



The Right to Equitable and Professional Auto Industry Repair



As technology advances and vehicle systems become more automated, the automotive aftermarket industry is concerned that it will face increasing barriers to the service, maintenance, and repair of vehicles.

WHICH COULD:

- INCREASE COSTS TO CONSUMERS
- LIMIT CONSUMER CHOICE
- IMPACT CONSUMER SAFETY

It is imperative that consumers are not limited in their choices for maintenance, service, and repair and so they can benefit from a system that fosters

- CONSUMER CHOICE
- TRANSPARENCY
- COMPETITION
- INNOVATION

THE REPAIR ACT WILL:

- SUPPORT CONSUMER CHOICE
- PROVIDE EQUAL ACCESS
- ADDRESS EMERGING BARRIERS



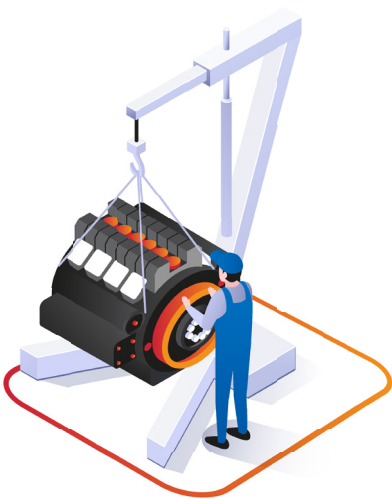
CONSUMERS PREFER USING INDEPENDENT REPAIR SHOPS OVER DEALERSHIPS BY **2-TO-1**.⁵

By locking independent service providers out of the market, repair restrictions artificially distort consumers' natural preference for less expensive, and equally reliable, independent maintenance and repair services.



INDEPENDENT REPAIR SHOPS COMPRISE **75%** OF THE NATION'S SERVICE BAYS.³

Forced out of independent aftermarket shops, consumers will have far longer wait times and, in many cases, must drive for hours to reach a dealership service department.



BECAUSE **77%** OF VEHICLES ON U.S. ROADS ARE OLDER THAN 7 YEARS AND THE AVERAGE VEHICLE IS 12 YEARS OLD, MOST OWNERS OF THESE CARS WOULD CHOOSE AN INDEPENDENT REPAIR SHOP.⁴

If independent repair shops are unable to repair or maintain vehicles, consumer choice is diminished, and our nation's drivers may be at risk due to delayed maintenance thanks to higher dealer repair costs.



37% OF THE VEHICLES IN THE U.S. HAVE AT LEAST ONE REPAIR AFFECTED BY LIMITED DATA ACCESS.¹

That number, and the degree of trade restraint, will increase dramatically as more technology-based restrictions are put in place by automakers. Without government action, the more entrenched these repair restrictions will become, making the problem harder to fix and placing the country's 288 million of drivers at greater risk by limiting choice on key vehicle repair and service.



ON AVERAGE, CONSUMERS SPEND **36% MORE** ON REPAIR AT THE DEALERSHIP THAN AT AN INDEPENDENT SERVICE SHOP.²

This number will only increase if the choice of where to repair or maintain vehicles is limited.



IF LEFT WITH NO CHOICE ON WHERE TO SERVICE, CONSUMERS WILL BE **FORCED TO DEALERSHIPS** WHERE COSTS ARE HIGHER, TAKING AN ESTIMATED **\$100 BILLION** FROM **CONSUMERS' POCKETS**.¹

The **REPAIR Act** would preserve consumer access to high quality and affordable vehicle repair by ensuring that as vehicles continue to modernize, vehicle owners and their repairer of choice have equal access to repair and maintenance tools and data. As vehicles continue to become more advanced, vehicle repair and maintenance requires access to data, software, sophisticated replacement components, training, and diagnostic tools. Current law is inadequate to address growing competitive concerns created by new technology. The Act would seek to resolve current and future issues that prevent consumers and independent repair shops from being able to fully maintain and repair modern vehicles, while ensuring cybersecurity and safety for critical vehicle systems.

SUPPORT THE ACT TODAY AT:

aftermarketsuppliers.org • autocare.org • carcoalition.com • sema.org

¹ Research and Market Observations on Automotive Repair Restrictions, April 2019

² Massachusetts Vehicle Repair Cost Study, October 20, 2020

³ 2019 Lang Report

⁴ IHS Markit and Roland Berger

⁵ CAR Coalition and YouGov Consumer Survey, March 2021

