



January 12, 2026

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
U.S. House of Representatives

The Honorable Gus M. Bilirakis
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade
U.S. House of Representatives

The Honorable Frank Pallone
Ranking Member
Committee on Energy and Commerce
U.S. House of Representatives

The Honorable Janice D. Schakowsky
Ranking Member
Subcommittee on Commerce,
Manufacturing, and Trade
U.S. House of Representatives

Dear Chairmen Guthrie and Bilirakis and Ranking Members Pallone and Schakowsky:

Our organizations represent manufacturers, suppliers, dealers, collision and mechanical repair professionals, and technology innovators working together to serve America's drivers. We support

a competitive repair marketplace and share a common goal of ensuring consumers can keep their vehicles safely and affordably maintained. That is exactly why we are united today in strong opposition to H.R. 1566, the “Right to Equitable and Professional Auto Industry Repair” (REPAIR) Act.

The United States already has one of the most open and competitive repair ecosystems in the world. For passenger cars, independent repairers perform 74% of out-of-warranty repairs, and every piece of information needed to diagnose and repair today’s vehicles is available through existing service information tools, scan solutions, and established industry data-sharing programs.

For commercial vehicles, the unique business-to-business relationship between manufacturers and their customers relies on exceptional service repair performance – which may be the most highly competitive aspect of the commercial vehicle industry. As noted in previous federal analyses, the motor vehicle sector has long been recognized as the model for self-regulation to expand repair access and consumer choice.

Unfortunately, the REPAIR Act would not strengthen that system. Instead, it would disrupt it in ways that increase consumer risk, weaken safety protections, expand commercial access to sensitive driver data and expose vehicle systems to cyber vulnerabilities.

Below are our most serious concerns:

1. The bill mandates broad access to full streams of vehicle telematics data, far beyond what is necessary for repair.

Modern vehicles generate vast amounts of sensitive information: location, driving behavior, cabin interactions, biometric indicators, personal contacts, and more. The REPAIR Act would force automakers to make that data remotely accessible to any designated third party, without limiting access to information actually needed to repair a vehicle. The bill also lacks meaningful restrictions on how third parties may use, resell, store or monetize that data, creating major privacy and commercial exploitation risks for millions of drivers.

2. The bill gives insurers and large commercial enterprises new avenues to harvest vehicle data for non-repair purposes.

Despite claims that the legislation is about small repair shops, the entities that stand to gain the most are insurance carriers and big-box retailers whose business models increasingly depend on access to telematics data. Nothing in the bill prevents entities with no role in hands-on repair from using the data to steer consumers, influence claims decisions, adjust premiums, or build profit-driven data products. This is an enormous step beyond “repair,” and it happens with no consumer transparency or meaningful consent expectations.

3. The technical framework contemplated by the REPAIR Act creates significant safety and cybersecurity vulnerabilities.

Federal safety regulators have consistently warned about the dangers of remote interfaces capable of sending commands into critical vehicle systems. The proponents of the REPAIR Act have long advocated for a universal access channel into millions of vehicles, which would generate new attack surfaces for malicious actors, create the possibility of large-scale cyber events, and weaken decades of investment in vehicle safety architecture. The bill opens the door to the government mandating technology that independent experts have said is fundamentally unsafe.

4. The bill attempts to federalize issues far outside right-to-repair and would give the FTC authority to expand access to even more categories of data.

The bill empowers federal regulators to require access to additional data “for additional purposes” even when unrelated to repair. This is not a repair-market policy; it is a sweeping federal mandate for data access without consumer safeguards, guardrails or clarity on downstream use. It also undermines ongoing bipartisan work in Congress on broader national data privacy legislation.

5. The legislation jeopardizes consumer trust in the rapidly evolving connected vehicle ecosystem.

The widespread adoption of advanced safety systems, electrification, connectivity and over-the-air updates depends on the public trusting that their information is secure, and their vehicles cannot be manipulated remotely. Policies that facilitate open access to vehicle operating environments threaten that trust and risk chilling the deployment of life-saving technologies. This puts drivers, technicians and the entire transportation system in a more vulnerable position.

6. The REPAIR Act’s harmful provisions are not limited to passenger vehicles or individual consumers, but would also disrupt the heavy-duty industry.

As drafted, the bill would apply equally to heavy-duty and commercial vehicles, where vehicles are operated by fleets, data is integral to logistics and safety systems, and “automobile” and “consumer” assumptions simply do not apply. These vehicles operate in fundamentally different environments with distinct safety, cybersecurity, and operational considerations.

7. The bill ignores existing voluntary solutions that are already working and that respect safety, privacy and security.

The most effective path forward is continued collaboration among manufacturers, dealers, technicians and independent repairers. Today’s vehicles can be repaired safely without granting commercial parties unrestricted access to sensitive driver information.

We all want consumers to have access to safe, fair and high-quality vehicle repair options. But the REPAIR Act does not advance that goal. It introduces major risks to safety and cybersecurity, gives insurers and retailers access to sensitive data they do not need for repair, and undermines consumer privacy at a time when trust in connected technologies has never mattered more.

On behalf of the millions of American workers, consumers and businesses we represent, we respectfully urge the Committee to reject the REPAIR Act and focus instead on policies that strengthen vehicle repair access without compromising privacy, security or safety.

Sincerely,

Alliance for Automotive Innovation
American Truck Dealers
American Automotive Policy Council
American International Automobile Dealers Association
Association of Equipment Manufacturers
Associated Equipment Distributors
Autos Drive America
Equipment Leasing and Finance Association
International Association of Machinists (IAM Union)
National Automobile Dealers Association
National Association of Manufacturers
National Association of Minority Automobile Dealers
Outdoor Power Equipment Institute
Society of Collision Repair Specialists
Truck and Engine Manufacturers Association (EMA)