

119TH CONGRESS
2D SESSION

H. R. 8768

To amend title 49, United States Code, to include certain electric vehicles or related equipment manufactured by, and services provided by, a foreign entity of concern to the noncomplying motor vehicles list, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 12, 2026

Mr. SELF introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To amend title 49, United States Code, to include certain electric vehicles or related equipment manufactured by, and services provided by, a foreign entity of concern to the noncomplying motor vehicles list, and for other purposes.

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 “Cybersecurity and
5 Hardware Assurance for Resilient Grid Electrification
6 Act” or the “CHARGE Act”.

1 **SEC. 2. FINDINGS.**

2 Congress finds the following:

3 (1) China accounts for two thirds of the global
4 electric vehicle market.

5 (2) Electric vehicles from China are not cur-
6 rently within the United States automotive market,
7 but that is expected to increase to 8 percent of the
8 market by 2030.

9 (3) By 2030, 20 percent of new vehicle sales
10 are expected to need a connection to the electrical
11 grid.

12 (4) Vehicle manufacturers routinely update and
13 maintain vehicle software remotely without over-
14 sight.

15 (5) According to the Department of Energy,
16 local power outages cost the United States
17 \$121,000,000,000 annually and result in a 1.3 per-
18 cent reduction in GDP.

19 (6) On April 28, 2025, the electrical grid that
20 services large portions of Spain and Portugal failed
21 to maintain frequency and voltage resulting in a 16-
22 hour nationwide blackout, the largest power failure
23 in Europe in over 20 years.

24 (7) Failure of any of the electrical grids of the
25 United States for 3 days could reduce the GDP of
26 the United States by up to 2.6 percent.

1 (8) The Vehicle to Grid (VTG) Initiative con-
2 nects electrical vehicle batteries to the grid as a re-
3 newable source of power during peak loads and then
4 replaces that power during times of low demand.

5 (9) A vehicle connected to the electrical grid,
6 through the VTG program, retains unique control of
7 the availability of the battery of such vehicle with re-
8 spect to energy provision supply.

9 (10) Fast switching of battery availability while
10 connected to the electrical grid may hamper the abil-
11 ity of the electrical grid to maintain the standard 60
12 Hz frequency and 120V/240V household service volt-
13 age resulting in deviations which may damage de-
14 vices that are plugged in, both residential and com-
15 mercial.

16 (11) A coordinated attack by an array of par-
17 ticipating vehicles from adversarial manufacturers
18 would make the grid vulnerable to possible manipu-
19 lation and disruptions.

20 (12) A failure of the electric grid of the United
21 States would damage electric vehicles connected to
22 the electric grid and hamper safety efforts to protect
23 our national security, patrol the streets of cities in
24 the United States, and maintain law and order,
25 while also putting life-saving health services at risk.

1 **SEC. 3. INCLUSION OF CERTAIN VEHICLES AND EQUIP-**
2 **MENT MANUFACTURED BY CHINA ON THE**
3 **NONCOMPLYING MOTOR VEHICLES LIST.**

4 (a) DEFINITIONS.—Section 30102(a) of title 49,
5 United States Code, is amended—

6 (1) by redesignating paragraphs (5) through
7 (13) as paragraphs (7) through (15), respectively;

8 (2) by inserting after paragraph (4) the fol-
9 lowing new paragraphs:

10 “(5) ‘electric vehicle’ has the meaning given the
11 term in section 32904(a)(2).

12 “(6) ‘foreign entity of concern’ has the meaning
13 given the term in section 9901 of title XCIX of divi-
14 sion H of the William M. (Mac) Thornberry Na-
15 tional Defense Authorization Act for Fiscal Year
16 2021 (Public Law 116–283).”; and

17 (3) by adding at the end the following new
18 paragraph:

19 “(16) ‘vehicle charge power control component’
20 means an onboard electrical and electronic system
21 that regulates, converts, and manages the flow of en-
22 ergy between the energy port of a vehicle and the
23 traction battery of a vehicle, including an onboard
24 charger, a power-electronic converter, a battery-man-
25 agement control, and an associated high-voltage pro-
26 tection device.”.

1 (b) PROHIBITIONS ON MANUFACTURING, SELLING,
2 AND IMPORTING NONCOMPLYING MOTOR VEHICLES AND
3 EQUIPMENT.—Section 30112(a) of title 49, United States
4 Code, is amended by adding at the end the following new
5 paragraph:

6 “(4) Except as provided in this section, section
7 30114, subsections (i) and (j) of section 30120, and sub-
8 chapter III of this chapter, a person may not sell, offer
9 for sale, introduce or deliver for introduction in interstate
10 commerce, or import into the United States any motor ve-
11 hicle or motor vehicle equipment if the vehicle or equip-
12 ment—

13 “(A) is an electric vehicle or equipment of an
14 electric vehicle manufactured in whole or in part by
15 a foreign entity of concern; or

16 “(B) uses a vehicle charge power control com-
17 ponent manufactured in whole or in part by a for-
18 eign entity of concern.”.

○