

SAFE Repair Act & The Repair Act

FACT vs. FICTION

THE CURRENT STATE OF AUTOMOTIVE RIGHT-TO-REPAIR

FACT: The auto industry has a decades-long commitment to providing repair data

- In 2002, automakers signed an [agreement with independent repair shops](#) to assure consumers and repairers had access to the same vehicle service information and training as franchised car dealers.
- Automakers have provided independent repair shops with the necessary tools and information for decades, as outlined in the **2013 Massachusetts [Right to Repair law](#)**.
- A **national [agreement \(MOU\)](#)** was created to ensure repair access nationwide, and it remains in effect today.
- In 2023, automakers strengthened their commitment by signing a [Repair Data Sharing Agreement](#), ensuring independent shops continue to have the data they need to fix vehicles.

FICTION: Automakers are restricting access to repairs

- The reality is that independent repair shops already handle [75% of post-warranty repairs](#), and the auto repair industry is **worth over \$545 billion**, expected to grow to \$617 billion by 2027. Clearly, repair access isn't disappearing.
- In fact, [existing aftermarket products](#) use the information and procedures provided by vehicle manufacturers to enable repairs of at least 95% of the vehicles currently on the road.

THE SAFE REPAIR ACT

FACT: The SAFE Repair Act protects consumer choice & safety

The SAFE Repair Act:

- Guarantees independent shops get **equal access** to vehicle repair data as automakers' franchised dealers and in-house repair facilities, ensuring **fair competition**.
- Protects **vehicle-generated data** from **unauthorized access**, safeguarding consumer privacy.
- Ensures repairers can follow **engineer-recommended safety standards**—not insurer-mandated shortcuts.
- Puts **repair decisions in the hands of consumers**, not insurance companies.

FICTION: The SAFE Repair Act requires OEM parts

- The SAFE Repair Act **treats OEM and aftermarket parts equally** - ensuring consumers have a **real choice** and are informed about safety implications, including potential recalls, no matter what part they choose.

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FACT vs. FICTION

FACT: The SAFE Repair Act addresses key challenges in the repair industry

The SAFE Repair Act, which is backed by associations dedicated exclusively to the interests of auto repairers (see [here](#) and [here](#)), is a comprehensive automotive right-to-repair bill that addresses a number of issues facing the repair community. Specifically, the bill:

- Creates a **system for tracking prior collision repairs** on used cars to **increase transparency**.
- Prevents insurance companies from **declaring a car a total loss** if it can be safely repaired.
- Supports **state-level safety inspections** to ensure proper repairs.

THE REPAIR ACT

FACT: The REPAIR Act benefits insurers & aftermarket parts sellers, NOT consumers

- The REPAIR Act is backed by groups representing [insurance companies & aftermarket parts manufacturers](#) - not independent repair shops.
- It provides **commercial third-party interests** with access to sensitive vehicle data for their own profit-making purposes.

FICTION: The REPAIR Act protects consumer rights

- Supporters claim it's about helping consumers—but the **real winners** are insurers and parts sellers.
- The bill **doesn't guarantee** consumers will know if their car was repaired with **recalled or substandard parts**, putting **safety at risk**.
- The bill also protects the ability of insurance companies **to force aftermarket parts on consumers** and makes it even harder for consumers to choose OEM parts.

FICTION: The REPAIR Act fixes the problems in auto repair

- The REPAIR Act does **nothing** to address the real issues facing the repair community and consumers.
- It **focuses on expanding the influence of special interests**, not protecting **consumers, repair shops, or vehicle safety**.

BOTTOM LINE

The **SAFE Repair Act** is backed by **independent repair shop organizations** and focuses on **safe, transparent, and fair** vehicle repairs.

In contrast, the **REPAIR Act** serves **special interests** and provides little protection for consumers.