SAFE REPAIR ACT

BACKGROUND

- Automotive right-to-repair *already exists* in the United States. Vehicle owners can get their vehicles serviced in well-equipped shops by well-trained technicians: anytime, anywhere, any place.

- This competitive marketplace is possible because automakers make all of the information needed to diagnose and repair a vehicle available to all vehicle repair shops. This means independent repair shops already have access to the same diagnostic and repair information as authorized dealers. As a result, roughly 70 percent of post-warranty work today is completed outside of the automakers' authorized dealer networks.

- In 2013, Massachusetts enacted an automotive right-to-repair law that guarantees independent repair facilities access to the same information and tools needed to diagnose and repair vehicles that are provided to auto dealers.

- In 2014, automakers and associations representing aftermarket distributors and manufacturers came together to craft a national memorandum of understanding (MOU) in which automakers built on the Massachusetts law by committing to make all of the information and tools necessary to diagnose and repair a vehicle available to independent repair facilities nationwide. That MOU remains in place today.

- In 2023, the industry re-affirmed this commitment when the Alliance for Automotive Innovation, Automotive Service Association, and the Society of Collision Repair Specialists came together to release the Automotive Repair Data Sharing Commitment. The Commitment reiterates the elements from the previous agreement while ensuring that it meets the needs of the repair industry now and into the future, even amid automotive innovations such as electrification.

- These obligations are enforceable and establish dispute resolution processes should an independent repair shop not be able to access the information or tools needed to diagnose and repair a vehicle. A failure to comply with the commitments in the 2014 MOU would also be a violation of the Massachusetts right-to-repair law and subject to the law's enforcement authority.

SAFE REPAIR ACT

The SAFE Repair Act is a **comprehensive, consumer-focused** bill that:

- **preserves parity** between franchised dealers and independent repair facilities in being able to perform diagnostic and repair services on vehicles; and

- provides **additional protections to consumers** to ensure that they can obtain a safe and proper vehicle repair.

Specifically, the SAFE Repair Act guarantees that:

- independent repair facilities will continue to have the same **ability to perform diagnostic and repair services** as franchised dealers;

- consumers – rather than insurers – have the **right to decide where and how they want their vehicles repaired**;

- consumers **can have their vehicle repaired in accordance with repair procedures produced by vehicle engineers** for the specific purpose of restoring that vehicle's safety systems and structure to full functionality;

- consumers seeking a repair are provided a **choice of parts** to be installed on their vehicle;

- consumers who choose to have non-OEM parts installed on their vehicle have **the same recall and safety protections** as consumers who choose OEM parts;

- consumers who purchase used vehicles are **made aware of prior alterations or repairs** that were performed in connection with a collision; and

- consumers are protected from unsafe and improper repairs through **post-collision and periodic safety inspection programs**.