



Governor Gavin Newsom's Advanced Clean Trucks (ACT) regulations call for phasing out gas and diesel engines and replacing them with zero-emission, such as plug-in electric and hydrogen-electric (electric). However, truck manufacturers have not developed electric alternatives to meet a towing or recovery truck's range, performance, and safety standards.

PLACES MOTORISTS AT RISK

American towing and recovery drivers provide 24/7 roadside assistance to millions of motorists, supporting first responders and clearing thousands of daily road accidents and mechanical breakdowns. As the service life of existing tow and recovery trucks expires, no new inventory of trucks will be built or sold. This lack of adequate towing and recovery vehicles means **longer waits for motorists that break down and longer times in traffic**, as accidents take longer to clear. Chain reaction accidents are common on freeways, and the longer traffic is stalled, the more likely additional accidents occur, posing a significant threat to public safety.

TECHNOLOGICALLY INFEASIBLE

While electric trucks are not new, **truck manufacturers have not developed alternatives that meet a towing and recovery truck's range, performance, and safety standards**. The current electric truck chassis does not have sufficient space and rail strength for the heavy body, hydraulic equipment, and massive batteries that would be necessary. The batteries cannot sustain the truck during long patrols, which is problematic for rural areas of the state, nor can they operate the hydraulics over long periods as required during major accident and recovery duties. Having to recall a towing or recovery truck for recharging during an emergency recovery effort could come with life-threatening consequences.

CONSTRUCTION AND SALES OF TOW TRUCKS DECLINING

The regulations are so complex that **American truck manufacturers have reduced the sales of combustion engine chassis** to states that adopted California's regulations. Since California's regulations were enacted in 2024, inventories have declined by over 80%. As a warning to states implementing California's regulations in 2025 or later, no more tow trucks will be built or sold in California once the current inventories of trucks have been depleted.

JEOPARDIZES FREE HIGHWAY TOWING SERVICES

As the number of tow trucks in service declines, Freeway Service Patrol (FSP) programs will find it increasingly difficult to contract with towing and recovery companies. FSP tow trucks roam freeways, clearing traffic accidents at no cost to motorists. UC Berkeley documented that the program reduces time in traffic, saves consumers money, and lowers emissions. The FSP program is a joint program provided by the California Department of Transportation, the California Highway Patrol, and local transportation agencies.

THE SOLUTION

The regulations must be delayed or have towing and recovery trucks exempted the same as emergency vehicles and government-owned tow and recovery vehicles.