

September 14, 2026

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

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

RE: H.R. 7389 - Motor Vehicle Modernization Act of 2026: Independent Automotive Glass Repair, ADAS Calibration, and Consumer Choice

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of the Independent Glass Association (IGA) and the independent automotive glass repair and replacement businesses we represent, IGA appreciates the Committee's work on H.R. 7389, the Motor Vehicle Modernization Act of 2026.

IGA supports the legislation's objective of preserving consumer choice and establishing meaningful, enforceable federal right-to-repair protections. We particularly welcome the legislation's recognition that calibration and recalibration are components of modern motor vehicle repair.

For the automotive glass industry, that recognition is significant.

Modern windshield replacement increasingly involves vehicle safety and electronic systems, including forward-facing cameras, Advanced Driver Assistance Systems (ADAS), rain and light sensors, head-up displays, and other technologies. Properly completing a windshield replacement may therefore require access to vehicle-specific repair procedures, calibration specifications, diagnostic information, software, authentication systems, and other technical information necessary to return the vehicle to proper operating condition.

For that reason, IGA asks Congress to ensure that the final Motor Vehicle Modernization Act provides independent repairers with the practical ability, not merely the theoretical right, to safely complete these repairs.

A right to repair must include the right to safely complete the repair.

IGA respectfully requests that Congress address the following issues as H.R. 7389 advances:

1. Preserve the explicit recognition of calibration and recalibration as covered repair activities.

IGA strongly supports the inclusion of calibration and recalibration within the legislation's definition of covered repair activities.

We urge Congress to preserve this language through final passage and any subsequent House-Senate negotiations.

ADAS calibration has become an integral component of many automotive glass replacement procedures. Federal right-to-repair protections should clearly encompass the information, equipment, procedures, and technology reasonably necessary to perform and verify those calibrations.



14747 N Northsight Blvd, STE 111-387
Scottsdale, AZ 85260
info@iga.org | www.iga.org

2. Ensure access to the information and technology necessary to safely complete a covered repair.

IGA asks Congress to make clear that a manufacturer's right-to-repair obligations include reasonable and secure access, when necessary for a covered repair, to:

- OEM repair and replacement procedures;
- ADAS calibration and recalibration procedures and specifications;
- diagnostic information necessary to identify, perform, and verify a repair;
- software, programming, and initialization functions necessary to complete a repair;
- reasonable authentication or authorization necessary to access repair functions;
- relevant vehicle-generated data necessary to diagnose, calibrate, or verify a repair;
- parts identification and compatibility information; and
- tools and technical information necessary to confirm that affected vehicle safety systems are operating properly following the repair.

IGA recognizes legitimate cybersecurity, vehicle safety, and data-privacy concerns. Those concerns should be addressed through reasonable security requirements rather than through technological barriers that unnecessarily prevent independent businesses from performing lawful repairs.

3. Address modern vehicle-generated data and telematics access rather than relying exclusively on a framework developed for an earlier generation of vehicles.

The automotive repair environment has changed dramatically since the industry's 2014 right-to-repair framework was developed.

Today's vehicles increasingly depend upon software, secure gateways, wireless communications, cloud-based systems, electronic modules, proprietary authentication, and vehicle-generated data.

IGA respectfully asks Congress to ensure that the final legislation recognizes these technological changes and prevents access to necessary repair information or functionality from becoming a mechanism that restricts legitimate competition or consumer choice.

Where vehicle-generated data is reasonably necessary to diagnose, perform, calibrate, or verify a covered repair, independent repair facilities selected by the vehicle owner should have a reasonable, secure, and commercially fair means of obtaining that information.

4. Prohibit unreasonable technological barriers that prevent independent repair facilities from completing legitimate repairs.

IGA supports reasonable measures designed to protect vehicle cybersecurity and safety.

At the same time, manufacturers should not be permitted to use software locks, proprietary authentication systems, unnecessary authorization requirements, artificial delays, or other technological barriers to prevent or materially impair an otherwise qualified independent repair facility from completing a lawful repair.

Federal policy should protect security without creating technological gatekeeping that effectively determines where a consumer may have a vehicle repaired.



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5. Specifically include independent automotive glass stakeholders in NHTSA and FTC implementation.

H.R. 7389 contemplates federal examination of ADAS functionality, calibration, repair information, vehicle data, and other issues directly affecting modern automotive repair.

IGA respectfully requests that Congress direct the National Highway Traffic Safety Administration (NHTSA) and Federal Trade Commission (FTC) to include representatives of independent automotive glass repair and replacement businesses in relevant consultations, studies, workshops, advisory activities, rulemakings, and other stakeholder proceedings arising from this legislation.

Automotive glass replacement presents issues that differ substantially from conventional mechanical and collision repair.

A windshield may serve as the mounting location and optical pathway for cameras and sensors responsible for lane-departure warnings, automatic emergency braking, adaptive cruise control, and other driver-assistance functions. Independent automotive glass professionals therefore bring specialized experience that should be represented when federal policy concerning ADAS calibration and repair access is developed.

6. Ensure that consumer choice remains technologically neutral.

A consumer's legal right to choose an independent repair facility has limited value if the vehicle's technology makes that choice impractical.

IGA asks Congress to apply a simple principle to the final legislation:

If a vehicle manufacturer makes information, software, data, tools, procedures, or electronic functionality available to its authorized repair network for purposes of completing a covered repair, an independent repair facility should have reasonable and secure access to substantially equivalent repair capability on fair and reasonable terms, subject to appropriate safety and cybersecurity safeguards.

The repair marketplace should be determined by service, quality, safety, and consumer choice—not by technological control of the vehicle.

IGA Supports Modern Right-to-Repair Protections

IGA believes H.R. 7389 represents an important opportunity to establish a durable federal framework for motor vehicle repair. We encourage Congress not simply to codify the repair environment of the past, but to establish protections capable of addressing the connected, software-dependent, ADAS-equipped vehicles being repaired today and in the future.

Independent automotive glass businesses compete every day based upon service, expertise, safety, and value. They should be able to continue doing so as vehicle technology evolves.

IGA therefore supports the right-to-repair objectives of H.R. 7389 and respectfully asks the Committee and Congress to:

Preserve calibration and recalibration as protected repair activities; strengthen access to repair information, software, authentication, and necessary vehicle-generated data; prevent unreasonable technological barriers to independent repair; and guarantee meaningful participation by independent automotive glass stakeholders in federal ADAS and right-to-repair policy development.



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IGA would welcome the opportunity to provide Committee members and staff with a briefing regarding modern windshield replacement, ADAS calibration, vehicle data, and the practical challenges independent automotive glass businesses encounter when servicing today's vehicles.

We appreciate your consideration and look forward to working with Congress, NHTSA, the FTC, vehicle manufacturers, repair organizations, and other stakeholders to protect vehicle safety, fair competition, and the American consumer's right to choose who repairs their vehicle.

Respectfully,

Gary Hart



Executive Director

Independent Glass Association



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