

Dear Administrator Zeldin:

On behalf of the Auto Care Association, I commend you for your leadership at the EPA to advance automotive right to repair. Americans and the 270,000 independent repair shops across the country now urge you to ask the White House to work with and encourage Congress to finish the job and fully protect automotive freedom to fix.

President Trump believes that Americans should have the right to repair their own vehicles. The EPA echoed that belief in its July 1st letter to auto manufacturers¹. The FTC implemented President Trump's vision by settling its case against John Deere "that will ensure farmers can enjoy the right to repair their own John Deere tractors and farm equipment" and "provide farmers and independent repair providers with the same equipment repair resources, including applicable software capabilities, that it currently provides to authorized Deere dealers." The FTC's action represents its "commitment to reducing the cost of living for Americans" and demonstrates the FTC's willingness to protect Americans "against anticompetitive restrictions on American consumers' right to repair."² Now Congress needs to finish the job for America's vehicle owners.

The EPA's recent guidance validates the criticality of right to repair for the vehicle systems within the EPA's jurisdiction – specifically emissions systems. Americans, however, need more. To ensure competitive choice and affordability over the 13-year lifespan of consumer vehicles, consumers and independent repair shops need the same equal access to tools and repair information for every vehicle system that the EPA protects for emissions components. Congress needs to support the President by passing the REPAIR Act and finishing the job to protect the freedom to fix all vehicle systems and components.

While vehicle manufacturers and their franchised dealers claim that they "support" the freedom to fix, they have spent millions of dollars fighting the right of vehicle owners and independent shops to access repair and maintenance data collected by and housed in manufacturer-controlled wireless telematics systems. Specifically, while the manufacturers sell vehicle data from their vehicles to third parties such as insurers today via their manufacturer-controlled clouds, they refuse to provide it to independent shops or consumers in the same way. Manufacturers want to monetize vehicle data via subscription services and franchised dealers want to control the repair and maintenance data to force all cars to dealerships for repair.

¹ (<https://www.epa.gov/system/files/documents/2026-07/iacd-2026-08-freedom-fix-ltr-2026-0701.pdf>)

² [FTC, States Secure Settlement with Deere & Company, Advancing Farmers' Right to Repair | Federal Trade Commission](#)

The diagram below (created by the manufacturers' trade association) demonstrates the manufacturers' existing model – but be clear, the “repairers” are only franchised dealerships, not independent shops or vehicle owners.



The Alliance for Automotive Innovation President and CEO John Bozzella claims that the automakers have a “longstanding commitment” to give the same repair information to consumers and independent repair shops as they provide franchised auto dealers. The automakers will not, however, commit to giving that information to independent shops **in the same way as they give it to franchised auto dealers**.

This verbal sleight of hand means that automakers would not be obligated to give consumers and independent shops access to repair and maintenance data through the telematics systems in modern vehicles despite the fact that all that an automaker would need to do is use the same connection used to connect to franchised dealers (repairers) in the diagram above.

The reason for their objection is simple - to limit or eliminate competition with the franchised dealerships. For example, Ford’s latest marketing effort is to convince people to get their cars fixed at Ford while “also...beefing up its use of connected data [telematics] to steer owners to its dealers.”³ According to Ed Roberts, Operating Chief at Bozard Ford Lincoln in St. Augustine, Florida, “[i]f we’re not going to make money on the selling side, we have to make it on the service side. And everybody is fighting for a piece of that pie.”⁴ If the automakers actually

³ Wall Street Journal (2026). Americans Are Keeping Their Cars Longer Than Ever—and Remaking the Auto Industry. Retrieved from <https://www.wsj.com/business/autos/americans-are-keeping-their-cars-longer-than-everand-remaking-the-auto-industry-c169e494>.

⁴ *Id.*

“support the freedom to fix” as they claim, automakers should agree to give the same repair data **in the same way** as they give it to franchised dealerships, including via telematics systems.

The manufacturers point to old voluntary agreements to support this anti-competitive position – and gloss over the fact that these old agreements do not apply to today’s cars or the cloud-based model depicted above. The outdated voluntary agreements only cover the old wireline technology and do not give independent shops access to the new telematics technology. Without an obligation to give equal access to telematics systems, manufacturers are not supporting the freedom to fix.

Repair restrictions are real and growing. Most independent shops (63%) already experience difficulties making routine vehicle repairs on a daily or weekly basis. Half (51%) are forced to send up to 5 vehicles a month to automaker repair networks thanks to vehicle data restrictions.⁵ The data contradicts the manufacturers’ claim that they have a “longstanding commitment...to provide consumers and independent repair shops with the same [repair information] they provide franchise auto dealers.”

The EPA has correctly enforced the freedom to fix vehicle emissions systems, and the FTC has correctly enforced right to repair to stop John Deere from monopolizing repair. Now Congress must finish the job and protect competition and affordability in car repair. Please ask Congress to pass the REPAIR Act and give Americans and independent shops they trust the same access to repair data in the same way as manufacturers give to their franchised dealers.

Sincerely,



President and CEO

CC: The Honorable Andrew N. Ferguson, Chairman, Federal Trade Commission

The Honorable Mike Johnson, Speaker

The Honorable Steve Scalise, Majority Leader

⁵ Auto Care Association (2024). Survey: 84% of Independent Repair Shops View Vehicle Data Access as Top Issue for Their Business. Retrieved from <https://www.autocare.org/news/latest-news/details/2024/04/10/survey-84-of-independent-repair-shops-view-vehicle-data-access-as-top-issue-for-their-business>.