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SAFETY

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CHOICE

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WHAT THE REPAIR ACT (H.R. 906) WILL DO

The cost of repairing a vehicle is simply too high. According to the U.S. Bureau of Labor Statistics, the cost of auto repair is up 12.5%* compared to a year ago. Additionally, a recent study from the University of Michigan found that dealerships charge consumers 36%** more for repairs compared to independent repair shops.

The bipartisan REPAIR Act will help bring down costs by prioritizing ACCESS, SAFETY, and CHOICE for consumers in the post-collision auto repair market. By modernizing existing laws and regulations, the REPAIR Act will help consumers repair their vehicles in a safe and economical way.

* <https://www.bls.gov/news.release/cpi.t02.htm>
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A composite image featuring a portrait of Aaron Perzanowski on the left and a quote on the right. The quote is attributed to Aaron Perzanowski, Professor of Law at the University of Michigan. The background is a solid dark blue.

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REPAIR ACT BILL SUMMARY

- Prohibits impeding a vehicle owner or a repair shop from obtaining service information, tools, or parts, including the ability for a vehicle owner to choose aftermarket parts, needed to fully maintain and repair a vehicle.
- Requires motor vehicle manufacturers to provide motor vehicle owners and their designees with access to critical repair information, software and tools needed for the repair and maintenance of their vehicle.
- Requires motor vehicle manufacturers utilizing wireless technology for the transmission of repair and diagnostic data to provide motor vehicle owners and their designees with standardized, direct access to vehicle-generated data needed for the repair and maintenance of their vehicle via a standardized access platform within 12 months of publication of a final rule issued by the National Highway Traffic Safety Administration (NHTSA), in consultation with Federal Trade Commission (FTC).
- Requires the NHTSA in consultation with the FTC, to issue a notice of proposed rulemaking on access standards and cybersecurity within six months of enactment. The rulemaking will also designate an independent entity to manage access to vehicle data; and require motor vehicle manufacturers and dealers to provide notice to consumers of their rights under this Act at the point of sale or lease of the vehicle. A final rule shall be issued no later than two years after the date of enactment.