



The Honorable Howard Lutnick
Secretary of Commerce
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, D.C. 20230

Jeffrey Kessler
Under Secretary
Bureau of Industry and Security
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, D.C. 20230

Dear Secretary Lutnick and Under Secretary Kessler:

The undersigned organizations—representing commercial vehicle (CV) manufacturers, parts suppliers, motor carriers, and dealer networks—respectfully urge the Administration to consider the impact of potential tariffs on CV components and to avoid the imposition of measures which would strain this critical segment of the U.S. mobility industry. Without such action, the consequences will ripple through the trucking sector, threatening small businesses, driving up the cost of goods, and ultimately impacting American families. Suppliers provide components, systems, technology and services that allow for the production of new commercial vehicles as well as the parts and tools needed to maintain and repair the trucks that are on U.S. roads today.

President Trump has consistently demonstrated his commitment to strengthening American manufacturing, protecting American consumers, and keeping our nation moving. Nowhere is that more critical than in the commercial vehicle industry, which forms the backbone of the nation's economy.

Trucking is responsible for moving 72% of all goods in the United States and the industry supports 3.55 million truck drivers and over 920,000 independent owner-operators, relying on a fleet of more than 15.5 million commercial vehicles. This essential sector is projected to grow by 5% annually through 2033, according to the Bureau of Labor Statistics.

The strength of this industry depends on a fragile yet highly efficient global supplier network.

Since the passage of the U.S.-Mexico-Canada (USMCA) agreement, commercial vehicle suppliers have continued to grow U.S. employment—particularly in innovation and technology roles that make trucks safer, cleaner, and more efficient.

Tariffs on commercial vehicle components will trigger a domino effect across the industry:

- Fewer new truck purchases by fleets and independent operators will directly reduce demand for original equipment suppliers, leading to declines in production, plant utilization, and U.S. jobs.
- Reduced aftermarket investment as fleets delay or forego routine maintenance and part replacement, affecting suppliers of service parts, wear items, and essential systems.
- Declining sales of advanced safety equipment, such as driver-assist technologies, braking systems, and sensors—technologies that are often more expensive, and therefore more vulnerable to cost-cutting during periods of economic strain.
- Higher prices for goods and services for American consumers, as trucking costs rise due to aging fleets and reduced equipment availability.

Many commercial vehicle suppliers, especially small and mid-sized companies, lack the financial capacity to absorb sudden tariff shocks. Some are already operating under distress and could face layoffs, production halts, or even bankruptcy. It takes only one supplier failure to bring a truck assembly line to a halt—causing cascading disruptions across the economy.

We support President Trump’s commitment to strengthening U.S. manufacturing and building domestic capacity. However, realigning global supply chains will take time, planning, and investment. Suppliers need a reasonable runway to adjust. Companies will not be able to access capital and plan for future capacity if they are facing increased costs and falling production levels.

We respectfully request that you consider the importance of this sector of the industry and the negative impact that tariffs would have on the hundreds of commercial vehicle suppliers across the U.S.

We appreciate your leadership and your commitment to protecting American workers, truckers, and consumers. Thank you for your time and attention to this urgent matter.

Sincerely,

American Trucking Association
American Truck Dealers
Cummins Inc.
International Motors LLC
Mack Trucks Inc.

MEMA. The Vehicle Suppliers Association
MECA
Stellantis
Volvo Trucks North America