



March 23, 2022

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

The Honorable Cathy McMorris Rodgers
Ranking Member
Energy and Commerce Committee
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Pallone and Ranking Member McMorris Rodgers:

As representatives of American Truck Dealers, a division of the National Automobile Dealers Association which represents over 1,700 medium- and heavy-duty truck dealers nationwide that employ over 125,000 Americans, we are writing regarding our opposition to the “Right to Equitable and Professional Auto Industry Repair (REPAIR) Act” (H.R. 6570). As truck dealerships are business to business operations, we strongly oppose this legislation because it has no application to the sale and servicing of commercial medium- and heavy-duty vehicles, and no public policy benefit we can discern for the businesses we serve.

From a retail heavy-duty trucking perspective, we have numerous concerns with this legislation. First, the bill treats the servicing of medium- and heavy-duty trucks the same as a light duty vehicle. This assumption is misplaced. The vehicles we sell and service are not sold to individual consumers, but to businesses. Second, the vehicles our business customers purchase are custom-built for specific purposes, unlike light-duty vehicles for the general public. The legislation regulates light-duty automobiles the same as school buses, cement mixers, refuse trucks, and tractors to pull a trailer, which are not bought by individual consumers. Finally, the bill also ignores that commercial medium- and heavy-duty vehicles are serviced by qualified and highly trained technicians on a maintenance schedule. With few exceptions, these vehicles cannot be serviced at a gas station.

Unlike previous “right to repair” bills, this legislation has little to do with repairing a vehicle. Our view is that the main purpose of this bill is to compel truck manufacturers to provide to any “aftermarket parts manufacturer” the information necessary “to produce or offer compatible aftermarket parts,” i.e., parts not made by the truck manufacturer itself. Provisions such as this have nothing to do with fixing a vehicle. Additionally, H.R. 6570 would also give any third-party unfettered access to data from vehicles, which raises numerous privacy, vehicle security, and safety concerns.

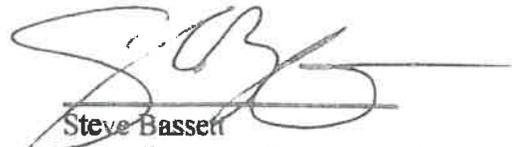
America’s truck dealers have made investments over decades to ensure the proper servicing of commercial medium- and heavy-duty trucks, including the purchase of tools, special equipment and employee training. We ask Congress to closely examine the ramifications and unintended consequences of this legislation, which creates multiple new problems for every issue it purports to address.

We urge the House Energy and Commerce Committee to oppose H.R. 6570. Thank you for your consideration.

Sincerely,



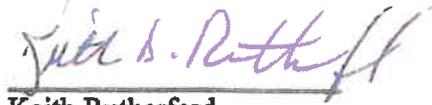
Scott McCandless
Chairman, American Truck Dealers
President
McCandless Truck Center LLC
Aurora, Colorado



Steve Bassett
Immediate-Past Chair, American Truck Dealers
President
General Truck Sales
Muncie, Indiana



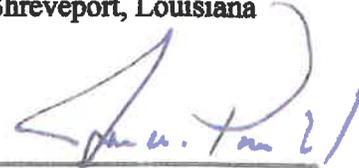
Jodie Teuton
Vice President
Kenworth of Louisiana
Gray, Louisiana



Keith Rutherford
President
Eagle Truck Center LLC
Shreveport, Louisiana



Jeff Speno
President
Mission Valley Ford Truck Center
San Jose, California



Jon Pritchett
President and CEO
Nextran Truck Centers
Lake Butler, Florida



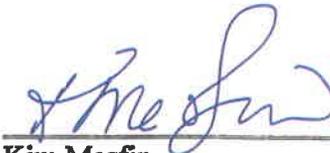
Kevin Holmes
President and CEO
Advantage Truck Group
Shrewsbury, Massachusetts



Scott Pearson
President
Peterbilt of Atlanta
Jackson, Georgia



Terry Minor
CEO
Cumberland International Trucks Inc.
Nashville, Tennessee



Kim Mesfin
President
Affinity Truck Center
Fresno, California



Mark Parker
Director of Sales & Marketing
Baltimore Potomac Truck Centers, Inc.
Linthicum, Maryland