



Federal News

- The Biden Administration [sent a letter to U.S. House Appropriations Committee Chair](#) Rep. Tom Cole (R-OK) to inform him that President Biden would veto H.R. 8773 if it was sent to his desk. ASA is concerned with a provision in H.R. 8773 – [the Financial Services and General Government Appropriations Act for fiscal year 2025](#) – which would, in practice, strip the Federal Insurance Office (FIO) of its subpoena authority. FIO was established through the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010. ASA was one of the original and strongest advocates for including FIO’s creation in the legislation. The House Appropriations Committee passed the bill on a party line 33-24 vote. It now awaits a vote before the full House of Representatives.
- [A federal court ruled](#) that a suit against Tesla, alleging it has monopoly on repairs, can go forward. The plaintiffs – a group of Tesla owners – allege that Tesla has refused to open enough authorized service centers and designs vehicles that require diagnostic and software updates only available through the company. They also allege that the company prevents its parts manufacturers from selling to anyone other than Tesla. Furthermore, they allege that Tesla makes it difficult for owners to send their vehicles to independent repairers. The judge determined that sufficient evidence existed for the case to continue.
- The Alliance for Automotive Innovation has asked the National Highway Traffic Safety Administration (NHTSA) to reconsider its finalized rule requiring a standard of AEB technology on all light-duty vehicles, starting in 2029. [The Alliance argues](#) that some requirements are impractical, costly, and lack objective standards.

State News

- State lawmakers in Rhode Island passed a slew of bills dealing with unfair auto insurance practices and crash parts. [S. 2440](#)/H. 7264 will make it illegal for an auto insurer to “refuse the use of OEM parts when negotiating repairs with any repairer” for vehicles greater than 48 months and less than 72 months from the date of manufacture, if the repairer has the vehicle owner’s written consent to install OEM parts. It passed 72-0 in the House and 33-4 in the Senate. [S. 3105](#)/H. 8252 will make it illegal for insurers to refuse a policy holder’s request that the insurer directly pay their motor vehicle repair benefit to their chosen repairer. It would also make it illegal for an insurer to not compensate a repairer for “documented procedures identified as required or recommended” by the OEM, including post-repair procedures. H. 7014 will exempt used vehicles sold for parts only and vehicles bought at the end of its lease from the requirement that a vehicle undergo an inspection prior to sale.
- The Pennsylvania legislature is moving ahead with legislation that would create consumer data privacy protections. Identified as [HB 1201](#), the bill would give consumers the right to know whether a business is processing or accessing their personal data, correct inaccuracies, delete personal data, obtain a copy of their data processed by a business, and opt out of the processing of their data under certain conditions. It would also limit the personal data a business can collect to that which the data is “adequate, relevant, and reasonably necessary” for the purpose of the data collection. It passed the House 139-62. More recently, it has passed senate committees unanimously.



- The legislator who introduced [A1241](#) in the New York State Assembly has withdrawn their support for the bill, meaning that it is essentially dead for the foreseeable future. The bill would have required businesses who employ over 500 people to institute a 32-hour workweek without any reduction in employee compensation. This could have impacted some larger MSOs operating in the State of New York.
- Vermont Governor Phil Scott (R) has signed [S. 309](#) into law. The bill makes numerous changes to policies related to the Department of Motor Vehicles. Provisions most relevant to auto repairers include allowing vehicles with tinted windows to pass safety inspections as long as the tint is less than the limit prescribed in federal statute for recreational vehicles; making surface rust not a sufficient cause for inspection failure, adds criminal liability for knowingly installing or selling a counterfeit seat restraint or airbag system or tampering with the diagnostic system to not detect issues with the seat restraint or airbag system; and requiring dealers to provide transparency surrounding the vehicle's inspection history and provide resources educating buyers on their rights to an inspection.
- A window tinting law was also introduced in Pennsylvania. [HB 2501](#) would add a window tinting test component to the state's vehicle safety inspection program. Windows that allow less than 70% of light would trigger a failed inspection. Businesses that provide tinting services would also have to notify the customer if the level of tinting requested would violate the law.
- **CORRECTION:** In the previous edition of the Repair Policy Scan Tool newsletter, the newsletter stated that NC Governor Roy Cooper (D) signed HB 155. This was incorrect. He in fact VETOED [HB 155](#). He justified his veto by explaining that the bill would allow certain off road vehicles to operate on four lane highways at speeds of up to 55 miles per hour. These vehicles lack many of the safety features found in traditional vehicles which creates an increased risk of serious injury or death for people on our highways." The bill would also authorize vehicle safety inspectors to perform inspections on low-speed vehicles at locations offsite from the inspection station at which they're employed. The legislature still has an opportunity to override the veto. Both the senate and house passed HB 155 with supermajority margins.

Other useful links!

Want to help advocate? [Sign up for action alerts here](#)

Tell ASA which issues are most important to your business. [Fill out this quick survey](#)
Have thoughts or questions on these stories? Send them to TakingTheHill@gmail.com
Want to learn more about how ASA's advocating for you? Visit www.TakingTheHill.org
Want to get in touch with ASA? Send us an email at info@ASAshop.org

