

ONE HUNDRED FOURTEENTH CONGRESS  
**Congress of the United States**  
**House of Representatives**

COMMITTEE ON ENERGY AND COMMERCE

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WASHINGTON, DC 20515-6115

Majority (202) 225-2927  
Minority (202) 225-3641

October 13, 2015

Mr. John Bozzella  
President and CEO  
Association of Global Automakers  
1050 K Street, N.W., Suite 650  
Washington, DC 20001

Dear Mr. Bozzella,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Friday, September 25, 2015, to testify at the hearing entitled "Legislative Hearing on VIN Database and Auto Whistleblower Bills."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Monday, October 19, 2015. Your responses should be e-mailed to the Legislative Clerk in Word format at [Dylan.Vorbach@mail.house.gov](mailto:Dylan.Vorbach@mail.house.gov) and mailed to Dylan Vorbach, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Michael C. Burgess, M.D.  
Chairman  
Subcommittee on Commerce,  
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

## Additional Questions for the Record

### The Honorable Gregg Harper

1. If or when an employee reports information about a possible safety violation, what processes do automakers have in place to take action on that information or investigate the claim made by the employee?
2. How do automakers determine the merit of the information provided by a whistleblower and whether senior officials within the company need to be notified?
  - A. What additional guidance or direction is given to the employee who made the disclosure about how their complaint will be addressed?
  - B. Are whistleblowers notified and kept informed of when their complaint has been addressed and resolved?

### The Honorable Jan Schakowsky

1. The Vehicle Safety Improvement Act would prohibit dealers from selling or leasing a used car that is subject to a recall if the vehicle has not been repaired. Does your association support a law that prohibits used car companies from selling or leasing a car unless all known recalls and defects have been repaired?
2. According to the Department of Transportation, average recall completion rates are currently close to 80%. That rate should be 100, and we should explore every avenue that could allow us to reach those missing consumers. However, 80% is rather high, and we all know someone who has said that he or she has received a notice but has yet to deal with it. I am concerned that the VIN database described in this draft will not affect recall completion rates. Am I correct that the data in this new database is the same dataset used currently—that is, data from state DMVs—to provide addresses?

### The Honorable G. K. Butterfield

1. Mr. Bozzella, in your testimony submitted to the Commerce, Manufacturing, and Trade Subcommittee, you stated, "... Global Automakers supports efforts to dramatically improve recall completion rates, so that no one is left driving an unrepaired vehicle." The rental car industry, consumer organizations, General Motors, and Honda, which is a member of your association, are supportive of H.R. 2198, the Raechel and Jacqueline Houck Safe Rental Car Act, which would mandate rental car companies fix recalled vehicles in their fleets before renting or selling them.
  - a. In light of your Association's support for improving recall completion rates and ensuring consumers are not left driving unrepaired vehicles; does the Association of Global Automakers support H.R. 2198?
  - b. If the Association of Global Automakers does not support the legislation, please explain why.