



February 18, 2025

Members of Congress,

On behalf of the Alliance for Automotive Innovation (Auto Innovators), the Automotive Service Association (ASA), and the Society of Collision Repair Specialists (SCRS), we write to express our shared commitment to ensuring that consumers have access to safe, proper, and transparent vehicle repairs. This collaboration between our organizations reflects a unified desire to advance consumer safety and choice while addressing the challenges and opportunities in today's automotive repair landscape.

As you may know, the 118th Congress considered the REPAIR Act, which sought to address important issues in the vehicle repair ecosystem. While we appreciate the attention given to this matter, the original legislation contained significant flaws. It failed to recognize the following:

1. Automotive right-to-repair is already well-established in the United States and there is a tremendous amount of healthy competition providing a wide variety of options for consumers. Vehicle owners can have their vehicles serviced by single-location independent repair shops, multi-location repair facilities, national chains and independent franchise groups, franchised dealerships, or other facilities of their choosing. Consumers even have available options of independent collision repair centers who have access to be recognized through OEM certifications, or collision repair businesses who are referred through insurance company Direct Repair Networks. As a result, roughly 70 percent of post-warranty work today is already completed outside of the automakers' authorized dealer networks.
2. Automakers already provide necessary information, tools, and data for diagnosing and repairing vehicles to independent repair shops, ensuring parity with franchised dealerships. To address technical issues that arise, Auto Innovators, ASA and SCRS have a longstanding track record of working with the industry to retrieve answers and solutions.
3. Despite mandating access to tools, data and information, the REPAIR Act is silent on a consumer's right to ensure those tools or information are utilized for the specific purpose of restoring that vehicle's safety systems and structure to full functionality. In fact, safety was never addressed as a priority of the REPAIR Act.
4. The 2014 national memorandum of understanding (MOU) between automakers and aftermarket distributor and manufacturer associations guarantees access to repair and diagnostic information for all repair facilities. This MOU remains in effect. In addition, the Automotive Repair Data Sharing Commitment signed in 2023 between the automakers and the independent repair community establishes enforceable obligations through a robust dispute resolution process.

While these existing frameworks have created a thriving and competitive repair marketplace, we understand the desire for a federal legislative solution that addresses evolving consumer expectations and technological advancements. That's why our three organizations have come together to propose a new path forward—one that builds on existing protections while introducing additional measures to prioritize consumer safety and choice.

We are pleased to present a comprehensive framework that enhances consumer protection while maintaining the principles of fair competition and vehicle safety. This framework includes:

- **Affirmation of Vehicle Data Access:** Assuring consumers and independent repair shops have the data they need to repair their vehicles.
- **Empowering Consumers:** Ensuring consumers retain the right to decide where and how their vehicles are repaired.
- **Prioritizing Vehicle Safety:** Guaranteeing that repairs are performed in accordance with manufacturer-produced repair procedures to restore vehicle safety systems and structural integrity.
- **Offering Part Choices:** Ensuring consumers with a choice between original equipment manufacturer (OEM) parts and non-OEM parts for repairs.
- **Protecting Non-OEM Choices:** Extending the same recall and safety protections to non-OEM parts as are available for OEM parts.
- **Enhancing Transparency:** Requiring disclosure of prior alterations or repairs for used vehicles so that consumers are fully informed.
- **Promoting Inspection Programs:** Supporting periodic safety inspection and post-collision inspection programs to safeguard against unsafe or improper repairs.

By addressing these priorities, we can ensure all consumers have access to high-quality repairs that uphold safety and transparency. This path forward not only strengthens consumer trust but also reinforces a balanced approach to the automotive repair marketplace.

We invite you to join us in shaping this vision by working together on a federal legislative solution that reflects these principles. Our organizations are committed to ongoing collaboration with Congress and other stakeholders to ensure this framework delivers meaningful benefits to consumers and industry alike.

Thank you for your leadership on this important issue. We look forward to discussing our proposal further and welcome the opportunity to work together to advance a safe, proper and transparent vehicle repair ecosystem.

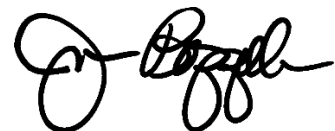
Sincerely,



Julie Massaro
President
Automotive Service
Association



Aaron Schulenburg
Executive Director
Society of Collision Repair
Specialists



John Bozzella
President and CEO
Alliance for Automotive
Innovation