



LEGISLATIVE PRIORITIES – April 24, 2026

VEHICLE “REPAIR ACT” BILL HAS LITTLE TO DO WITH REPAIRING HEAVY-DUTY TRUCKS– OPPOSE H.R. 1566/S. 1379

Advocates for so-called “right to repair” legislation claim independent vehicle repair shops do not have access to the parts or data necessary to repair vehicles. However, this concern was rectified years ago when a [2015 Memorandum of Understanding \(MOU\)](#) between major truck manufacturers and aftermarket associations ensured independent heavy-duty shops have the same diagnostic access needed to repair vehicles. The REPAIR Act ([H.R. 1566/S. 1379](#)) has little to do with repairing a vehicle. Instead, the bill would compel truck manufacturers to provide any “aftermarket parts manufacturer” the information necessary “to produce or offer compatible aftermarket parts,” i.e., parts not made by the truck manufacturer. This legislation would also give any third-party unfettered access to data from vehicles, which raises privacy, vehicle security, and safety concerns. The bill is also overly broad as it regulates heavy-duty vehicles the same as light-duty vehicles. On Feb. 10, the House Commerce, Manufacturing, and Trade Subcommittee forwarded H.R. 1566 to the Energy and Commerce Committee by voice vote. **Members of Congress are urged to oppose H.R. 1566/S. 1379.**

REPEAL THE 12% FEDERAL EXCISE TAX ON NEW HEAVY-DUTY TRUCKS TO PROMOTE THE TRANSITION TO A SAFER AND CLEANER TRUCK FLEET– SUPPORT H.R. 2424

The outdated 12% federal excise tax (FET) on new heavy-duty trucks and trailers is a major barrier to fleet turnover and modernization. First enacted in 1917 to help fund World War I, the tax routinely adds \$22,000 or more to a new heavy-duty diesel truck, and \$50,000 to an electric or hydrogen fuel-cell truck. New federal emissions and fuel economy mandates have added nearly \$40,000 more to the cost of a truck. New trucks have made significant environmental gains, such as reducing nitrogen oxide and particulate matter emissions by at least 98%. The FET remains a costly barrier to the purchase of new trucks equipped with the latest environmental technologies. With 22% of the Class 8 trucks on the road today using pre-2010 engines, FET repeal would immediately accelerate fleet turnover and result in major safety and environmental benefits. **Members of Congress are urged to support [H.R. 2424](#) to incentivize the replacement of older trucks with newer, safer, and cleaner trucks.**

SUPPORT BIPARTISAN EMISSIONS CONTROL DEVICES ANTI-THEFT LEGISLATION– COSPONSOR H.R. 5221/S. 2238

Law enforcement groups support federal legislation, the PART Act, to give them the tools to fight the theft of emissions control devices, which skyrocketed after the pandemic. There is a lucrative market for stolen catalytic converters since they are hard to trace, and these thefts cost both businesses and vehicle owners millions of dollars. Heavy-duty diesel trucks are also vulnerable to theft of their emissions control devices known as diesel particulate filters (DPF) and diesel oxidation catalysts (DOC), which contain the same precious metals that attracts thieves to steal catalytic converters. Earlier this year, ATD and 28 other organizations sent a [letter](#) to Congress supporting passage of the PART Act. The bill also establishes a federal penalty for stealing, selling, trafficking or knowingly buying stolen emission control devices. On Feb. 10, the House Commerce, Manufacturing, and Trade Subcommittee forwarded [H.R. 5221](#) to the Energy and Commerce Committee by voice vote. **Members of Congress are urged to cosponsor and include the PART Act (H.R. 5221/S. 2238) in the upcoming surface transportation bill.**