



July 2, 2025

The Honorable Ted Cruz
Chairman
Senate Commerce Committee
U.S. Senate
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member
Senate Commerce Committee
U.S. Senate
Washington, DC 20510

The Honorable Brett Guthrie
Chairman
House Energy and Commerce Committee
U.S. House of Representatives
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Energy and Commerce Committee
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Cruz, Chairman Guthrie, Ranking Member Cantwell and Ranking Member Pallone:

We, the undersigned serve as the Board of Line Representatives for the American Truck Dealers, whose membership employs approximately 140,000 individuals nationwide, are writing to express our strong opposition to H.R. 1566/S. 1379, the “Right to Equitable and Professional Auto Industry Repair (REPAIR) Act.” The so-called “Right to Repair” bills are overly broad and raise serious privacy, intellectual property, vehicle safety and cybersecurity concerns.

As you know, federal law has long recognized the difference between light- and heavy-duty vehicles. Medium- and heavy-duty trucks are purpose-built, highly customized vehicles sold almost exclusively to commercial and government entities—not to individual consumers. By contrast, light-duty vehicles are mass-produced for the public and designed primarily for passenger use. H.R. 1566/S. 1379 is overbroad as it would regulate a heavy-duty vocational truck such as a school bus, refuse hauler, or cement mixer the same as a family sedan.

Supporters of H.R. 1566 and S. 1379 claim this legislation will enhance consumer repair access, but heavy-duty trucks are not consumer products. No evidence we are aware of has been presented indicating that independent repair shops are being denied the information or tools needed to repair medium- and heavy-duty trucks. In fact, service information is readily available from manufacturers, and the industry has long participated in the National Automotive Service Task Force, which provides a reliable mechanism for resolving disputes over repair data access. Additionally, truck dealers often sublet repair work to independent repairers when appropriate.

The legislation includes mandates that would compel manufacturers to disclose technical information, software, and compatibility data to any third party designated by a vehicle owner—without restriction.¹ This provision raises serious cybersecurity, data privacy, and safety concerns.

Additionally, a provision included in the bills compels truck and auto manufacturers to provide any “aftermarket parts manufacturer” the information necessary to “produce or offer compatible

¹ H.R. 1566, 119th Cong., 1st Sess. § 2(a)(2)(A) (2025), S. 1379, 119th Cong., 1st Sess. § 4(a)(3) (2025).

aftermarket parts, meaning parts not made by the original equipment manufacturer.² This provision raises serious concerns regarding intellectual property rights as this information is not required for the purpose of servicing or repairing a truck.

S. 1379 would expand the authority of the Federal Trade Commission, granting it discretionary power to expand definitions defined in the bill through regulation.³ Both bills also include provisions to fine dealers up to \$51,744 per violation for failing to comply with a new paperwork requirement at the point of sale⁴ at a time when truck dealers are working to streamline transactions and improve the delivery of commercial vehicles.

In conclusion, this legislation is overbroad, unnecessary and adds needless red tape at a time when the truck industry is already facing economic challenges from regulations that have increased costs and decreased commercial truck sales.

We urge Congress to reject H.R. 1566/S. 1379. Thank you for your consideration.

Sincerely,



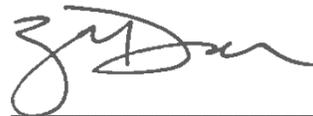
Scott Pearson
Chairman, American Truck Dealers
President
Peterbilt of Atlanta
Jackson, Georgia

Kevin G. Holmes

Kevin Holmes
Vice Chairman, American Truck Dealers
President and CEO
Advantage Truck Group
Shrewsbury, Massachusetts



Will Bruser
President and CEO
Truckworx
Birmingham, Alabama



Zach Doran
President
Ohio Automobile Dealers Association
Dublin, Ohio

² H.R. 1566, 119th Cong., 1st Sess. § 2(a)(2)(A) (2025), S. 1379, 119th Cong., 1st Sess. § 4(a)(3) (2025).

³ S. 1379, 119th Cong., 1st Sess. § 3(b) (2025).

⁴ H.R. 1566, 119th Cong., 1st Sess. § 5(a) (2025), S. 1379, 119th Cong., 1st Sess. § 7(a) (2025).



Russ Ellett
President
Excel Truck Group
Roanoke, Virginia



Chris O'Donnell
Chairman, ATD NextGen
General Manager
Valley Truck Centers
Parma, Ohio



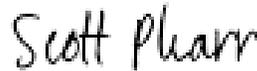
K.C. Heidler
President and CEO
Tom's Truck Center
Santa Ana, California



Bob O'Koniewski
Executive Vice President & General
Counsel
Massachusetts State Automobile Dealers
Association
Boston, Massachusetts



Andy Hoffman
Vice President
GTG Peterbilt, Wichita
Wichita, Kansas



Scott Pharr
President
Piedmont Truck Center
Greensboro, North Carolina



Kim Mesfin
President
Affinity Truck Center
Fresno, California



Jon Pritchett
President and CEO
Nextran Truck Centers
Gainesville, Florida



Korey Neal
President
K. Neal Truck and Bus Center
Hyattsville, Maryland



Chad Rigby
General Manager
Ken Garff West Valley CJDR
West Valley City, Utah



Keith Rutherford
President
Eagle Truck Center LLC
Shreveport, Louisiana



Jodie Teuton
Vice President
Kenworth of Louisiana
Gray, Louisiana



Maria Sherwood
Vice President
Sherwood Freightliner and Western Star,
Inc.
Dunmore, Pennsylvania

cc: Members of the U.S. Senate
Members of the U.S. House of Representatives