Myth	Fact
The Advanced Clean Trucks (ACT) regulation requires every vehicle model for sale with an internal combustion engine to also be available as a zero-emission vehicle (ZEV), or it cannot be sold.	**FALSE.** The ACT regulation will begin in 2026 and is part of a larger effort to accelerate reduction of tailpipe emissions focusing on zero-emission medium- and heavy-duty vehicles. It offers manufacturers significant flexibility on how to meet their requirements and no specific type of vehicle needs to be sold as a ZEV, except for 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 tractor sales must be from ZEV tractor sales. However, if only a small number of tractor sales occur in a model year (as will likely be the case in Vermont) the requirement can be met with any type of ZEV due to a low volume flexibility.
Even if a vehicle model is not available as a ZEV, the ACT regulation requires a ZEV be sold before an internal combustion engine vehicle may be sold.	**FALSE.** The ACT regulation provides several regulatory flexibilities to give manufacturers compliance options and does not require certain types of vehicles be sold prior to selling others. If a manufacturer is requiring a ZEV model to be sold before selling an internal combustion engine vehicle, this is a manufacturer business decision and is not a requirement of the regulation.
Dealers are required by the ACT regulation to sell ZEVs or earn credits for selling ZEVs.	**FALSE.** The ACT regulation places requirements on manufacturers, not dealers, and offers several compliance options to manufacturers. It includes flexibility for manufacturers to produce and deliver ZEVs that are most suitable for electrification. It does not require any specific fleets or dealers to purchase ZEVs. If a manufacturer is insisting that their dealers meet ZEV sales requirements without any flexibility, this is a business decision made by the manufacturer and is not a requirement of the regulation.

Myth vs. Fact – Advanced Clean Trucks

Myth	Fact
The ACT regulation bans the sale of certain vehicles in Vermont such as motor homes and tow trucks.	**FALSE.** The ACT regulation requires manufacturers of Class 2b to Class 8 vehicles to sell ZEVs as a gradually increasing percentage of their annual Vermont 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.
Even if there is not a ban, the ACT regulation is so restrictive there will be no diesel-powered vehicles available.	**FALSE.** 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 upcoming changes to accommodate manufacturers request for more flexibility are likely. In 2026, only 10-13% of vehicle sales must be zero-emission.
Manufacturers are not able to comply with the ACT regulation.	**FALSE.** Combined, manufacturers are expected to meet the 2026 ACT regulation sales targets a year early. In 2023, manufacturers sold zero-emissions options as approximately 10% of their total sales when no 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 are credits available right now for a manufacturer to purchase.
The ACT regulation prohibits the registration of diesel-powered vehicles in Vermont.	**FALSE.** The ACT regulation does not have any provisions prohibiting or restricting the types of diesel-powered vehicles that can be registered or operated in Vermont.

Myth	Fact
ZEVs aren't significantly cleaner than the latest combustion-powered vehicles	**FALSE.** 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.
Vermont's electric infrastructure can't support all of these ZEVs.	**FALSE.** 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.
There is not enough charging infrastructure to support electric trucks.	**FALSE.** In the near term, it is expected that most charging infrastructure deployed to support electric trucks will be located at fleet depot locations, which is ideal for fleets that drive predictable routes and return to a home-base or depot at the end of the shift.
The market for zero-emission medium and heavy-duty vehicles is extremely limited.	**FALSE.** For the 2024 model year, there are more than 120 Class 2b-8 ZEV chassis and models certified for sale in the U.S. from multiple manufacturers. Most ZEV chassis can be upfit with the same bodies as conventional vehicles.
ZEVs are too expensive to purchase and operate.	**FALSE.** ZEVs have higher upfront costs but have lower operating costs than combustion-powered vehicles. The total cost of ownership of some ZEVs in Vermont is similar to ownership of a combustion-powered vehicle for certain duty cycles. Examples include cargo vans and delivery vehicles. It is expected that upfront costs should come down as technology continues to improve, volumes increase, and more ZEVs become available. Funding is also available.