



May 18, 2026

The Honorable Brett Guthrie
Chair
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

Chair Guthrie and Ranking Member Pallone:

NATSO, representing America’s travel centers and truck stops, and OOIDA, representing the nation’s small business truck drivers, urge the House Energy and Commerce Committee to support H.R. 1566, the Right to Equitable and Professional Auto Industry Repair Act (the “REPAIR Act”), and to reject any proposals that would exclude commercial motor vehicles.¹ Including commercial motor vehicles in the REPAIR Act would ensure that independent repair facilities have access to the same repair data and tools available to equipment manufacturers and licensed dealers. Equally important, it would preserve commercial drivers’ ability to choose where and how their trucks are serviced and repaired.

Nearly 5,000 travel plazas and truck stops nationwide serve as the home away from home for the nation’s professional drivers. More than 800 NATSO member locations operate commercial truck repair service centers, offering critical support to America’s fleet customers and owner-operators responsible for keeping America’s freight moving. Independent truck drivers rely on this nationwide network of truck stops and travel centers to access affordable repair services around the clock while traveling the Interstate Highway System. These facilities provide convenient access to repair services at the same locations where drivers stop for fuel, food, and rest.

The relationship between independent repair shops and independent truck drivers is essential to the strength and efficiency of America’s supply chain. Drivers routinely report excessive wait times and significantly higher costs when repairs must be performed exclusively through dealers. Vehicle downtime deprives drivers of income and delays freight movement across the country. Ensuring independent repair facilities have equal access to tools and information will reduce downtime, lower repair costs, and help drivers return to the road more quickly.

Truck manufacturers increasingly have become the gatekeepers of the advanced information necessary to repair or supply parts to commercial motor vehicles, increasing the cost of repair and limiting the flexibility to quickly return these vehicles to the road. As automotive

¹ We strongly oppose any proposals to Codify the Memorandum of Understanding (MOU) signed in 2023 between the Automotive Service Association, the Society of Collision Repair Specialists and the Alliance for Automotive Innovation affirming a 2014 national agreement on automotive right to repair. This MOU was signed without input from our industries and falls short of addressing the need for independent repair facilities to service commercial motor vehicles.

technology has advanced, the information needed to repair sophisticated engine systems has advanced as well. To repair a commercial motor vehicle, mechanics must have access to onboard diagnostic and telematic systems when previously they relied upon observation and experience.

The ongoing debate surrounding diesel exhaust fluid (DEF) and the operational reliability of Selective Catalytic Reduction (SCR) sensors further underscores the importance for independent repair access. Independent repair shops are fully capable of diagnosing and repairing faulty DEF-related equipment in trucks when they have access to the necessary information and diagnostic data. When manufacturers withhold this information, repairs are delayed, operational disruptions increase, and the negative consequences of malfunctioning emissions technology are compounded.

As the House Energy and Commerce Committee considers H.R. 1566, NATSO and OOIDA urge the Committee to pass H.R. 1566 and reject efforts to exclude commercial motor vehicles from this, or any, right to repair legislation.

We look forward to working with you on this issue.

Sincerely,

NATSO, Representing America's Travel Centers and Truck Stops
Owner-Operator Independent Drivers Association

CC: Members of the U.S. House Committee on Energy and Commerce