

# Myth vs. Fact

## Advanced Clean Trucks (ACT)

Myth	Fact
<b><i>The ACT regulation bans the sale of certain vehicles in California such as motorhomes and tow trucks.</i></b>	<b>FALSE.</b> The ACT regulation began in 2024 and is part of a holistic approach to accelerate reduction of tailpipe emissions focusing on zero-emission medium- and heavy-duty vehicles. It requires manufacturers of Class 2b to Class 8 vehicles to sell zero-emission vehicles (ZEV) as a gradually increasing percentage of their annual California model year sales and gives manufacturers flexibility on which vehicle models to electrify. There is no ban on producing combustion-powered vehicle types like motor homes or tow trucks under the ACT regulation.
<b><i>Even if there is not a ban, the ACT regulation is so restrictive there will be no diesel-powered vehicles available.</i></b>	<b>FALSE.</b> The ACT regulation was designed to ensure a smooth adoption of ZEVs while still ensuring that diesel-powered vehicles are available for purchase. The regulation is flexible and was recently changed to accommodate manufacturers request for more flexibility. In 2025, only 7 to 11% of vehicle sales must be zero-emission.
<b><i>Manufacturers are not able to comply with the ACT regulation.</i></b>	<b>FALSE.</b> Combined, manufacturers met the 2024 ACT regulation sales targets two years early. In 2023, manufacturers sold zero-emissions options as 16% of their total sales when no truck purchase or manufacturer sales requirements were in effect. If an individual manufacturer chooses not to meet the zero-emission sales requirement in the ACT regulation there are several flexibilities available, including purchasing credits from manufacturers that have complied early or exceeded the ACT regulation sales requirements. There is an abundance of credits available right now for a manufacturer to purchase.
<b><i>The ACT regulation prohibits the registration of diesel-powered vehicles in California.</i></b>	<b>FALSE.</b> The ACT regulation does not have any provisions prohibiting or restricting the types of diesel-powered vehicles that can be registered or operated in California.

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<b><i>The ACT regulation requires every vehicle model for sale with an internal combustion engine to also be available as a ZEV, or it cannot be sold.</i></b>	<b>FALSE.</b> The ACT regulation offers manufacturers significant flexibility on how to meet their requirements and no specific type of vehicle needs to be sold as a ZEV, with the exception of tractor-trailers. For example, a manufacturer can focus their sales on zero-emission school buses and wait on electrifying other vehicle types until later years. The exception is that a percentage of any tractor sales must be from ZEV tractor sales.
<b><i>ZEVs aren't significantly cleaner than the latest combustion-powered vehicles</i></b>	<b>FALSE.</b> Over the lifecycle of a vehicle, ZEVs have proven to be significantly cleaner than even the cleanest combustion-powered vehicles. ZEVs are particularly beneficial to communities where air pollution is concentrated such as those located near warehouses or ports.
<b><i>California's electric infrastructure can't support all of these ZEVs.</i></b>	<b>FALSE.</b> Utilities are planning to meet load increases from all expected new loads. Because the majority of ZEV charging occurs during off-peak hours, the increased load from ZEVs can largely be handled with existing grid infrastructure and with planned growth of the grid. There is ongoing work to ensure that there is sufficient infrastructure available.
<b><i>The market for zero-emission medium and heavy-duty vehicles is extremely limited.</i></b>	<b>FALSE.</b> For the 2024 model year, there are more than 120 Class 2b-8 ZEV chassis and models certified for sale in California from multiple manufacturers. Most ZEV chassis can be upfit with the same bodies as conventional vehicles. Once viewed as a limited option, ZEVs are now quickly gaining widespread adoption and acceptance.
<b><i>ZEVs are too expensive to purchase and operate.</i></b>	<b>FALSE.</b> ZEVs have higher upfront costs but have lower operating costs than combustion-powered vehicles. The total cost of ownership of a ZEV in California is similar to ownership of a combustion-powered vehicle for certain duty cycles. It is expected that upfront costs should come down as technology continues to improve, volumes increase, and more ZEVs become available.