



LEGISLATIVE PRIORITIES – September 10, 2025

OVERTURN THE EPA’S EV MANDATE – COSPONSOR H.R. 2814/S. 711

Dealers have promoted the electrification of America’s vehicle fleet with billions of dollars of their own capital already committed to investments in facilities, training and inventory. However, EPA’s rule, which would effectively mandate that the light duty fleet be 56% EV by 2032, goes too far, too fast. EVs are currently only 7.3% of the new car market, as many Americans cannot afford or conveniently charge an EV. The average transaction price for an EV is over \$8,000 more than the average vehicle. Consumers are not buying enough EVs to meet EPA’s mandate due to this price difference, an inadequate charging infrastructure and long charging times. **Members of Congress are urged to support repealing EPA’s EV mandate by cosponsoring “The Transportation Freedom Act” ([H.R. 2814/S. 711](#)), which establishes a single, national fuel economy standard that is achievable, affordable, and maintains consumer vehicle choice.**

SUPPORT BIPARTISAN CATALYTIC CONVERTER ANTI-THEFT LEGISLATION ([H.R. 5221/S. 2238](#))

Law enforcement has recommended federal legislation to give them the tools to fight catalytic converter theft, which sharply increased since 2020. There is a lucrative market for stolen catalytic converters since they are hard to trace, and these thefts are costing millions of dollars for both businesses and vehicle owners. Theft has also turned [violent](#), with high profile [tragedies](#) underscoring the urgency of addressing this issue. While several states, such as Minnesota and North Carolina, have enacted laws to address the issue, this crime frequently involves trafficking stolen parts across state lines. A federal framework is needed to aid the efforts of local law enforcement.

Last Congress, NADA and 120 other [organizations](#) supported the bipartisan PART Act that would require new vehicles to have traceable numbers on catalytic converters. The bill also establishes a federal penalty for stealing, selling, trafficking or knowingly buying stolen catalytic converters. The reintroduced bills ([H.R. 5221/S. 2238](#)) include several non-controversial [revisions](#) to improve clarity and enhance enforcement. **Members of Congress are urged to cosponsor the PART Act ([H.R. 5221/S. 2238](#)).**

OPPOSE SO-CALLED “RIGHT TO REPAIR” LEGISLATION ([H.R. 1566/S. 1379](#))

NADA opposes so-called “right to repair” legislation ([H.R. 1566/S. 1379](#)) which has little to do with repairing a vehicle and raises serious vehicle privacy, security and safety issues for consumers. Bill advocates claim that independent auto repair shops do not have access to the parts or data necessary to repair vehicles, yet independent repair shops already perform more than 70% of all non-warranty repairs. This concern was rectified by a 2014 Memorandum of Understanding and a Government Accountability Office (GAO) [report](#) confirmed that the information and tools necessary to repair vehicles are already readily [available](#) to independent repair shops. The bills are also overbroad as they would allow vehicle owners to give all technical and compatibility information, software, and technology to any third party they designate “without restriction or limitation.” **Members of Congress are urged to oppose [H.R. 1566/S. 1379](#).**