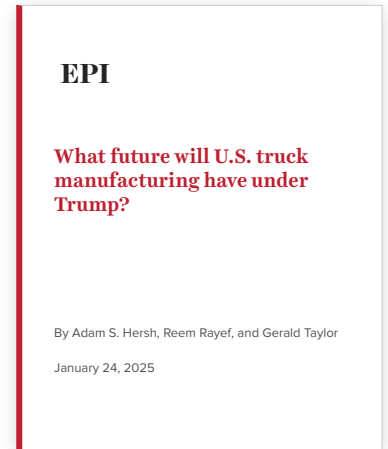


# What future will U.S. truck manufacturing have under Trump?

**Summary:** Trump is moving to roll back federal support for a clean vehicle transition—a lose-lose-lose scenario for the motor vehicle manufacturing sector, its workers, and the U.S. economy.



**Read the full report**  
[epi.org/292308](https://epi.org/292308)

## Key findings

- Achieving a just transition means bolstering domestic clean vehicle manufacturing, high-quality union jobs, and financial support for low and no-emissions vehicle industries tied to those goals.
- U.S. truck and bus producers already face intensifying competition from low-wage countries, subsidized imports, and corporate offshoring. Trump’s plans to revoke the Inflation Reduction Act and related policies would strand \$145 billion in new investments and cost more than 35,000 job-years (a measure that calculates one person’s work over one year) in truck assembly and parts manufacturing work.
- Gaping loopholes Trump left in the United States-Mexico-Canada Agreement allow imported content to enter U.S. markets under the guise of being “Made in North America” and empower multinational companies to threaten to relocate production to Mexico to suppress domestic wage demands. State-subsidized Chinese truck and parts producers can use such loopholes to bypass the 60% blanket tariff President Trump proposed.
- Employers are capable of paying workers good, union wages and providing them benefits while transitioning production lines to zero-emission trucks. Widespread unionization with policies to expand clean truck and bus manufacturing domestically would increase output and wages by \$85.9 billion and \$28.8 billion, respectively, and employment by 172,000 job-years throughout the domestic supply chains.

## Why this matters

A policy retreat from supporting a clean vehicle transition and correcting inherited trade policy mistakes will result in a loss of jobs in truck and bus manufacturing; place downward pressure on wages and standards in the jobs that remain; and jeopardize a key manufacturing industry—on top of a failure to reduce greenhouse gas emissions from the transportation economy.

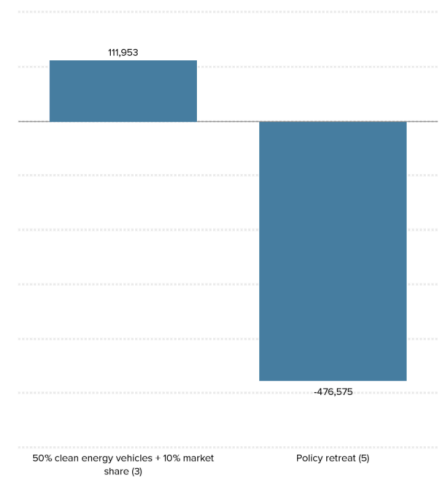
## How to fix it

The real way to achieve a just transition is to adopt policies that provide strong support for developing new industries and trade rules that expand domestic market share—all tied to requirements for good quality jobs.

## Charting the problem

### Retreating from strong industrial policy will ravage U.S. truck and bus manufacturing industries

Change in U.S. medium- and heavy-duty truck and bus production from baseline scenario, units, 2024–2032



Source: EPI analysis of S&P Global (2024), IMPLAN (2024), and FRED Motor Vehicle Assemblies: Heavy and Medium Truck Assemblies series and FRED Manufacturers' Value of Shipments: Heavy Duty Truck Manufacturing series data.

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