

111TH CONGRESS
2D SESSION

H. R. 5174

To amend the Internal Revenue Code of 1986 to modify the credit for qualified fuel cell motor vehicles by maintaining the level of credit for vehicles placed in service after 2009 and by allowing the credit for certain off-highway vehicles.

IN THE HOUSE OF REPRESENTATIVES

APRIL 28, 2010

Mr. TONKO introduced the following bill; which was referred to the Committee on Ways and Means

A BILL

To amend the Internal Revenue Code of 1986 to modify the credit for qualified fuel cell motor vehicles by maintaining the level of credit for vehicles placed in service after 2009 and by allowing the credit for certain off-highway 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 “Fuel Cell Industrial
5 Vehicle Jobs Act of 2010”.

1 **SEC. 2. MODIFICATIONS OF CREDIT FOR QUALIFIED FUEL**
2 **CELL MOTOR VEHICLES.**

3 (a) MAINTENANCE OF \$8,000 CREDIT AFTER
4 2009.—Subparagraph (A) of section 30B(b)(1) of the In-
5 ternal Revenue Code of 1986 (relating to new qualified
6 fuel cell motor vehicle credit) is amended by striking
7 “(\$4,000 in the case of a vehicle placed in service after
8 December 31, 2009)”.

9 (b) CREDIT FOR CERTAIN OFF-HIGHWAY VEHI-
10 CLES.—Subsection (b) of section 30B of such Code is
11 amended by adding at the end the following new para-
12 graph:

13 “(4) SPECIAL RULES FOR CERTAIN OFF-HIGH-
14 WAY VEHICLES.—Solely for purposes of this sub-
15 section—

16 “(A) IN GENERAL.—The term ‘motor vehi-
17 cle’ includes any vehicle which is manufactured
18 primarily for use in carrying or towing loads or
19 materials for commercial or industrial purposes,
20 whether or not on public streets, roads, and
21 highways and regardless of the type of load or
22 material carried or towed. The preceding sen-
23 tence shall not include any vehicle operated ex-
24 clusively on a rail or rails and any vehicle oper-
25 ated primarily for recreational purposes.

“(B) ADDITIONAL CREDIT.—In the case of a vehicle which is a motor vehicle solely by reason of subparagraph (A), the amount determined under paragraph (1) shall be increased by—

“(i) \$2,000 if such vehicle’s fuel cell system achieves an electricity generation efficiency of at least 40 percent but less than 50 percent based on the lower heating value of the fuel, or

“(ii) \$4,000 if such vehicle’s fuel cell system achieves an electricity generation efficiency of at least 50 percent based on the lower heating value of the fuel.

“(C) CERTAIN STANDARDS NOT TO APPLY.—Subsection (h)(10) shall not apply to a vehicle which is a motor vehicle solely by reason of subparagraph (A).”.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to vehicles placed in service after December 31, 2009, in taxable years ending after such date.

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