

July 8, 2024

Dear Members of the House Energy and Commerce Committee:

We, the undersigned, are writing to express our strong support for HR 906, The Right to Equitable and Professional Auto Industry Repair Act (REPAIR Act), as prepared for full committee consideration by lead sponsor Dr. Neal Dunn (R-FL). We respectfully request your support for its inclusion and passage at the next Energy and Commerce markup.

We applaud and support the efforts of Dr. Dunn to ensure that the concerns raised by members of the Energy and Commerce Subcommittee on Innovation, Data, and Commerce were heard and addressed after the subcommittee markup. Specifically, Dr. Dunn addressed cybersecurity concerns with the Standardized Access Platform (SAP) by having the necessary vehicle repair data now shared through the already existing Original Equipment Manufacturer (OEM) dealer and partner network. Further, Dr. Dunn made significant edits related to autonomous vehicles, the use of consumer data, and preemption.

This bipartisan legislation, with more than 50 cosponsors evenly divided between Republicans and Democrats, would preserve consumer access to high quality and affordable vehicle repair by ensuring that vehicle owners and their repairer of choice have equal access to repair and maintenance tools, components, and data.

As vehicle technology continues to evolve and grow more complex, effectively repairing and maintaining cars, buses, and trucks will require access to data, software, compatible replacement components, training, and sophisticated diagnostic tools. The current law is inadequate to address growing competitive concerns created by new technology, and the REPAIR Act would guarantee the right of owners and their designated repair facilities to fully maintain and repair modern vehicles, while ensuring cybersecurity for critical vehicle systems.

Consumers clearly desire this ability to have options for vehicle service and maintenance. An April 2024 national Consumer Reports survey found that when “it comes to automotive service facilities, Consumer Reports members prefer independent shops—and, in some cases, chains—over dealerships... The only types of service facilities to receive top scores in overall satisfaction in our survey were independent repair shops as a group (which also received higher marks across the board than any other category)...”<sup>1</sup>

Modern vehicles are computers on wheels, with some new vehicles having more than one hundred million lines of code. This innovative technology requires specific parts, manuals, diagnostic tools and more, which, when restricted by the vehicle manufacturer, can eliminate the ability of the more than 150,000 independent repair shops in the United States to compete for this business. The REPAIR Act allows the vehicle owner the freedom to utilize the most accessible and affordable repair option available. The REPAIR Act protects open competition within the market, which will drive further innovation and create affordable repair options for consumers.

This issue will become even more critical as the U.S. vehicle fleet continues to age. According to the latest data from 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.”<sup>2</sup> In its April 2024 survey, Consumer Reports found that: “The older the car, the less likely its owner was to take it to a dealership for repairs. For example, about 80 percent of drivers with a car from model year 2023 went to the dealership, while only 18 percent took a model-year 2000 car to the dealership.”

The independent aftermarket is a critical economic engine in every congressional district and state across the nation, with more than 4,500,000 employees and a fiscal impact of more than \$600 billion annually. The REPAIR

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<sup>1</sup> [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.”

<sup>2</sup> <https://www.spglobal.com/mobility/en/research-analysis/average-age-vehicles-united-states-2024.html>

Act eliminates an existential threat to these jobs and the economy, while ensuring a robust ecosystem of repair options. Consumers 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 urge you to support this legislation and move it through the committee as soon as possible.

Sincerely,

Auto Care Association

MEMA Aftermarket Suppliers

The Consumer Access to Repair (CAR) Coalition

Specialty Equipment Market Association (SEMA)

National Federation of Independent Businesses (NFIB)

U.S. PIRG

Owner Operator Independent Drivers Association (OOIDA)

Transport Workers Union of America (TWU)

CAWA – Representing the Automotive Parts Industry

American Motorcyclist Association (AMA)

Repair.org

Auto Care Alliance (ACA)

Jiffy Lube Association of Franchisees (JLAF)

Battery Council International (BCI)

New Jersey Gasoline, C-Store, Automotive Association (NJGCA)

Commercial Vehicle Solutions Network (CVSN)

Automotive Aftermarket Association Southeast (AAAS)

Alliance of State Automotive Aftermarket Associations (ASAAA)

Tire Industry Association (TIA)

Automotive Maintenance and Repair Association (AMRA)

Minnesota Service Station Association

iFixit

Association of Diesel Specialists

Preventative Automotive Maintenance Association (PAMA)

American Property Casualty Insurance Association (APCIA)