

High Beams

Shining the LIGHT on HR 2048

The Motor Vehicle Owners' Right to Repair Act

Automakers lock independent repair businesses out of timely repair information to work on vehicles, locking consumers out of the ownership of their own cars. They claim that all the information is available.

It's time to set the record straight!

High Beams is published on a regular basis to shine the light on the truth and spotlight information car companies want to keep in the dark.

To those who think that the Motor Vehicle Owners' Right to Repair Act is not necessary ----- think again.

The National Automotive Service Task Force (NASTF) website is touted by the opponents of HR 2048 as the solution for consumers who are being deprived of access to important repair and safety information for their own cars.

Bill Haas, Vice President of the Automotive Service Association, said during Congressional testimony in 2004, that eight to 15 days was the average response time for NASTF to respond to a complaint about lack of information.

Imagine taking your car in for a repair and being told, "We **MIGHT** be able to get the needed information from the manufacturer to repair your car in **EIGHT TO FIFTEEN DAYS.**"

In the same hearing, Bill Haas said of NASTF, "This is a system that can work and is working."

Oh, **REALLY???????**

The current Chairman of NASTF, Charlie Gorman, in testifying about the NASTF proc-

ess before the House Commerce, Trade and Consumer Protection Subcommittee on May 17, 2006 said, “The current process is slow and lacks the incentive for automotive manufacturers to comply.”

No kidding!

When the Automotive Service Association (ASA) was supporting the Right to Repair Act in 2002, Bill Haas stated in Congressional testimony that there were 161,437,500 incidents (complaints) against automakers per year from the independent repair shops. . . ***Yet NASTF records for that year indicate fewer than 100 complaints.***

161,437,500 complaints 100 dealt with.

HR 2048 IS needed.....NOW!!!!

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www.RightToRepair.org

