



LEGISLATIVE PRIORITIES – April 24, 2026

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. Their concern was addressed 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,” and could enable aftermarket parts manufacturers to reverse engineer OEM parts and tools. On Feb. 10, the House Commerce, Manufacturing, and Trade Subcommittee forwarded H.R. 1566 to the Energy and Commerce Committee by voice vote. NADA recently joined 14 other organizations, including a prominent union, in a [letter](#) calling for the Energy and Commerce Committee “to reject the REPAIR Act.” **Members of Congress are urged to [oppose](#) H.R. 1566/S. 1379.**

COSPONSOR BIPARTISAN CATALYTIC CONVERTER ANTI-THEFT LEGISLATION (H.R. 5221/S. 2238)

Law enforcement has recommended federal legislation, the PART Act, to give them the tools to fight catalytic converter theft, which increased significantly during the pandemic and remains a national problem. 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. Thefts have also turned [violent](#), with high profile tragedies underscoring the urgency of addressing this issue. Since this crime frequently involves trafficking stolen parts across state lines, a federal framework is needed to aid the efforts of local law enforcement.

NADA and 28 other organizations recently sent a [letter](#) to Congress supporting passage of the PART Act ([H.R. 5221/S. 2238](#)) which would require catalytic converters to be traceable on new vehicles. The bills also establish a federal penalty for stealing, selling, trafficking or knowingly buying stolen catalytic converters. 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 include the PART Act (H.R. 5221/S. 2238) in the upcoming surface transportation bill.**

AUTONOMOUS VEHICLE LEGISLATION MUST PRESERVE STATE VEHICLE LICENSING & FRANCHISE LAWS (H.R. 7390)

As complex autonomous vehicle (AV) technology advances, it is critical to protect the traditional state role regarding vehicle distribution, sale and service that helps preserve the wide and competitive network of local dealerships. The SELF DRIVE Act ([H.R. 7390](#)), which creates a national framework for AVs, was forwarded by the House Commerce, Manufacturing, and Trade Subcommittee to the Energy and Commerce Committee on Feb. 10. NADA commends bill sponsor Rep. Bob Latta (R-Ohio) and Subcommittee Chairman Gus Bilirakis (R-Fla.) for their commitment to preserve state dealer franchise laws as included in an expected [amendment](#) in the nature of a substitute to H.R. 7390.

Congress must preserve the states’ traditional role to license and regulate vehicle commerce, provide consumer protections and promote vehicle price competition within its borders.