



The Honorable Brooke L. Rollins
U.S. Department of Agriculture
1400 Independence Avenue SW
Washington, DC 20250

Dear Secretary Rollins:

We are writing on behalf of the farmers, ranchers, energy producers, and front-line responders who depend on off-road working vehicles to get their work done. America's agricultural producers are increasingly unable to afford additional expenses. President Trump and his Administration are clearly committed to easing these pressures, and we appreciate all that you are doing to show your support for American farmers and ranchers. Another straightforward step the Administration can take right now that would give them relief is to fully and permanently eliminate Section 232 metal tariffs on off-road working vehicles.

Section 232 steel tariffs on off-road working vehicles (all-terrain vehicles (ATVs) and utility task vehicles (UTVs)) are assessed against their full customs value rather than against their metal content.¹²³ For a machine built around a modest quantity of steel and aluminum, the result is a duty far larger than the metal it was written to capture. The added cost can reach \$5,000 for a single off-road working vehicle, further compounded by higher repair and maintenance costs stemming from metal tariffs on the parts used for these vehicles. A producer who is already running older equipment longer, stretching a repair budget, and deferring maintenance cannot absorb that. The producer goes without, and the risk of downtime shifts onto the operations that feed this country.

On a busy farm, ATVs and UTVs are not toys. They are how the work gets done. These vehicles help move livestock, transport tools and repair parts between fields, and cross ground a pickup truck cannot. On a ranch, they cover miles of fence line that no truck can follow. In an orchard, they fit between rows where a tractor cannot. These are working assets, as essential to a modern operation as a tractor or a pickup truck, but the tariff schedule does not yet reflect that.

It is evident that this Administration cares deeply about rural America. Taking action to adjust the current tariff regime and address the rising price of off-road working vehicles would reaffirm that commitment and deliver much-needed, tangible financial relief. Motorcycles and e-bikes have already been granted relief from these tariffs. The off-road working vehicles that America's farmers, ranchers, energy producers, and front-line responders depend on every day have not. We are confident that this gap does not reflect this Administration's intent.

¹ Proclamation 11021 of Apr. 2, 2026, Strengthening Actions Taken To Adjust Imports of Aluminum, Steel, and Copper Into the United States, 91 Fed. Reg. 18201 (duties apply to the full customs value of the imported product, regardless of metal content), <https://www.whitehouse.gov/presidential-actions/2026/04/strengthening-actions-taken-to-adjust-imports-of-aluminum-steel-and-copper-into-the-united-states/>.

² HTS Code 8703.21.01.

³ HTS Code 8703.10.50.

A tariff designed to strengthen domestic metals production was never meant to arrive as a several-thousand-dollar equipment penalty on a family farm. As the leader of our nation's agricultural policy and chief advocate for farmers and ranchers, we are urging you and your colleagues at the Department of Commerce, the Office of the United States Trade Representative, and the White House to support permanent tariff relief targeted to off-road working vehicles. Full relief for off-road working vehicles is a commonsense, America First correction that leaves the tariff's protection for domestic metals production intact while keeping the bill off the people who keep this country safe, fed, and powered.

Respectfully,
Todd Cranney
Executive Director
Save America's Working Vehicles