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## LEGISLATIVE PRIORITIES – June 18, 2026

### CONGRESS SHOULD RETAIN HOUSE-COMMITTEE PASSED "REPAIR ACT" LANGUAGE (H.R. 7389)

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The House Energy and Commerce Committee recently passed a scaled-back version of the controversial "REPAIR Act" (H.R. 1566). The committee replaced the original "REPAIR Act" with language that: 1) codifies the 2015 "right to repair" Memorandum of Understanding (MOU) between truck manufacturers and the independent repair industry to provide access to repair information and tools; 2) adds Federal Trade Commission (FTC) enforcement; and 3) directs the FTC to study access to vehicle repair issues. The Committee did not approve controversial telematics and wireless data access provisions included in the original "REPAIR Act," though efforts may be made to add these provisions on the House floor.

H.R. 7389, which passed the House Energy and Commerce Committee by a vote of 48-1, is expected to be added as the auto safety title of the surface transportation bill, the "Build America 250 Act" (H.R. 8870), which could be considered by the full House this summer. **Members of Congress are urged to retain the House committee-passed "REPAIR Act" language in H.R. 7389 and reject efforts to expand the legislation beyond its current scope.**

### REPEAL THE 12% FEDERAL EXCISE TAX ON NEW HEAVY-DUTY TRUCKS TO PROMOTE THE TRANSITION TO A SAFER AND CLEANER TRUCK FLEET– COSPONSOR H.R. 2424/ S. 4657

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The outdated 12% federal excise tax (FET) on new heavy-duty trucks and trailers is a major barrier to fleet turnover and modernization.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 cosponsor [H.R. 2424/S. 4657](#) 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

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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. A lucrative market remains for stolen catalytic converters since they are hard to trace, and these thefts cost both businesses and vehicle owners millions of dollars. Diesel trucks are also vulnerable to theft of their emissions control devices (diesel particulate filters (DPF) and diesel oxidation catalysts (DOC)) which contain the same precious metals that attracts thieves to steal catalytic converters. ATD and other organizations sent a [letter](#) supporting passage of the PART Act. The bill also establishes a federal penalty for stealing, selling, trafficking or knowingly buying stolen emission control devices. The House Commerce, Manufacturing, and Trade Subcommittee forwarded [H.R. 5221](#) to the House Energy and Commerce Committee on Feb. 10. **Members of Congress are urged to cosponsor the PART Act (H.R. 5221/S. 2238).**