



Federal News

- The U.S. Government Accountability Office (GAO) [released a report based on its investigation](#), requested by U.S. Rep. Jan Schakowsky (D-IL) on automotive right to repair. The report found that the majority of difficulties repairers encounter in completing a repair stem from new technologies making it more expensive to run a shop. For the most part, concerns with vehicle data access were “potential,” “in the future,” or generally hypothetical. It credits the industry agreements from 2014 and 2023 for having maintained that critical data access. ASA believes that the minimal instances of inaccessible data could easily be resolved through the Vehicle Data Access Panel created through [the 2023 right to repair agreement](#).
- GAO also released [a separate report on the public’s understanding of Advanced Driving Assistance System \(ADAS\) capabilities and limitations](#). It found that the public understands the technology very little. The GAO recommended that the federal government follow through on finalizing long-overdue New Car Assessment Program, which they should use to bring the public up to speed on the technology’s true scope.
- The full U.S. House passed [H.R. 7520, the Promoting Americans’ Data from Foreign Adversaries Act of 2024](#) 414-0. This bill would make it illegal for a data broker to sell, lease, rent, trade, transfer, release, disclose, provide access to, or otherwise make available sensitive data of a United States individual to any foreign adversary or entity controlled by a foreign adversary. This language could make it harder for the data collected by automotive repair facilities to get in the hands of malicious actors, like the Chinese government. It now awaits action in the U.S. Senate.

State News

- [California’s SB 915](#) would hand authority to cities and counties for regulating if and how autonomous vehicles may operate in their jurisdictions. ASA likes this bill because it would require AV’s to undergo an annual safety inspection. The bill received its first public hearing earlier this week.
- The Mississippi House passed [HB 1092](#), which would make it a misdemeanor to knowingly install or reinstall a counterfeit or nonfunctional airbag or supplemental restraint system component, as well as cause the vehicle to not detect and alert the driver to issues with the restraint system.
- [NY S. 8890](#) would require motor vehicle glass repairers to tell a customer with an ADAS-equipped vehicle if a recalibration is required to bring it to manufacturer specifications. Insurance companies are not required to cover the procedure, nor are vehicle glass repairers required to perform them. The auto glass repairer is required to inform the customer whether they can perform the calibration. If they can’t, they must inform the customer that their vehicle should be taken to the OEM’s dealership or a qualified specialist capable of performing the calibration. Motor vehicle glass repairers would be penalized \$2,500 for each time they violate this law.



- ASA opposes the New York legislature's [S. 5936](#) for numerous reasons. It would make it harder for auto repair businesses in New York City to renew or transfer their business license by requiring the DMV commissioner to consider factors like parking violations and opposition from the community board before approving the application. Certificates of registration for auto repair shops in New York must be renewed every two years. If you're a resident of New York, [send a letter to your state senator and assemblyman](#) urging them to oppose the bill.
- Tennessee's legislature passed [House Bill \(HB\) 2113/SB 2017](#), which would place a 3-year statute of limitations for various wage and compensation disputes. It passed 69-23 in the House and 25-4 in the Senate. It now awaits the governor's likely signature.

Other useful links!

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