

# NFIB CARRIES THE VOICE OF SMALL BUSINESS TO CAPITOL HILL: Motor Vehicle Owner's Right to Repair Act



**NFIB supports legislation requiring automakers to disclose to car buyers and repair shops all information needed to repair their vehicles, restoring consumers' rights to have their vehicles serviced at the repair facility of their choosing.**

- Passage of the Clean Air Act in 1990 inadvertently created hurdles for consumers by mandating that all vehicles manufactured after the 1994 model year utilize an on-board computer diagnostic system to monitor emissions.
- As a result, it is much more difficult for consumers and independent repair shops to get the information necessary for safe vehicle repairs, forcing customers to take necessary vehicle repairs to dealerships.
- As cars have become more technologically advanced, the amount of information and expertise needed to diagnose and repair them has increased dramatically. Today, automobiles have numerous computer systems on board that control the braking, ignition, security, steering, emissions, safety and climate-control systems.
- By granting consumers access to the information necessary to diagnose problems with their motor vehicles, the Motor Vehicle Owner's Right to Repair Act would restore the right of consumers to have their vehicle serviced at the repair facility of their choosing, and to decide whether they would like their car fixed with original or aftermarket automobile parts.
- The Motor Vehicle Owner's Right to Repair Act would require automakers to disclose to car buyers and repair shops all information needed to repair their vehicles, including computer diagnostic codes and information needed to replace or repair parts.
- The Motor Vehicle Owner's Right to Repair Act would require manufacturers to release any data that they provide to franchised dealerships or other repair shops. Manufacturers would not have to divulge information if the FTC determined that it was proprietary or would require revealing trade secrets.
- The Motor Vehicle Owner's Right to Repair Act also would not affect automakers' warranty agreements with their dealer network requiring that, while under warranty, all vehicles must be repaired by a dealer.
- The Motor Vehicle Owner's Right to Repair Act would not in any way interfere with the EPA's ability to regulate motor vehicle emissions-control diagnostic systems.

*September 2005*

NFIB

1201 F. Street, NW Suite 200 Washington, DC-20004 (800) 552-NFIB [NFIB.com](http://NFIB.com)

Be Heard.

Be Involved.

Be Smarter.

Be Connected.

**NFIB**

The Voice of Small Business.®