



#### Officers:

**Kris Burton, President**  
Rosshlyn Auto Body  
703-906-1289

**Rodney Bolton, Vice President**  
443-386-0066

**Phil Rice, Secretary**  
540-846-6617

**Barry Dorn, Treasurer**  
Dorn's Body & Paint  
804-746-3928

#### Immediate Past President:

**Steven Krieps, President**  
Collision Advice  
681-945-4555

#### Executive Director:

**Jordan Hendler** (804) 789-9649

#### Board of Directors:

**Don Beaver**  
Ourisman Chevrolet of Bowie  
443-235-6668

**William (Bill) Hawkins**  
510-915-2283

**John Shoemaker**  
BASF  
248-763-4375

# Washington Metropolitan Auto Body Association

Phone: 804-789-9649

Website: [www.WMABA.com](http://www.WMABA.com) • E-Mail: [info@wmaba.com](mailto:info@wmaba.com) • Mailing: P.O. Box 3007, Mechanicsville, VA 23116

2/10/2025

## Repairers Opposed to HB 843

On behalf of our association, which represents collision and mechanical repair professionals and small businesses in Maryland, we write in opposition to House Bill 843.

### We Support Right to Repair

Our members are primarily independent repair businesses who employ the most highly trained and highly qualified repair technicians in the industry. It is vital for our members to have access to the same diagnostic and repair information that OEMs make available to their dealers and today they do. Despite assertions to the contrary, it should reassure you independent repairers and automakers are not at odds on automotive data access, but rather in lockstep on this fundamental principle: consumers should have choice when it comes to repair options and the ability to have their vehicle serviced in well-equipped shops by well-trained technicians anytime, anywhere, anyplace.

### We Oppose HB 843

We support right to repair, but we oppose House Bill 843. These bills will not materially address any of the challenges that repair shops face servicing their customers today - recruiting and retaining employees; keeping up with training on new vehicle technologies; getting insurers to pay for proper repairs as recommended by automaker guidelines. These bills are only a distraction from the needed conversation about the above issues and are often pushed by companies that manufacture and sell replacement parts, not by groups that represent repairers.

### National Repair Agreement with Automakers

In the summer of 2023, our national collision repair association, the Society of Collision Repair Specialists (SCRS), joined with the Automotive Service Association (ASA) and the Alliance for Automotive Innovation – which represents the vast majority of automakers selling automobiles in the U.S., as well as major suppliers, and other automotive technology companies – to announce a major agreement around access to repair information. This commitment ensures that competition remains across the repair industry, by guaranteeing consumers a range of service options for their vehicles well into the future, including family-owned local businesses, independent repairers in OEM certified networks, national service chains, authorized dealers, or undertaking the repair themselves, if technically inclined. It also guarantees small and independent auto repairers continued unrestricted access to the various tools, information, and data needed to repair vehicles, much like our members experience in Maryland today. Our industry's commitment at a national level should give policymakers full confidence that repairers and manufacturers are committed to cooperation and allied on this shared goal.



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## Federal, Not State, Solution Needed

Two states today have laws governing automotive right to repair, which are then followed across the country on the basis of the aforementioned 2023 agreement. WMABA opposes any additional state action on the topic, as it will make any future updates – which will inevitably be needed because of technological advancement – much more cumbersome.

We believe our members deserve to operate their businesses under the same rules and with access to the same repair information, parts, and tools. While we have that now with the above agreement, we believe it should be enshrined in a single, federal law. We support SCRS and ASA in the work they've engaged in with automakers on this point, and they are in agreement.

We would much prefer the Maryland legislature voice its support for a federal solution to your delegation in Washington D.C., than to consider passing another state law on the topic.

Best regards,

Jordan Hendler  
Executive Director