



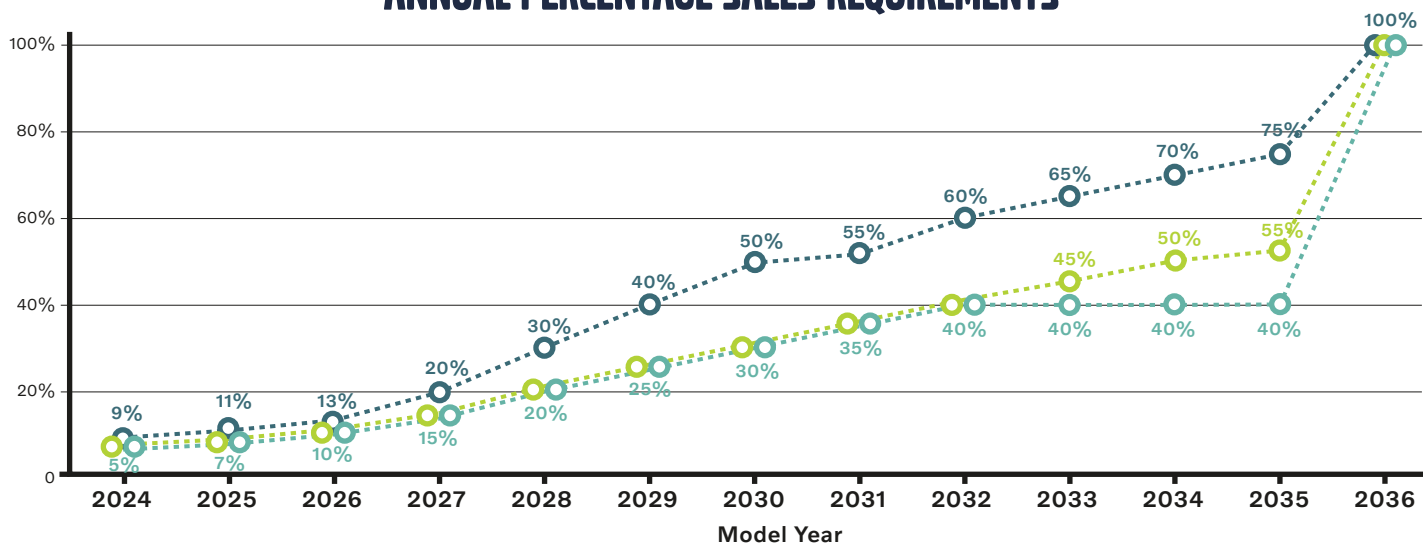
# UNDERSTANDING CALIFORNIA'S ADVANCED CLEAN TRUCKS (ACT) REGULATION

California's Advanced Clean Trucks (ACT) Rule is a regulation approved by the California Air Resources Board (CARB) in March 2021 that requires medium- and heavy-duty vehicle manufacturers to sell zero-emission vehicles (ZEVs) as an increasing percentage of their annual sales in the state from 2024 to 2035, ultimately transitioning to only ZEV sales in California by 2036.

As shown in the chart below, the ACT Regulation divides vehicles into three groups:

- **Class 2b-3 On-road vehicles, 8,501 - 14,000 pounds GVWR**
- **Class 4-8 On-road vehicles with  $\geq 14,001$  pounds GVWR, including yard tractors**
- **Class 7-8 On-road vehicles,  $\geq 26,001$  pounds GVWR**

## ANNUAL PERCENTAGE SALES REQUIREMENTS



**Class 2b-3**

On-road vehicles, 8,501 - 14,000 pounds GVWR



**Class 4-8**

On-road vehicles with  $\geq 14,001$  pounds GVWR, including yard tractors



**Class 7-8**

On-road vehicles,  $\geq 26,001$  pounds GVWR

## HOW IS THE ACT REGULATION MEASURED?

The ACT Regulation mandates the above ZEV sales percentages for all vehicle manufacturers that sell 500 or more vehicles per year in California. The ACT Regulation, which requires vehicle manufacturers to report the number of vehicles they sell within California each year, is structured as a credit and deficit accounting system. A manufacturer accrues deficits based on the total volume of on-road heavy-duty vehicle sales within California beginning with model year 2024 vehicles. These deficits must then be offset with credits generated by the sale of ZEVs or near-zero emission vehicles (NZEVs).

- Deficits are generated separately for each vehicle group. A weight class multiplier is applied to account for differences in emissions by internal combustion engines.
- Deficits from Class 2b-3 and Class 4-8 vehicle groups can be met with ZEV and NZEV credits from any vehicle group or sub-group.
- Deficits from Class 7-8 tractor trucks may only be met with credits from that same vehicle group.
- To achieve compliance, the number of credits banked or newly generated by a manufacturer must meet or exceed the number of deficits in a given year.

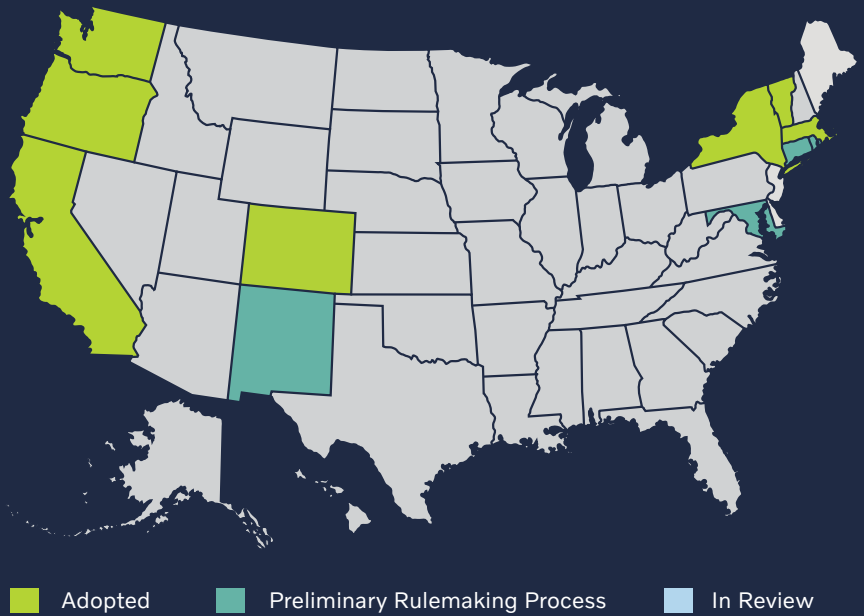


**IF A VEHICLE MANUFACTURER DOES NOT MEET ITS ZEV SALES REQUIREMENTS, THE COMPANY CAN BE FINED BY CARB.**

# MULTIPLE STATES ADOPTING THE ACT RULE

This regulation was the first of its kind in the world to require that manufacturers sell increasing percentages of zero-emission trucks. Since being adopted in 2021 in California, the ACT Rule has been adopted in several other states.

As of November 2023, eight states have adopted the regulation with eight other states reviewing or in the preliminary rulemaking process.



State	Status	Beginning MY
California	Adopted	2024
Massachusetts	Adopted	2025
New Jersey	Adopted	2025
New York	Adopted	2025
Oregon	Adopted	2025
Washington	Adopted	2025
Vermont	Adopted	2026
Colorado	Adopted	2027
Connecticut	Draft Rule Language Released	2027
New Mexico	Draft Rule Language Released	2027
Rhode Island	Draft Rule Language Released	2027
Maryland	Preliminary Rulemaking Process	2027

*As of November 2023*

## HOW IS THE ACT REGULATION RELATED TO CALIFORNIA'S ADVANCED CLEAN FLEETS (ACF) RULE?

- ✓ The ACF Rule, a separate regulation approved by CARB in April 2023, builds on the ACT manufacturer sales mandate and requires that medium- and heavy-duty fleets purchase an increasing percentage of zero-emission vehicles.
- ✓ The ACT Regulation helps ensure that zero-emission vehicles will be available so that fleets can comply with the ACF Rule and other zero-emission mandates.

Source: [Advanced Clean Trucks | California Air Resources Board](#)