



## ACCESS

The SMART Act will narrowly amend patent law to reduce from 15 to 2.5 years the time that automakers can enforce design patents against alternative parts manufacturers on vehicle parts like side mirrors, quarter panels, and bumpers.

## SAFETY

The SMART Act will allow alternative parts suppliers to research, develop, make, and test parts on a not-for-sale basis during new patent period.

## CHOICE

The SMART Act will allow alternative parts suppliers to sell aftermarket collision repair parts once 2.5 years have elapsed from the date of the patent.

## WHAT THE SMART ACT (H.R. 1707) 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 SMART 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 SMART Act will help consumers repair their vehicles in a safe and economical way.

\* <https://www.bls.gov/news.release/cpi.t02.htm>

\*\* <https://carcoalition.com/wp-content/uploads/2020/07/Repair-Act-white-paper-09-13-2022-1.pdf>

## WHAT THE EXPERTS ARE SAYING

*"Without legislative adoption of the SMART Act, American consumers will continue to absorb over \$1.5 billion per year in additional costs when they repair their vehicles after collisions."*

PROFESSOR JOSHUA SARNOFF OF DEPAUL UNIVERSITY COLLEGE OF LAW\*

\*<https://carcoalition.com/wp-content/uploads/2020/07/Sarnoff-SMART-Act-White-Paper-Final-002-1.pdf>



## SMART ACT SUMMARY

- Narrowly amend U.S. design patent law to reduce from 14 years to 2.5 years the time car manufacturers can enforce design patents on collision repair parts (fenders, quarter panels, doors, etc.) against alternative parts suppliers.
- Allow alternative parts suppliers to research, develop, make, and test parts on a not-for-sale basis during the new patent period.
- Allow alternative parts suppliers to sell an aftermarket collision repair part once 2.5 years have elapsed from the date of patent.
- Would not alter the 14-year period that car companies can enforce design patents against other car companies. It would impact only aftermarket repair parts.