



Preserving consumer choice and affordable repair in the automotive collision parts industry

March 5, 2025

Members of the House of Representatives:

We write in support of HR 1566, the Right to Equitable and Professional Auto Industry Repair Act (REPAIR Act). This legislation ensures vehicle owners, independent repair shops, and aftermarket manufacturers have secure access to vehicle repair and maintenance data. This access is critical to the independent aftermarket industry's ability to provide safe, reliable, and affordable repairs for your constituents, and we respectfully request that you cosponsor this legislation.

As vehicle technology grows more complex, repairing and maintaining today's vehicles requires access to vehicle repair data, compatible replacement components, training, and sophisticated diagnostic tools. The REPAIR Act guarantees the rights of owners and their designated repair facilities to maintain and repair their vehicles while maintaining the same cybersecurity standards, intellectual property protections and vehicle safety standards that exist today.

Vehicle owner and independent shop access to vehicle repair data is increasingly at risk as Original Equipment Manufacturers (OEMs) tighten control over its availability. Today, OEMs collect terabytes of data from their vehicles wirelessly and store it in their cloud servers. The OEMs then unilaterally decide to whom they give access to this data and under what terms and conditions. (Comment from Alliance for Automotive Innovation to the Bureau of Industry and Security ("BIS") in its *Securing the Information and Communications Technology and Services Supply Chain: Connected Car Advance Notice of Proposed Rulemaking*).¹

These potentially anticompetitive practices leave independent repairers unable to service vehicles and prevent aftermarket suppliers from offering high-quality, safe, and affordable replacement parts to consumers. In fact, an independent survey conducted last year demonstrated that 63% of repair shops report having difficulties making routine repairs on a daily or weekly basis.² Moreover, 51% of shops report sending up to 5 cars per month to the dealer due to data restrictions, resulting in an estimated \$3.1 billion cost to consumers.³

This issue will only get worse as the U.S. vehicle fleet ages. According to S&P Global Mobility, the "average age of cars and light trucks in the United States has risen again to a new record of 12.6 years in 2024, up by two months over 2023."⁴ Over 70% of out of warranty vehicle repairs are done in the aftermarket and are generally 36% less expensive than dealerships. Car owners appreciate independent repair shops for their "trustworthiness, reasonable prices, knowledgeable mechanics, and good reputation."⁵

The independent aftermarket is an essential economic engine in every congressional district and state across the nation, with more than 4,900,000 employees and a fiscal impact of more than \$500 billion annually. The REPAIR Act eliminates an existential threat to these jobs and the economy, while ensuring

¹ Comment from Alliance for Automotive Innovation to the Bureau of Industry and Security ("BIS") in its *Securing the Information and Communications Technology and Services Supply Chain: Connected Car Advance Notice of Proposed Rulemaking (Regulations.gov)*

² <https://www.autocare.org/news/latest-news/details/2024/04/10/survey-84-of-independent-repair-shops-view-vehicle-data-access-as-top-issue-for-their-business>

³ https://www.autocare.org/docs/default-source/market-intelligence/04-10-2024_auto-care_research-memo_april-2024.pdf

⁴ <https://www.spglobal.com/mobility/en/research-analysis/average-age-vehicles-united-states-2024.html>

⁵ Car Owners Favor Independent Repair Shops - Consumer Reports April 2024. "The survey results show the experiences of 10,973 Consumer Reports members with 11,670 repairs at 36 auto repair chains, independent shops analyzed as a group, and dealerships."

a robust ecosystem of repair options. Consumers and fleet owners will be able to select their repair facility of choice and have access to a variety of aftermarket parts. Independent repair shops will continue to be able to provide timely and quality repair and maintenance choices to their customers.

We express our sincere gratitude to Representatives Dunn, Gluesenkamp Perez, Davidson, and Boyle for continuing to support consumers through this legislation, and we encourage you to join them in doing so as a cosponsor of HR 1566, the REPAIR Act.

Sincerely,

Alabama Tire Dealers Association
Alliance of State Automotive Aftermarket Associations
American Motorcyclist Association
Association of Diesel Specialists
Auto Care Alliance
Auto Care Association
Automotive Aftermarket Association Southeast, Inc.
Battery Council International
CAWA – Representing the Automotive Parts Industry
Commercial Vehicle Solutions Network
Consumer Access to Repair (CAR) Coalition
iFixit
MEMA Aftermarket Suppliers
Midwest Auto Care Alliance
National Federation of Independent Business
New England Tire & Service Association
New Jersey Gasoline, C-Store, Automotive Association
Preventative Automotive Maintenance Association
Service Station Dealers of America and Allied Trades
The Repair Association
Tire Industry Association