



LEGISLATIVE PRIORITIES – September 11, 2026

OPPOSE THE REPAIR ACT (H.R. 1566/S. 1379)

The REPAIR Act ([H.R. 1566/S. 1379](#)) is based on the false premise that independent repairers do not have the same access to the information and tools necessary to repair vehicles as franchised dealers. The language of the REPAIR Act reveals that its [true purpose](#) is *not* to improve vehicle repair options. Instead, the bill expands access to sensitive driver and vehicle data, enables the reverse engineering of OEM parts, and advances policies that discourages the use of original, genuine replacement parts. These provisions would primarily benefit insurers by lowering claim costs paid to consumers for vehicle repairs, while raising significant concerns about [privacy](#), safety, and consumer choice.

In May, the House Energy and Commerce Committee replaced the controversial 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) provides Federal Trade Commission (FTC) enforcement; and 3) directs the FTC to study access to vehicle repair issues. The Committee included this language in the Motor Vehicle Modernization Act (H.R. 7389) which could be added to the surface transportation bill. However, there could be efforts to reinsert the original provisions of the REPAIR Act on the House floor or in the Senate. **Members of Congress should oppose the controversial REPAIR Act and instead support the House Energy and Commerce Committee-approved language, which provides a strong balance between competing stakeholders.**

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

The outdated 12% federal excise tax (FET) on new heavy-duty trucks and trailers is a major barrier to fleet turnover and modernization.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

Law enforcement groups support federal legislation, the PART Act, to give them the tools to fight the theft of emissions control devices, 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 cost both businesses and vehicle owners millions of dollars. Diesel trucks are also vulnerable to theft of their emissions control devices, specifically diesel particulate filters (DPFs) and diesel oxidation catalysts (DOCs). While diesel trucks do not use catalytic converters, their DPFs and DOCs contain the same precious metals that attract thieves. Because this crime frequently involves trafficking stolen parts across state lines, a federal framework is needed to aid local law enforcement. ATD and other organizations sent a [letter](#) supporting passage of the PART Act ([H.R. 5221/S. 2238](#)), which would require emissions control devices to be traceable on new vehicles. 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 pass strong catalytic converter anti-theft legislation, the PART Act (H.R. 5221/S. 2238), that includes vehicle tracing and record keeping transparency to effectively dismantle the black market.**