National Automobile Dealers Association

LEGISLATIVE PRIORITIES – September 9, 2026

OPPOSE THE REPAIR ACT (H.R. 1566/S. 1379)

The REPAIR Act (H.R. 1566/S. 1379) is based on the false premise that independent repairers do not have the same access to the information and tools necessary to repair vehicles as franchised dealers. The language of the REPAIR Act reveals that its true purpose is *not* to improve vehicle repair options for consumers. Instead, the bill expands access to sensitive driver and vehicle data, enables the reverse engineering of OEM parts, and advances policies that discourages the use of original, genuine replacement parts. These provisions would primarily benefit insurers by lowering claim costs paid to consumers for vehicle repairs, while raising significant concerns about privacy, safety, and consumer choice.

In May, the House Energy and Commerce Committee replaced the controversial REPAIR Act with language that: 1) codifies the 2014 "right to repair" Memorandum of Understanding between auto manufacturers and the independent repair industry to provide access to repair information and tools; 2) provides Federal Trade Commission (FTC) enforcement; and 3) directs the FTC to study access to vehicle repair issues. The Committee included this language in the Motor Vehicle Modernization Act (H.R. 7389) which could be added to the surface transportation bill. However, there could be efforts to reinsert the original provisions of the REPAIR Act on the House floor or in the Senate. **Members of Congress should oppose the controversial REPAIR Act and instead support the House Energy and Commerce Committee-approved language, which provides a strong balance between competing stakeholders.**

COSPONSOR THE CONNECTED VEHICLE SECURITY ACT (H.R. 8730/S. 4429)

Chinese vehicles being imported to, or potentially manufactured in, the U.S. pose a growing risk to existing auto manufacturers, dealers, workers, and our economic and national security. Sens. Bernie Moreno (R-Ohio) and Elissa Slotkin (D-Mich.) introduced the bipartisan Connected Vehicle Security Act (CVSA) (H.R. 8730/S. 4429), which would ban connected vehicles from foreign adversaries (including China) and prohibit the importation, manufacture, sale and resale of connected vehicles, hardware and software linked to China or other foreign adversaries, including those from joint ventures or entities under their control.

On July 22, the Senate Commerce, Science, and Transportation Committee favorably reported the CVSA by voice vote. NADA strongly supports the policy goals behind the CVSA to protect consumer privacy, national security, and the U.S. economy against unfair competition, and will seek to minimize any unintended consequences for dealers and American jobs. **Members of Congress are encouraged to cosponsor and pass the Connected Vehicle Security Act (H.R. 8730/S. 4429).**

COSPONSOR BIPARTISAN CATALYTIC CONVERTER ANTI-THEFT BILL (H.R. 5221/S. 2238)

Law enforcement has recommended federal legislation to give them the tools to fight catalytic converter theft, which increased significantly during the pandemic and remains a national problem. There is a lucrative market for stolen catalytic converters since they are hard to trace, and these thefts are costing millions of dollars for both businesses and vehicle owners. Thefts have also turned violent, with high profile tragedies underscoring the urgency of addressing this issue. Since this crime frequently involves trafficking stolen parts across state lines, a federal framework is needed to aid the efforts of local law enforcement. NADA and 28 other organizations sent a letter supporting passage of the PART Act (H.R. 5221/S. 2238), which would require catalytic converters to be traceable on new vehicles. The bills also establish a federal penalty for stealing, selling, trafficking or knowingly buying stolen catalytic converters. The PART Act allows officers to trace stolen converters back to specific vehicles while establishing record-keeping transparency to curb illicit activity. On Feb. 10, the House Commerce, Manufacturing, and Trade Subcommittee forwarded H.R. 5221 to the Energy and Commerce Committee by voice vote. **Members of Congress are urged to cosponsor and pass strong catalytic converter anti-theft legislation, the PART Act (H.R. 5221/S. 2238), that includes vehicle tracing and record keeping transparency to effectively dismantle the black market.**