



September 8, 2025

Dear Representative:

The National Automobile Dealers Association (NADA), which represents over 16,000 franchised new car dealers who employ 1.1 million Americans, and the American Truck Dealers (ATD), a division of NADA representing over 3,200 franchised medium- and heavy-duty truck dealers nationwide, strongly oppose H.R. 1566, the “Right to Equitable and Professional Auto Industry Repair Act” Act (REPAIR Act). We oppose this legislation as it has little to do with repairing a vehicle and raises serious vehicle privacy, intellectual property, and safety issues.

H.R. 1566 is built on the faulty premise that independent repair shops are unable to obtain parts or data necessary to repair a car. However, this matter was addressed in 2008 with the establishment of the National Automotive Service Task Force¹, which makes available service information, tool information and training data from auto manufacturers. In 2014, a Memorandum of Understanding² was signed by independent repairers and auto manufacturers which ensured repair information dealers received would also be made available to independent repair shops. This agreement was updated in 2023 to include telematics. Today, the information independent repair shops need to repair a vehicle is readily available from auto and truck manufacturers.

H.R. 1566 is overbroad and creates data privacy and intellectual property concerns. Sec. 2 of the bill would allow vehicle owners to give all vehicle data, including technical and compatibility information, software, and technology to any third party they designate “without restriction or limitation.” This provision raises serious privacy, data security and vehicle safety concerns. Section 2(a)(1)(D) would also compel auto and heavy-duty manufacturers to provide any “aftermarket parts manufacturer” the information necessary to “produce or offer compatible aftermarket parts,” meaning the information necessary to reverse engineer original, genuine OEM auto and truck parts, including safety critical parts. This provision, which has little to do with the ability to repair a vehicle, raises serious intellectual property concerns.

H.R. 1566 is also overbroad as it treats medium-and heavy-duty trucks the same as light-duty vehicles. No evidence has been produced by the bill’s proponents showing that truck manufacturers withhold information to prevent independent repairers from fixing heavy-duty trucks.

H.R. 1566 could reduce competition and consumer choice. Dealerships routinely service brands outside their franchise. However, this legislation may exclude franchised dealers from receiving vehicle-generated data needed to repair the vehicle that is outside their franchise. For example, in Section

¹ The National Automotive Service Task Force (NASTF) is a not-for-profit organization established to facilitate the identification and correction of gaps in the availability and accessibility of automotive service information, service training, diagnostic tools and equipment, and communications.

² Both light duty and heavy-duty vehicle manufacturers have entered into nationwide [agreements](#) to provide repair information.

2(a)(5) of the bill, a franchised dealer may be barred from receiving the repair information necessary from another automaker to repair vehicles outside of their franchise. This legislation could put dealers at a competitive disadvantage and limit where customers can take their vehicle for repairs.

H.R. 1566 would place a new unnecessary and unfair regulatory burden on franchised dealers. Sec. 4 of the bill requires the National Highway Traffic Safety Administration to “promulgate regulations” requiring more government paperwork “at the point of purchase of a motor vehicle.” Failure to comply with this new regulation could result in a fine up to \$51,744 per violation. Additionally, this new regulatory burden and fine would only apply to franchised dealers; independent dealers are exempt.

Finally, a 2024 Government Accountability Office [report](#) confirmed the information and tools necessary to repair vehicles are already available to independent repair shops. The report found that of the eight automakers GAO interviewed, all confirmed that “they provide to independent repair shops, on fair and reasonable conditions, equal access to the information, data, and tools needed for repairs, and will continue to do so.” In fact, independent repair shops currently perform more than 70% of all non-warranty repairs, and according to the Auto Care Association, which supports this legislation, their total revenue grew 43% from 2014-2022.

H.R. 1566 is touted by its proponents as a “Right to Repair” bill, but the legislation has little to do with repairing a vehicle. Instead, the bill creates unlimited open access to third parties which raises new vehicle privacy, intellectual property, and safety concerns, while mandating a new, untested regulatory burden. **NADA urges you to not cosponsor or vote for H.R. 1566.** Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Stanton", with a stylized flourish at the end.

Mike Stanton
President and CEO



September 18, 2025

Dear Senator:

The National Automobile Dealers Association (NADA), which represents over 16,000 franchised new car dealers who employ 1.1 million Americans, and the American Truck Dealers (ATD), a division of NADA representing over 3,200 franchised medium- and heavy-duty truck dealers nationwide, strongly oppose S. 1379, the “Right to Equitable and Professional Auto Industry Repair Act” (REPAIR Act). We oppose this legislation as it has little to do with repairing a vehicle and raises serious vehicle privacy, intellectual property, and safety issues.

S. 1379 is built on the faulty premise that independent repair shops are unable to obtain parts or data necessary to repair a car. However, this matter was addressed in 2008 with the establishment of the National Automotive Service Task Force¹, which makes available service information, tool information and training data from auto manufacturers. In 2014, a Memorandum of Understanding² was signed by independent repairers and auto manufacturers which ensured repair information dealers received would also be made available to independent repair shops. This agreement was updated in 2023 to include telematics. Today, the information independent repair shops need to repair a vehicle is readily available from auto and truck manufacturers.

S. 1379 is overbroad and creates data privacy and intellectual property concerns. Sec. 4(a)(2)(A) of the bill would allow vehicle owners to give all vehicle data, including technical and compatibility information, software, and technology to any third party they designate “without restriction or limitation.” This provision raises serious privacy, data security and vehicle safety concerns. Sec. 4(a)(1)(A)(iv) would also compel light- and heavy-duty manufacturers to provide any “aftermarket parts manufacturer” the information necessary to “produce or offer compatible alternative parts,” meaning the information necessary to reverse engineer original, genuine OEM auto and truck parts, including safety critical parts. This provision, which has little to do with the ability to repair a vehicle, raises serious intellectual property concerns.

S. 1379 is also overbroad as it treats medium-and heavy-duty trucks the same as light-duty vehicles. No evidence has been produced by the bill’s proponents showing that truck manufacturers withhold information to prevent independent repairers from fixing heavy-duty trucks.

S. 1379 would expand the power of federal agencies and place new regulatory burdens on franchised dealers. The bill would give the Federal Trade Commission (FTC) the authority to expand the definitions included in the bill at their own discretion. Additionally, the bill requires the FTC to “promulgate

¹ The National Automotive Service Task Force (NASTF) is a not-for-profit organization established to facilitate the identification and correction of gaps in the availability and accessibility of automotive service information, service training, diagnostic tools and equipment, and communications.

² Both light-duty and heavy-duty vehicle manufacturers have entered into nationwide [agreements](#) to provide repair information.

regulations” requiring additional paperwork for customers at the point of purchase when dealers are trying to streamline and shorten the purchasing process. Failure to comply with this new requirement could result in a significant fine per violation to the dealer. This regulation would also not apply to independent dealers.

Finally, a **2024 Government Accountability Office [report](#) confirmed the information and tools necessary to repair vehicles are already available to independent repair shops.** The report found that of the eight automakers GAO interviewed, all confirmed that “they provide to independent repair shops, on fair and reasonable conditions, equal access to the information, data, and tools needed for repairs, and will continue to do so.” In fact, independent repair shops currently perform more than 70% of all non-warranty repairs, and according to the Auto Care Association, which supports this legislation, their total revenue grew 43% from 2014-2022.

S. 1379 is touted by its proponents as a “Right to Repair” bill, but the legislation has little to do with repairing a vehicle. Instead, the bill imposes unrestricted third-party access to all vehicle data which raises new vehicle privacy, intellectual property, and safety concerns, while mandating a new, untested regulatory burden. **NADA urges you to not cosponsor S. 1379.** Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Stanton", with a stylized flourish at the end.

Mike Stanton
President and CEO