

Auto Care Association objects to the so-called right-to-repair pact between ASA, SCRS and the Alliance for Automotive Innovation. Auto Care Association, an original signatory to the 2014 Memorandum of Understanding, was not consulted about, was not a party to and does not support the agreement. ASA and SCRS, who did not sign or support the 2014 MOU, represent a small fraction of the independent repair market and do not speak for the automotive aftermarket. Auto Care Association, on the other hand, is a national trade association representing over 536,000 companies and affiliates that manufacture, distribute and sell motor vehicle parts, accessories, services, tools, equipment, materials, and supplies. Auto Care Association serves the entire supply chain of the automotive aftermarket for the nation's 292 million registered motor vehicles. Those businesses include over 280,000 repair facilities and 915,000 technicians nationwide.

The agreement between the Alliance, ASA and SCRS is a thinly veiled response by the automotive OEMs to HR 906: The REPAIR Act. While the agreement purports to be relevant, all it does is affirm the 2014 Memorandum of Understanding rather than implement a meaningful solution to preserve the entire automotive aftermarket and the competition and consumer choice that it creates. The agreement between the Alliance, ASA and SCRS is not only designed to create confusion, but also has numerous flaws:

1. The Agreement is non-binding. There is no way to force OEM participation or to enforce OEM compliance.
2. The Agreement does not cover all automakers (e.g. Tesla) and there is no requirement for new OEMs to join.
3. The Agreement does not obligate OEMs to provide vehicle owners or aftermarket *direct* access to telematically-generated repair and maintenance data; rather the OEMs have agreed to make repair and maintenance data available through OEM controlled systems and tools (access to data “*that auto manufacturers* make available to authorized dealer networks”).
4. Regarding telematics and the wireless transmission of vehicle repair and maintenance data, the OEMs only agree to give access (again, not direct access) if the data “is not otherwise available” through the OBDII port. This means an independent shop could be forced to subscribe to multiple third-party tools to get access to telematics data, rather than through a single direct source.
5. The Agreement also fails to address the safety and security of the wirelessly transmitted vehicle data.

The REPAIR Act is a comprehensive and critical piece of federal legislation that preserves competition, affordability, accessibility, and a vibrant supply chain.

The Honorable Maria Cantwell
Chairwoman
U.S. Senate Committee on Commerce, Science,
and Transportation
Washington, D.C. 20510

The Honorable Ted Cruz
Ranking Member
U.S. Senate Committee on Commerce, Science,
and Transportation
Washington, D.C. 20510

The Honorable Cathy McMorris Rodgers
Chairwoman
U.S. House Committee on Energy and
Commerce
Washington, D.C. 20515

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Chairman
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Washington, D.C. 20510

The Honorable Lindsey Graham
Ranking Member
U.S. Senate Committee on the Judiciary
Washington, D.C. 20510

Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of the Aftermarket Auto Parts Alliance, Inc. we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent over 35 independent warehouse distributors in over 45 states with more than 2,100 auto part stores and 3,500 Certified Service Center.

This unenforceable, voluntary pact between a small segment of the aftermarket is not the solution for automotive right to repair. The Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (HR 906) addresses the issues we know exist.

The REPAIR Act contains a binding enforcement mechanism and applies to all automotive OEMs, not just those that choose to participate. It also applies to all on-road vehicles including light-duty, medium-duty, heavy-duty, and motorcycles and obligates OEMs to give vehicle owners and repair shops access to telematics and diagnostics data beyond that available just through the OBDII port.

The REPAIR Act is a comprehensive and critical piece of federal legislation that preserves consumer choice, safety, competition, affordability, accessibility, and a vibrant and innovative supply chain. We urge Congress to pass the REPAIR Act.

Sincerely,

John C. Washbish
Vice President Sales and Marketing

The Honorable Maria Cantwell
Chairwoman
U.S. Senate Committee on Commerce, Science, and
Transportation
Washington, D.C. 20510

The Honorable Cathy McMorris Rodgers
Chairwoman
U.S. House Committee on Energy and Commerce
Washington, D.C. 20515

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Ranking Member
U.S. House Committee on Judiciary
Washington, D.C. 20515

The Honorable Lindsey Graham
Ranking Member
U.S. Senate Committee on the Judiciary
Washington, D.C. 20510

Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of Automotive Parts Headquarters, Inc., we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent 300 auto parts stores and more than 25,000 repair shops.

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Sincerely,



Corey Bartlett – CEO
cbartlett@autopartshq.com
320.267.3482

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Chairwoman
U.S. Senate Committee on Commerce, Science, and
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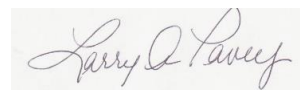
Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of Federated Auto Parts, we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent more than 50 companies with over 1500 locations servicing more than 65,000 repair facilities.

This unenforceable, voluntary pact between a small segment of the aftermarket is not the solution for automotive right to repair. The Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (HR 906) addresses the issues we know exist.

The REPAIR Act contains a binding enforcement mechanism and applies to all automotive OEMs, not just those that choose to participate. It also applies to all on-road vehicles including light-duty, medium-duty, heavy-duty, and motorcycles and obligates OEMs to give vehicle owners and repair shops access to telematics and diagnostics data beyond that available just through the OBDII port.

The REPAIR Act is a comprehensive and critical piece of federal legislation that preserves consumer choice, safety, competition, affordability, accessibility, and a vibrant and innovative supply chain. We urge Congress to pass the REPAIR Act.



Larry A Pavey-CEO



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Chairwoman
U.S. Senate Committee on Commerce,
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Washington, D.C. 20510

Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of the Part Authority, we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent 206 Auto Parts Stores located in 22 States.

This unenforceable, voluntary pact between a small segment of the aftermarket is not the solution for automotive right to repair. The Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (HR 906) addresses the issues we know exist.

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William D. Maggs

Executive Vice President Supply Chain

Parts Authority™
Auto Parts Super Stores



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Washington, D.C. 20510

Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of the Pronto Network Cooperative, Inc., we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent over 250 independent automotive warehouse distributors serving over 2,000 auto parts stores and 10,000 service center facilities across North America.

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The REPAIR Act is a comprehensive and critical piece of federal legislation that preserves consumer choice, safety, competition, affordability, accessibility, and a vibrant and innovative supply chain. We urge Congress to pass the REPAIR Act.

Sincerely,

Robert Roos

President/CEO

Pronto Network Cooperative

2601 Heritage Avenue

Grapevine, TX 76051

Office: 800-477-6686

Fax: 817-430-9559



The Pronto Network

The Honorable Maria Cantwell
Chairwoman
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The Honorable Ted Cruz
Ranking Member
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Washington, D.C. 20510

Dear Chairwoman Cantwell, Ranking Member Cruz, Chairwoman McMorris Rodgers, Ranking Member Pallone, Chairman Jordan, Ranking Member Nadler, Chairman Durbin, and Ranking Member Graham:

On behalf of VIPAR Heavy Duty, we do not support and are not a party to the “right-to-repair pact” between the American Service Association (ASA), the Society of Collision Repair Specialists (SCRS) and the Alliance for Automotive Innovation. We represent 226 companies under the VIPAR Heavy Duty and Power Heavy Duty groups that provide parts and service to the commercial vehicle/heavy duty truck market through 718 parts distribution and repair locations in the United States.

This unenforceable, voluntary pact between a small segment of the aftermarket is not the solution for automotive right to repair. The Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (HR 906) addresses the issues we know exist.

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The REPAIR Act is a comprehensive and critical piece of federal legislation that preserves consumer choice, safety, competition, affordability, accessibility, and a vibrant and innovative supply chain. We urge Congress to pass the REPAIR Act.

Sincerely,



Christopher A. Baer
President and Chief Executive Officer
VIPAR Heavy Duty, Inc.

