



Ten other states have adopted California's Advanced Clean Trucks (ACT) regulations, which call for phasing out gas and diesel engines and replacing them with zero-emission, such as plug-in 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, and few, if any, medium-heavy duty combustion engine truck chassis are legally available for sale in ACT states.

**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.

**THREATENS JOBS
IN ACT STATES**

When the cleanest, most modern new towing and recovery truck chassis and bodies are no longer assembled or sold in ACT states, **small businesses will close, and jobs will be lost**. However, a loophole will create jobs in non-ACT states as they sell higher-emission, used tow trucks at inflated costs to towing service companies in ACT states.

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.