



## **Towing Associations Urge Governors to Delay the Advanced Clean Trucks Act Declining Truck Sales Threaten Emergency Services, Commerce**

**February 21, 2025 (Sacramento, CA):** As the U.S. House of Representatives considers a resolution to repeal California’s electric vehicle (EV) mandate, a nationwide coalition of towing and recovery truck associations is urging ten states to delay their implementation of [California’s Advanced Clean Trucks](#) and Omnibus (NOx) regulations.

In 2024, the California Air Resources Board (CARB) implemented what the Governor Gavin Newsom Administration characterized as a “[nation-leading regulation](#)” to phase out the sales of medium—and heavy-duty (MHD) combustion engines. Ten other blue states adopted California’s regulations to eventually transition America’s trucking industry to Zero-Emission Vehicles (ZEVs) by 2035.

Among the ten states, [five blue states seek to delay](#) the regulations in whole or part. The regulations have suppressed the sales of MHD combustion engine trucks before truck manufacturers can mass-produce ZEV alternatives and have adequate infrastructure in place. As an indication of what will happen in other states, within 12 months of California enacting this regulation, the sales of medium—to heavy—duty truck (MHD) combustion [engine chassis declined](#) by over 80 percent. Despite CARB’s amendments to the ACT regulation in October 2024, truck dealers and upfitters have not reported increased availability or sales.

In a letter ([download here](#)) to Governors representing ACT states, towing and recovery associations wrote, “Today, we urge you to prioritize roadway and motorist safety and in-state jobs by delaying the implementation of CARB’s ACT and Omnibus regulations and request that Governor Gavin Newsom address their demonstrated failure. While the goal of transitioning America’s trucking industry to Zero-Emission Vehicles (ZEVs) by 2035 is well intended, the regulations are not functioning as conceived and are undermining in-state businesses, jobs, and clean air goals.”

As an ominous sign for states enacting the ACT this year, once California’s inventories of MHD combustion engine truck chassis are depleted, no more tow and recovery trucks will be built or sold in the state with the [largest number of motorists](#) in the country. These dire circumstances fuel speculation that towing services will exploit a used truck loophole that allows them to buy older trucks with higher mileage and lower emissions standards from states that have not enacted the regulations.

Since the towing industry represents only 1% of commercial truck sales, truck manufacturers have not prioritized the mass production of electric alternatives that can meet tow truck range, performance, and safety standards. By some accounts, the regulations are so onerous that MHD truck sales are being redirected to non-ACT states. The election of President Donald Trump, a critic of electric vehicle mandates, has only increased uncertainty in the market. This week, Rep. Kevin Kiley (R-CA) is expected to introduce a [Congressional Review Act resolution](#) to repeal California's EV mandates.

Public safety agencies widely recognize towing and recovery drivers as part of the roadway safety network that supports motorists and first responders. By providing reliable roadside assistance 24/7 and clearing road accidents and mechanical breakdowns, motorists and truckers waste less time stuck in traffic, waste less fuel, and generate less greenhouse emissions.

The Safe Roads Coalition is a coalition of towing and recovery truck businesses from 11 ACT states that seek delays or the exemption afforded other emergency vehicles (police, fire, and government-owned tow trucks). Before expanding to other states, the coalition was known as the California Safe Roads Coalition. Its rebranded website ([www.saferoadscoalition.com](http://www.saferoadscoalition.com)) has information and news from all 11 ACT states, including an explainer video. The coalition is supported by Miller Industries, Inc., a manufacturer of tow truck bodies.

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