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January 13, 2026

The Honorable Gus Bilirakis
Chairman
U.S. House of Representatives
2306 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Jan Schakowsky
Ranking Member
U.S. House of Representatives
2408 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Bilirakis and Ranking Member Schakowsky,

On behalf of the National Federation of Independent Business, the nation's leading small business advocacy organization, I write regarding this week's hearing entitled, "Examining Legislative Options to Strengthen Motor Vehicle Safety, Ensure Consumer Choice and Affordability, and Cement U.S. Automotive Leadership." Congress can immediately accomplish these goals by ensuring small businesses and consumers have options to safely, conveniently and affordably repair vehicles in their communities.

NFIB represents approximately 300,000 small and independent businesses across the country. Most, if not all, of these job creators, rely on motor vehicles to operate and grow their businesses. Small businesses need affordable, reliable, trustworthy and convenient options when it comes to repairing their vehicles, which are critical to the success of their business.

Each second spent driving to a dealership or waiting for a repair is time not spent growing a business. For a small business operating on tight margins, this time is literally money pulled from their livelihood. As technological advances have increased in vehicles, some auto manufacturers have found ways to restrict access to data critical to conducting even the simplest of repairs. As a result, small businesses are forced to rely on vehicle repair options that can have longer wait times, higher costs, and require further travel. In today's fast-paced economy, small businesses simply cannot afford to waste these resources.

NFIB is encouraged by the inclusion of H.R. 1566, the *Right to Equitable and Professional Auto Industry Repair (REPAIR) Act*, in the subcommittee's conversation this week. In a recent NFIB member ballot, 89% of NFIB members agreed that "customers and repair shops [should] be able to access the necessary information from manufacturers to repair their products."¹ The *REPAIR Act* is an

¹ NFIB Member Ballot, Mandate, vol. 577, October 2020. *Should customers and repair shops be able to access the necessary information from manufacturers to repair their products?* (Yes: 89% No: 4% Undecided: 7%)

important step in maintaining competition in the automotive repair industry and keeping money in consumers' pockets.

There are an estimated 282,000 independent vehicle repair shops in the United States.² Independent vehicle repair shops provide cost-and time-saving services to their communities. NFIB represents countless businesses in rural areas that only have local independent vehicle repair or aftermarket parts shops. Without access to an independent vehicle repair shop, consumers will be forced to spend more time away from their own businesses and take more money out of their pockets.

NFIB thanks you for considering this important legislation. We are excited to see its broad, bipartisan support, and look forward to working with the Committee this Congress to advance the bill.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Bertolotti', with a stylized flourish at the end.

Louis A. Bertolotti
Principal, Federal Government Relations
NFIB

² "Auto Repair Industry Statistics." *Gitnux*. <https://gitnux.org/auto-repair-industry-statistics/>