Vehicle Analyst at Power Systems Research.*

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**International: Springfield Plant:** International Truck and Bus will close the Springfield plant in September of 2026 once their contract production with General Motors ends. International branded truck production will likely be transferred to their San Antonio facility.

**CV Platform:** With the closing of the Springfield plant, International is ending production of the class 4 and 5 CV cab-over truck platform.

**Mack: Granite:** Mack has officially announced the Cummins X10 engines ranging from 350-450 hp will be added to the Mack Granite for 2027. While the Mack manufactured 13 liter engine has been certified for the 2027 MY, the current MP7 11 liter engine will be superseded with the new Cummins X10 engine platform next year.

**MP13 Engine:** Mack will introduce the 13 liter MP13 engine across its lineup with production starting in 2027. The MP13 is an upgrade of the MP8 engine program and was designed to meet the 2027 GHG emission standards.

**MP11 Engine:** Mack will end production of the MP7 11 liter engine at the end of the year. The MP7 will be replaced by the Cummins X10 engine program across the entire heavy truck line.

**Volvo: D13 Engine:** Volvo upgraded its 2027 13 liter engines to meet the phase 3 GHG standards set to be implemented in January 2027.

**D11 Engine:** Volvo will end production of the D11 engine at the end of the year. The volumes will be absorbed into the D13 engine or into electric trucks.

**Western Star: Generation 6 Engines:** In 2027, Western Star will update its DD13, DD15 and DD16 engine platforms across its production line to meet the 2027 phase 3 GHG emission standards. While the base engines are very similar to the current Gen 5 platforms, there will be changes primarily to the turbo charging and fuel injection systems to better reduce emissions and improve fuel mileage.


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## SOUTH AMERICA

**Agrale: Truck Introductions:** Agrale introduced the A15000 and A18000 heavy trucks into production in Brazil in 2026.

**BYD: BC12 Bus:** BYD introduced the battery electric BC12 transit bus into production in Brazil in 2026.

**Eletra: E-Bus O500UDA/MDA:** Eletra introduced the battery electric E-Bus O500UDA/MDA bus into production in Brazil in 2026.

**Foton: Auman:** Foton added the D1722, D1830 and D2632 heavy trucks into production in Brazil this year.

**Mercedes: Accelo and Atego:** Mercedes introduced the Accelo and Atego medium and heavy truck platforms into their new plant in Argentina this year.

## EUROPE

**GAZ: 3308 SADKO:** GAZ superseded the medium 3380 SADKO truck with the 3380 SADKO Next.

**MAN: CITY BUS EV:** MAN introduced the fully electric MAN City Bus into production in Turkey in 2026. This electric bus will join the City Coach which will also start production later this year.

**Volvo: FH-700 EV:** Volvo introduced a 700 km version of its battery electric FH truck into production in Europe in 2026. The truck contains eight batteries and can charge from 20%-80% within an hour.

**BZR Bus:** Volvo introduced the BZR electric motorcoach into production at its plant in Sweden. The BZR contains eight batteries and has a range of up to 700 km.

## GREATER CHINA

**EV Buses:** PSR updated battery electric bus models for a number of bus OEMs with SOP's of 2024 and 2025.

**Geely Sichuan: EV Buses:** PSR added electric bus production to Geely Sichuan from 2024 onward.


# COMPONENTS

Looking for component data?

***We can help.***

Many components are already included in our databases. If the ones you require are not, we may be able to identify them for you.

The **Components & Consumables Module Directory** provides a quick overview of components data available in our EnginLink™, OE Link™, CV Link™ and PartsLink™ proprietary databases.

The modules are not stand-alone products; they can be purchased only as part of a subscription/extract to one of the databases, EnginLink™, OE Link™, CV Link™ or PartsLink™.

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**New Medium and Heavy EV Truck OEMs**: PSR Added the following Electric Truck Manufacturers to the database with production starting in 2024 or 2025.

- C&C Trucks Heavy Industry Co., Ltd
- GAC Lingcheng New Energy Commercial Vehicle Co., Ltd
- Shandong Reach Electric Vehicle Co., Ltd
- Zoomlion Heavy Industry Science and Technology Development Co., Ltd

## SOUTH ASIA

**Hino: Indonesia:** Hino updated its truck and bus lineup and engine offerings to achieve the Euro IV emission ratings. Earlier this year, Hino introduced the 136 MDBL high-performance medium bus for mining and plantation terrain.

**Hyundai: Indonesia:** While Hyundai assembles passenger vehicles in Indonesia, they do not produce medium and heavy trucks. Hyundai had previous agreements with other entities to assemble the Mighty and Xcient trucks, but those deals did not materialize.

**Isuzu: Indonesia:** Isuzu updated its truck lineup and engine offerings to achieve the Euro IV emission ratings. The engines are sourced from Japan for final assembly including localized components at the Karawang, West Java facility in Indonesia.

**Mitsubishi Fuso: Indonesia:** Fuso updated its truck and bus lineup and engine offerings to achieve the Euro IV emission ratings. Fuso introduced the 3.9 liter 4V21 engine platform for the Canter light truck and bus models in the emerging markets.

**Toyota: Indonesia:** Along with Hino, Toyota updated its engine lineup to meet the Euro IV emission ratings in Indonesia. The Toyota Dyna trucks are of the same design as the Hino Dutro trucks.

## JAPAN AND KOREA

**Isuzu: 4JZ1-TCS Engine:** Isuzu upgraded its Elf light and medium trucks to include the 3 liter 4JZ1 engine platform primarily for truck sales in Japan.

**UD Truck: Kazet:** UD Truck superseded the Daimler 4P10 engine with the Isuzu 4JZ1-TTCS engine in the Kazet light and medium truck.

**Condor:** UD Truck introduced the new DB6A-TCC engine into the medium duty Condor. This model is part of a strategic partnership with Isuzu Motors and is a rebadged version of the Isuzu Forward, designed to comply with tightened emission standards. **PSR**



# IV. Forecast Trends

## North America

Medium and heavy truck production in North America is expected to increase by 9.5% this year compared with low 2025 production. While class 8 truck production is expected to increase by 13.5% this year as order rates for class 8 trucks improved strongly throughout much of the year.

Improvement in freight rates and freight demand along with tightening truck capacity and some level of truck pre-buy ahead of the 2027 GHG emission regulations is expected to drive increased truck production this year.

While truck sales have been down for much of this year, production levels are expected to be strong in the second half of the year. Oil prices have been recently declining which will also help drive truck demand in the third and fourth quarters of 2026..

## Europe

Medium and heavy truck production in Europe is expected to increase by 6.7% this year compared to 2025. After very low truck demand during the past few years, it appears that demand has bottomed out and has started to improve this year.

Truck demand in Western Europe is expected to improve this year as the fleets will need to replace their older trucks purchased in 2022 and 2023. Tightening truck capacity will also drive demand throughout the rest of the year. While truck sales have been somewhat flat, truck orders have been relatively strong year to date.

## South America

Medium and heavy commercial vehicle production is expected to decline by 4.3% this year compared with 2025. Production in Argentina is expected to increase by 16.7% as the economy is

### Author



*Chris Fisher is the Senior Commercial Vehicle Analyst at Power Systems Research.*

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improving and inflation is down significantly from a year ago. MHCV production in Brazil is expected to decline by 5.8% this year while vehicle production in Columbia is forecasted to increase by 5.1% in 2026.

## South Asia

After a strong level of vehicle replacement during the past few years, commercial vehicle production is expected to increase by 4.4% this year compared with 2025. In India, truck and freight capacity has mostly rebalanced and MHCV production is expected to increase by 4% this year compared with 2025.

Demand is expected to grow in mid-term owing to a strong macroeconomic environment, healthy fleet utilization levels, Government capex on infrastructure projects, and stable freight demand.

## Japan/Korea

Medium and heavy commercial vehicle production in Japan and South Korea is expected to increase by 2.3% in 2026 over last year. Commercial vehicle production is expected to increase by 3.2 % in Japan and decline by 5% South Korea this year.

In Japan, infrastructure spending and the continued need for the fleets to replace older trucks will be the primary reasons for increased truck demand this year. In South Korea, periodic diesel fuel shortages and very high fuel cost is partially responsible for the lower truck demand during the first half of the year. Fuel availability and reduced fuel prices are expected to improve as the year progresses.

## Greater China

According to a June 12 announcement from the Ministry of Transport, 11 ministries and agencies including the Ministry of Transport and the National Energy Administration, have developed the Implementation Plan for Promoting Large-Scale Application of New Energy Heavy-Duty Trucks.

The plan states that by 2030 the penetration rate of new energy heavy-duty trucks will reach 40%, with the total stock exceeding 1.6 million units, accounting for approximately 20% of the overall heavy-duty truck fleet. This initiative aims to accelerate the green and low-carbon transformation of the transportation sector. **PSR**

# V. Research Methodology

**Power Systems Research (PSR) Research Methodology**

Research begins with the gathering of information from primary and secondary sources. Next, the PSR analyst team reviews and validates all data against industry benchmarks. If our analysts discover anomalies in the data, additional research and validation is performed before publishing.

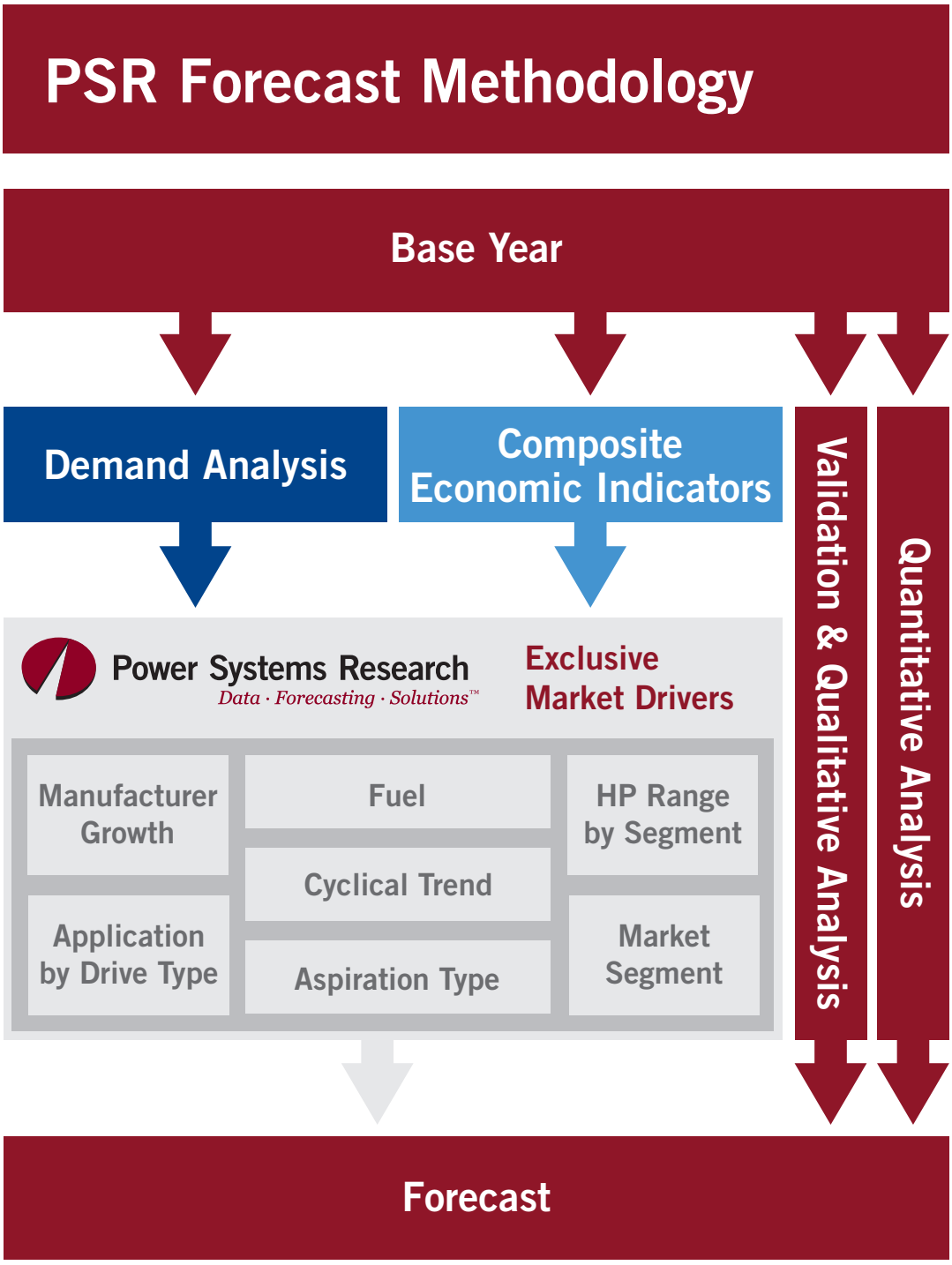
## PSR RESEARCH METHODOLOGY



# VI. Forecast Methodology

**Power Systems Research (PSR) Forecast Methodology**

The analysis begins with the Base Year and key historical data then adds current and future economic indicators and market demand. Next, our exclusive market drivers are entered and the Power System Research proprietary algorithm is applied. Extensive analysis and discussion by our PSR Analyst team validates and produces the forecast.





# CONTACT US

## Purchasing and Inquiries


Headquarters
St. Paul, USA
+1 651 905 8400
info@powersys.com

European Headquarters
Brussels, Belgium
+32 2 643 2828
infobr@powersys.com

Detroit, USA
+1 248 444 0545
infode@powersys.com

Frankfurt, Germany
+49 160 1807 044
infoge@powersys.com

Beijing, China
infocn@powersys.com

Pune, India
infoin@powersys.com

Campinas, Brazil
+55 19 3305 5657
infosa@powersys.com

Tokyo, Japan
+81 90 9139 0934
infojp@powersys.com


## About Power Systems Research

Power Systems Research (PSR), established in 1976, is the leading source of data, analysis and forecasting on the global production of engines and engine-powered equipment, including class 8 vehicles. One of its databases, EnginLink,™ includes production figures down to the model level for OEMs in key market segments, such as commercial vehicles. PSR's global research network includes eight offices and stretches across 200 countries and four continents.

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