

Consumers Depend on Parts Manufacturers for Timely and Affordable Vehicle Repairs

Consumers have long relied on **independent repair facilities** for high-quality service and choice in vehicle repairs – including with a **wide range of safe, affordable, high-quality parts**. Unfortunately, vehicle manufacturers are **limiting access to vehicle information and parts integration data** needed to produce these parts for both OEMs and the automotive aftermarket.



WHAT'S AT STAKE? Imagine a **fixed-income retiree** is having trouble starting their vehicle. After stopping in at a **respected independent repair shop** in the local community, the consumer's trusted technician diagnoses the problem as a broken starter.

IF RIGHT TO REPAIR LEGISLATION IS ENACTED

FAIR, COMPETITIVE VEHICLE PARTS AND SERVICE MARKET



The independent repair shop looks to local aftermarket parts distributors, retailers, or even vehicle manufacturer (OEM) networks to source a new starter – weighing factors like price, availability, and the customer's preferences to guide the vehicle service process.



Using independent aftermarket channels (most independent repair shops' preferred route for post-warranty repairs and maintenance), the new starter can be delivered to the local shop, often in under an hour.



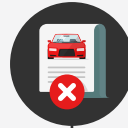
Equipped with the new starter and access to the vehicle's repair and maintenance information, the local shop completes quality, successful service.



After paying a fair, affordable price for their vehicle's repairs, the customer is back on the road safely and conveniently – all reasons why consumers prefer independent shops for post-warranty vehicle repairs.

IF CONGRESS ALLOWS CURRENT TRENDS TO CONTINUE

VEHICLE MANUFACTURER PARTS AND SERVICE MONOPOLY



Left without another sourcing option, the local shop must contact the OEM to get a new starter from its network – and there's no guaranteeing the part will be available in the local area.

Even if the independent shop eventually gets the OEM replacement part, OEM restrictions on vehicle data access inhibit the independent technician from replacing the broken starter, forcing the local shop to turn away the customer's business.



Your constituent now must find an OEM-authorized repairer (which could be miles away from home), hope they have the new starter readily available (no guarantee), and then enter into often backlogged OEM service queues to fulfill a routine repair need.



Facing no choice but the OEM's authorized repair network, the consumer might have to wait weeks for a safe, drivable vehicle – and is left with a final service bill that's currently 36% more expensive on average than an independent repair shop.

A Vibrant, Competitive Automotive Parts Landscape Benefits All

- Already, vehicles aged 6 to 14 years (and even older models!) are expected to represent about 70% of the U.S. vehicle fleet over the next five years, according to S&P Global Mobility.
- OEM-branded replacement parts might be hard to find or cost prohibitive for these vehicle owners (especially rural and low-income Americans) when it comes time for repairs, underscoring the importance of alternative options.
- Even OEM-authorized repairers often turn to independent channels for post-warranty parts due to convenience and price, serving as major customers for many independent parts distributors and retailers.
- **Equipping this ecosystem to continue servicing modern vehicles goes hand-in-hand-with keeping American motorists moving safely and affordably.**

The Solution: Pass the REPAIR Act

Federal right to repair legislation would allow parts manufacturers to continue providing consumers with quality, safe, affordable options for vehicle repairs and maintenance. In the House of Representatives, bipartisan solutions like the REPAIR Act ([H.R. 906](#)) have notched support from more than 50 cosponsors. **To learn more, visit mema.org/R2R.**