

A BILL

To amend the Clean Air Act to ensure that tailpipe regulations do not limit the availability of new motor vehicles.

1 *Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Choice in Automobile
5 Retail Sales Act of 2025”.

Support H.R. 2165 - The Choice In Automobile Retail Sales (CARS) Act Of 2025

Congress is currently on a one-week recess, but before they left town, Rep. Tim Walberg of Michigan introduced the Choice in Automobile Retail Sales (CARS) Act of 2025. This bill is similar to legislation Mr. Walberg introduced in 2023, which was passed by the U.S. House. The Senate failed to move on that bill, so it died at the end of the 118th Congress. U.S. Representatives Russ Fulcher of Idaho, Gus Bilirakis of Florida and Rick Allen of Georgia have joined Mr. Walberg as lead cosponsors for the 2025 bill.

This bill focuses on protecting the internal combustion engine. It does this in two ways. First, the bill prohibits using authority under the Clean Air Act to issue regulations that mandate the use of any specific technology or would limit the availability of new motor vehicles based on the vehicle's engine type. Second, the legislation requires the Environmental Protection Agency (EPA) to update any regulations that result in the limited availability of new vehicles based on the engine.

This legislation would overturn a 2024 EPA rule, which, if not revoked, would cause about 56% of new vehicles sold between 2030 and 2032 to require electric motors.

If you want to save the internal combustion engine, ask your Representative to cosponsor H.R. 2165.

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