

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
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November 6, 2015

Ms. Ann Wilson
Senior Vice President
Motor & Equipment Manufacturers Association
1030 15th Street, N.W., Suite 500
Washington, DC 20005

Dear Ms. Wilson,

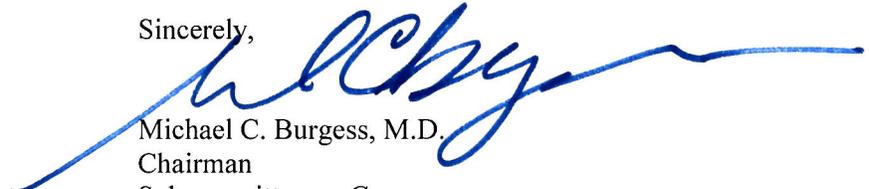
Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Wednesday, October 21, 2015, to testify at the hearing entitled "Examining Ways to Improve Vehicle and Roadway Safety."

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 Friday, November 20, 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 Michael C. Burgess, M.D.

1. Ms. Wilson, you testified that the Motor & Equipment Manufacturer Association is working with auto manufacturers to create an ISO standard for third-party or after-market devices that are plugged into the OBDII port. When will that standard be completed?
2. Do the part suppliers and independent aftermarket community represented by MEMA abide by a formalized set of data privacy and security practices, akin to the Auto Alliance and Global Automakers privacy principles? If not, are there any plans to create data privacy or security principles among part suppliers and the independent aftermarket?
3. How do part suppliers currently work with vehicle manufacturers during a safety recall when a part has been identified as defective?
4. How do part suppliers work with NHTSA during motor vehicle or motor vehicle equipment recalls?
 - A. Do part suppliers currently provide part numbers of the defective parts or components to auto manufacturers and NHTSA during a recall?
 - B. Do part suppliers work with auto recyclers during recalls?
5. Making sure remedy and repair parts are available in the event of a recall is essential to keeping vehicles safe and achieving a 100% recall completion rate. How are part suppliers working to address part availability issues that have been faced in the past to be better prepared for any future safety recalls?
6. What new technologies are part suppliers developing to help auto manufacturers meet more efficient fuel economy and greenhouse gas emissions standards?
7. We have seen that when a car's cybersecurity defenses are breached, there is confusion as to whether the parts supplier is at fault or the auto manufacturer. For example, the part of the car that was breached was built by a supplier. But the supplier was building to the auto manufacturer's specifications, so there is this accountability loop. How do parts suppliers work with automakers to build cybersecurity into auto parts?
8. What safety incentives should the Committee consider for suppliers of heavy-duty vehicles?