



February 9, 2026

The Hon. Brett Guthrie  
Chairman  
House Energy and Commerce Committee  
2125 Rayburn HOB  
Washington, D.C. 20515

The Hon. Frank Pallone  
Ranking Member  
House Energy and Commerce Committee  
2323 Rayburn HOB  
Washington, D.C. 20515

The Hon. Gus Bilirakis  
Chairman  
House Commerce, Manufacturing, and  
Trade Subcommittee  
2306 Rayburn HOB  
Washington, D.C. 20515

The Hon. Jan Schakowsky  
Ranking Member  
House Commerce, Manufacturing, and  
Trade Subcommittee  
2408 Rayburn HOB  
Washington, D.C. 20515

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

I am writing on behalf of the National Automobile Dealers Association (NADA), representing more than 16,000 franchised new car and truck dealerships with domestic and international nameplates in all 50 states. NADA members collectively employ 1.1 million people, and most are small businesses as defined by the Small Business Administration. Thank you for the opportunity to comment on legislation scheduled for mark-up by the House Commerce, Manufacturing, and Trade Subcommittee on Feb. 10, 2026.

**Oppose the Controversial “REPAIR Act” (H.R. 1566) or Any Substitute Amendment**

NADA strongly opposes the unnecessary REPAIR Act as it is NOT about vehicle repair or choice. The REPAIR Act’s proponents have not provided data supporting their claim that independent vehicle repairers lack the tools or information required to service vehicles, nor have they justified the need for federal legislation.

**The information independent shops need to repair vehicles is already readily [available](#) from auto and truck manufacturers.** A 2014 Memorandum of Understanding (MOU) signed by the trade associations representing automakers and independent repairers provides independent repairers the tools and information necessary to repair vehicles. Proponents of H.R. 1566 have failed to show that the MOU is not working.

**Instead of being about vehicle repair, the REPAIR Act allows unrestricted access to vehicle and driver data.** H.R.1566 enables broad third-party access to vehicle-generated data and allows personal consumer data to be sold. Some of that data remains permanently accessible, even after the car owner’s request to delete.

**H.R. 1566 is not about consumer choice.** Consumers can already choose where to go for car repairs and 75% of post-warranty repairs are currently done outside the dealer network. The bill shifts power from consumers to insurers, as the bill gives insurance companies more power to influence repair decisions by steering consumers toward non-OEM used and recycled parts to reduce consumer payouts.

**The bill also helps enable aftermarket parts manufacturers to reverse-engineer manufacturer parts and will increase the risk of IP theft by China.**

**Finally, H.R. 1566 would create an entirely new regulatory framework — with a mandated rulemaking, a new advisory panel, and reports to Congress every two years — all for an unsubstantiated problem.** The new regulatory paperwork burden in the bill will cost millions annually, expose small business dealers to significant fines, and lengthen the sales process for millions of car buyers annually.

NADA urges a “NO” vote on H.R. 1566, the REPAIR Act, or any substitute amendment. See a NADA [graphic](#) and [issue brief](#).

### **Support the Bipartisan “PART Act” to Combat Catalytic Converter Theft (H.R. 5221)**

**NADA strongly supports the bipartisan PART Act** (Reps. Baird, R-Ind. and McCollum, D-Minn.) to create a federal framework to combat catalytic converter theft.

**A federal framework is needed because catalytic converters are often trafficked across state lines.** Catalytic converters continue to be attractive targets for thieves due to their precious metals, such as rhodium, platinum and palladium. Criminals can easily steal catalytic converters from unattended vehicles, and since catalytic converters are not readily traceable, there is a lucrative market for these stolen parts. These thefts are costing millions of dollars to businesses and individual vehicle owners alike and continue to be a significant problem.

The PART Act’s major provisions include: requiring new vehicles to have unique identifying numbers such as a VIN or other traceable number on emission control devices at the time of assembly; increasing record keeping requirements for catalytic converter purchasers; and establishing a federal criminal penalty for the theft, sale, trafficking or *known* purchase of stolen emission control devices of up to five years. Giving law enforcement the ability to trace stolen catalytic converters is especially important, as some thieves are not prosecuted solely because law enforcement cannot trace the stolen catalytic converter back to its original vehicle.

**NADA and 28 organizations submitted a coalition [letter](#) in strong support of the PART Act** prior to a Jan. 13 House Commerce, Manufacturing, and Trade Subcommittee hearing. This coalition includes national law enforcement organizations that emphasized the need for federal tools to help them trace stolen catalytic converters and deter theft.

**The PART Act has wide bipartisan support with [57 House cosponsors](#) and 10 cosponsors on the House Energy and Commerce Committee. NADA commends Reps. [Debbie Dingell](#) (D-Mich.), [Tom Kean](#) (R-N.J.), and [Gabe Evans](#) (R-Colo.) for expressing support for the PART Act during last month's subcommittee hearing.**

NADA urges a "YES" vote on the PART Act to help law enforcement combat catalytic converter theft by tracing catalytic converters and creating a more transparent market that deters their theft. See NADA [issue brief](#).

### **Preemption Provision in the "SELF DRIVE Act of 2026" (H.R. 7390)**

A top NADA priority is ensuring that autonomous vehicle (AV) legislation, the SELF DRIVE Act of 2026 (Rep. Latta, R-Ohio) explicitly ensures that states preserve the authority to license and regulate the distribution, sale and service of vehicles within their borders. As complex AV technology advances, it is critical to protect the traditional state role regarding vehicle distribution, sale and service that helps preserve the wide and competitive vehicle distribution and service network of local dealerships. While the subcommittee is expected to vote on H.R. 7390 as introduced, we commend Rep. Latta and Chairman Bilirakis for their commitment to ensure AV legislation preserves state dealer franchise laws as reflected in the Bilirakis [amendment in the nature of a substitute](#) to H.R. 7390. NADA looks forward to working with the committee to ensure language to preserve state dealer franchise laws is included in the AV bill prior to full committee consideration.

### **"Safety is Not for Sale Act" (H.R. 7372) and "Know Before You Drive Act" (H.R. 7377)**

**The Safety is Not for Sale Act (H.R. 7372)** (Ranking Member Pallone, D-N.J.) – this bill requires that any person who sells or leases a vehicle offering optional safety features to a first purchaser must offer that feature separately from non-safety features or as part of standard trim equipment. This bill further requires the seller to clearly and conspicuously disclose the cost of optional safety features separately from any non-safety features. These requirements would be enforced by the Federal Trade Commission and state attorneys general.

NADA's concerns with H.R. 7372 relate to the requirement that vehicle safety features would need to be sold separately from any non-safety features (i.e. not bundled), or as part of a standard trim package. Dealers do not control what a manufacturer includes in a trim package, and a dealer would be unable to "clearly and conspicuously disclose the cost of such [optional safety] feature separately from any non-safety feature" unless that information is provided by the manufacturer. Failure for a dealer to comply with this requirement carries new and significant federal and state penalties.

Another concern is that dealers have no control over automakers' decisions to bundle safety features with non-safety options or the cost implications. Finally, this legislation

could have the unintended consequence of an automaker offering fewer safety options as a means of compliance.

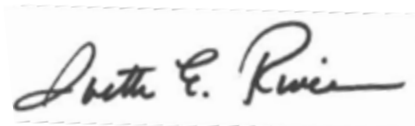
NADA stands ready to work with the subcommittee to address concerns with the legislation.

**The Know Before You Drive Act (H.R. 7377)** (Rep. Schrier, D-Wash.) – this bill would require that automakers and *dealers* cannot sell a partially automated vehicle or driving system without disclosing its features and capabilities.

NADA supports the goal of improving consumer understanding of partially automated driving systems. NADA recommends a study examining the timing, effectiveness, liability, and associated costs—including salesperson training, increased transaction time, and operational impacts that would likely be passed on to consumers through higher prices. This study would help Congress make an informed decision regarding the merits of the proposed requirements.

America's franchised dealers appreciate the opportunity to provide our views on these key dealer issues. Thank you for your consideration, and please have your staff contact Michael Harrington at [mharrington@nada.org](mailto:mharrington@nada.org) or 202-547-5500 with any questions.

Sincerely,

A handwritten signature in black ink, reading "Ivette E. Rivera", enclosed in a dashed rectangular box.

Ivette E. Rivera  
Senior Vice President, Legislative Affairs

cc: House Commerce, Manufacturing, and Trade Subcommittee members