

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

COMMITTEE ON ENERGY AND COMMERCE

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October 13, 2015

Mr. Shane Karr
Vice President, Federal Affairs
Alliance of Automobile Manufacturers
803 7th Street, N.W.
Mountain View, CA 94043

Dear Mr. Karr,

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 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. Karr, at the hearing, you said the Alliance of Automobile Manufacturers does not support H.R. 2198, the Raechel and Jacqueline Houck Safe Rental Car Act “as introduced.”
2. As you know, the rental car industry, which would be regulated under H.R. 2198, is in full support of the legislation and, in fact, most of the members of the rental car industry are already voluntarily complying with the terms of the legislation. In addition, General Motors, one of your association’s largest members, also supports the legislation.
3. Without enactment of this critical legislation, rental car companies would be permitted to continue renting unrepaired recalled vehicles with life-threatening defects such as those that were responsible for the tragic deaths of Raechel and Jackie Houck.

4. Can you please explain why the Alliance of Automobile Manufacturers does not support H.R. 2198?