
RSGDA

REPAIR SHOP & GASOLINE DEALERS ASSOCIATION

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July 2025

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Corrective Statements Period for Tobacco Retailers Ends

After nearly two years of displaying corrective statement signs, tobacco retailers can now take them down.

In a message on July 1, the National Association of Tobacco Outlets (NATO) alerted members that the implementation period had expired. As the association noted, the settlement agreement reached by the U.S. Department of Justice (DOJ), Altria Group Inc., Philip Morris USA Inc., R.J. Reynolds Tobacco Co. and ITG Brands LLC required the corrective statement signs to be displayed at retail since Oct. 1, 2023.

The implementation period ran for 21 months, a timeline that ended June 30, 2025, NATO added.

The corrective statements were a result of a 1999 civil racketeering lawsuit against the largest U.S. cigarette companies, which was filed in the U.S. District Court for the District of Columbia. Following a 2004-2005 trial, the court found that the cigarette companies had defrauded consumers about the health dangers associated with cigarette smoking, according to the DOJ.

The point-of-sale corrective statements remedy was the last one issued by the trial court to be implemented. Starting in 2017, the corrective statements also appeared as ads on TV and in newspapers, on cigarette packages, and on the companies' websites and cigarette-brand social media pages.

NYVIP Message #314 - Do Not Drive Recalls

In recent years the number of "Do Not Drive" recalls issued has increased. The remediation of these important recalls is essential and affected vehicles will need to have these recalls completed prior to the vehicle being inspected.

There are several makes and models that have been affected by "Do Not Drive" recalls. When beginning the inspection of an affected vehicle you will receive a message similar to the following:

"INSPECTION MAY NOT PROCEED - Inspector, this vehicle is subject to a "Do Not Drive" warning issued by the manufacturer due to an unrepaired Takata air bag inflator."

If the recall has been completed, please call DMV Technical Services at (518) 474-5282 Opt.# 4 for assistance lifting the "Do Not Drive" warning. If the recall has not yet been completed, advise the consumer to contact an authorized dealer to schedule a free repair.

The appropriate method of determining if the recall has been completed and to report this to DMV is supplied in the full text of the NYVIP message, which can be found in the first insert at the end of this newsletter.

National Survey: Consumers Overwhelmingly Support for REPAIR and SMART Act

According to a new national poll, more than 83% of Americans support the REPAIR Act (H.R. 1566, S. 1379), which would create a national vehicle right-to-repair law, ensuring consumers' right to choose how and where they fix their vehicles; 77% support the SMART Act, which would amend patent laws to give consumers more vehicle repair choices.

Access to the data that vehicles collect is required for an increasing number of repairs, even for common parts, such as windshields. Automakers want to restrict access to that data so consumers will be forced to use automaker parts and automaker-affiliated dealerships for repairs, where prices are higher and choices are fewer. The REPAIR Act would ensure that vehicle owners and the independent repair shops they chose would have access to the data needed to fix their cars and trucks. The SMART Act would enact patent reforms that would allow aftermarket manufacturers to produce parts that are equivalent to and less expensive than automaker parts, increasing consumer choice and lowering prices.

According to the poll conducted by The Tarrance Group, and commissioned by the CAR Coalition, support for vehicle right to repair is strongly bipartisan, with 84% of Republicans and 82% of Democrats supporting the REPAIR Act.

Other key findings from the survey:

- 98% of respondents said it is important to them to be able to choose where they get their car repaired.
- 89% said car owners should be able to access their own vehicle data.
- 86% of Trump voters and 83% of Harris voters support the REPAIR Act.
- 78% said independent repair shops should have access to vehicle data for repairs.
- 72% said automakers should be barred from restricting data access.
- A majority of car owners prefer using independent auto repair shops for vehicle repairs.

A previous survey indicated that 85% of those who support the law are willing to contact their legislators to ask that such legislation be enacted. This is your chance. Handout copies of the flyer on the last page of this newsletter. Talk to your customers about the necessity of the REPAIR and SMART Acts, and ask them to go to www.carcoalition.com and take thirty seconds to send a letter in support to their senators and representatives. **We can't do it for you.**

REPAIR Act Introduced in U.S. Senate, Bringing it to Both Chambers of Congress

The REPAIR Act has been introduced in the U.S. Senate recently, accompanying its presence in the House of

Representatives, as shared in an Auto Care Association press release.

Introduced by Senators Ben Ray Lujan (D-NM) and Josh Hawley (R-MO), the bipartisan, bicameral legislation was recently reintroduced in the House of Representatives by Reps. Neal Dunn (R-FL-02) and Marie Gluesenkamp Perez (D-WA-03). With the bill's presence now in the Senate, the REPAIR Act is now able to advance in both chambers of Congress.

The move has prompted recognition from several industry organizations, including our national affiliate SSDA-AT, as well as ACA, MEMA Aftermarket Suppliers, CAR Coalition, CVSN, Preventative Automotive Maintenance Association, and NFIB.

REPAIR Act Bill Summary

- Prohibits impeding a vehicle owner or a repair shop from obtaining service information, tools, or parts, including the ability for a vehicle owner to choose aftermarket parts, needed to fully maintain and repair a vehicle.
- Requires motor vehicle manufacturers to provide motor vehicle owners and their designees with access to critical repair information, software and tools needed for the repair and maintenance of their vehicle.
- Requires motor vehicle manufacturers utilizing wireless technology for the transmission of repair and diagnostic data to provide motor vehicle owners and their designees with standardized, direct access to vehicle-generated data needed for the repair and maintenance of their vehicle via a standardized access platform within 12 months of publication of a final rule issued by the National Highway Traffic Safety Administration (NHTSA), in consultation with Federal Trade Commission (FTC).
- Requires the NHTSA in consultation with the FTC, to issue a notice of proposed rulemaking on access standards and cybersecurity within six months of enactment. The rulemaking will also designate an independent entity to manage access to vehicle data; and require motor vehicle manufacturers and dealers to provide notice to consumers of their rights under this Act at the point of sale or lease of the vehicle.
- A final rule shall be issued no later than two years after the date of enactment.

Save Money on Auto Repair Transportation (SMART) Act Bill Summary

This bill limits design patent infringement liability for component parts used to repair the exterior of a motor vehicle.

- Specifically, the bill limits liability for infringement of a design patent that claims the appearance of a component part of a motor vehicle's exterior, such as a hood or fender.

- The act of making, offering to sell within the United States, or importing into the United States an article of manufacture (such as an exterior component part from an aftermarket manufacturer) that would otherwise infringe such a design patent shall not constitute infringement if the purpose of the article of manufacture is to repair a motor vehicle to restore it to its original appearance.
- In addition, 30 months after a motor vehicle with an exterior component part covered by a design patent is offered for sale in any country, it shall not constitute design patent infringement to use or sell within the United States an otherwise-infringing article of manufacture if the purpose of that article of manufacture is to repair the motor vehicle to restore it to its original appearance.

Survey: Drivers Struggle with Basic Automotive Maintenance

FinanceBuzz surveyed 1,000 U.S. adults on basic automotive knowledge and skills. It found that, while most are capable of putting air in their tires or replacing wiper fluid, drivers struggle with maintenance tasks more involved than that.

When it comes to oil changes, just 36% said they could perform one on their own. It had the lowest confidence score of all tasks—save for changing spark plugs, which 73% of drivers said they required someone else to do.

Drivers also struggle with changing tires, with 48% saying they could do so without any assistance.

When divided among age groups, millennials were the most confident when it comes to performing oil changes themselves. 23% said they definitely could, and another 20% said they could after doing some research beforehand.

Additionally, drivers aren't sure what many of the dashboard warning symbols in their vehicles mean. 77% could recognize a check engine light, and 76% knew oil pressure warning lights; but just 13% were able to identify the brake warning symbol.

Survey: Parts Sourcing

Auto Repair shops continue to increase the use of a parts matrix. in order to maximize their margins on parts sales. According to the respondents of the 2025 Ratchet+Wrench Industry Survey, 46% of shop owners had a gross profit margin on parts of over 50%.

When asked what your gross profit margin is on parts sales:

- 10% said it was less than 30%
- 11% said it was between 30% - 39%
- 26% said it was between 40% - 49%
- 34% said it was between 50% - 59%
- 12% said it was over 60%
- 7% said it was other

When asked what is number of parts vendors businesses use, the responses were:

- 1% said they used 1 vendor
- 2% said they used 2 vendors
- 11% said they use 3 vendors
- 23% said they used 4 vendors
- 63% said they used 5 or more vendors

Survey: We Want to Hear from You Have Your Parts Cost Increased

According to the Ratchet&Wrench survey of 2025 70% of respondents said they expected an increase in parts costs as a result of the announced tariffs, while 23% said they did not, and 7 % were either unsure or did not respond.

What we would like to know is whether your costs have increased, and if so by what percent? Please respond to this survey by emailing Jim at jim@nysassrs.com or by calling 518-452-4367.

In Which Areas Have AI Tools Been Useful in Shops?

Over the past few years, the automotive aftermarket has experienced a significant boom in digital-driven services powered by artificial intelligence. AI-powered scheduling systems lead the way with over half of the 2025 Ratchet+Wrench Industry Survey Report respondents (52%) noting that their shops incorporate these tools into their processes.

Which tools are auto repair shops using most?

- AI scheduling software: 52%
- AI estimate generator: 61%
- AI digital vehicle inspection: 59%
- AI customer service representative: 37%

Online booking and digital communication platforms have nearly doubled their presence in U.S. auto repair shops, growing from 33% to over 60% adoption in recent years, according to Shopmonkey. This shift aligns with a growing consumer preference—60% of Americans— who prefer booking appointments online over traditional phone calls, which only 33% of customers say they prefer.

Visit NHTSA Website to Find Recalls That Have Not Been Performed on Your Customer's Vehicle

Every month we report recalls that have been issued on vehicles. Rest assured that they are only a fraction of the recalls issued. In the month of June there were 103 recalls issued according to the NHTSA recall site. Motorists are supposed to receive notice of these recalls by mail, however many do not. Reasons include the customer moving and the forwarding address expired, and changes in ownership due to casual sale.

Do your customer a favor, and when they come in for service or repairs, check the NHTSA [website](https://www.nhtsa.gov) to determine unpaired recalls. You can do so by inputting either the

license plate or VIN number. It's an easy method to increase customer loyalty.

New York State Law Requirements for Dealers Regarding Recalls

Dealers are required by New York State Law to make a "good faith effort" to determine if a manufacturer has issued a recall for a used vehicle you intend to sell. Visiting the NHTSA [website](#) and inputting the VIN number will provide you with a list of recalls which have not been performed on the vehicle.

If an unrepaired recall is identified, you are obligated to either make the necessary repairs themselves or have them made by a manufacturer-authorized dealer before selling the vehicle

You must also provide the purchaser with a separate written notice of any manufacturer's recalls applicable to the vehicle. Inputting the vehicle's year, make and model on the NHTSA [website](#) will provide you with the necessary information.

Violations of these provisions can lead to fines not exceeding five thousand dollars per violation.

Dodge Charger EVs Recalled Because They Aren't Loud Enough to Alert Pedestrians: Recall

Dodge is recalling 8390 Charger Daytona EVs because some are not emitting a legally required exterior sound. Despite a fake exhaust mode, missing software may cause the Charger EV's external amplifiers to not emit a legally required sound.

This is important to help alert pedestrians and even other drivers. The Federal Motor Vehicle Safety Standard (FMVSS) requires that hybrids and electric vehicles meet a certain sound level and have sound characteristics.

The recall affects 2024–2025 Charger Daytona coupes, which can be fixed with a dealer-installed software update. Dodge dealers have already been notified, owners are expected to be contacted by July 10.

The electric Dodge Charger Daytona's big party trick is its Fratzonic "exhaust" system, which is essentially an external noisemaker. It's designed to trigger the same auditory sensations as a gas-powered muscle car, but the success of that effect is debatable.

As part of the voluntary recall, the automaker says it will inspect all affected models and update the amplifier software, if necessary.

Over 400K Nissan and Infiniti Vehicles Recalled for Engine Bearing Issue

Nissan has issued a recall for over 440,000 vehicles due to an issue that could cause engine failure, reports USA Today.

Included in the recall are a total of 443,899 vehicles. 84,536 of those are 2019-2022 Infiniti QX50 and 5,685 are 2019-2020 Nissan Altimas; the remainder are made up of

2021-2024 Nissan Rogues and 2022 Infiniti QX55s. These vehicles contain 3-cylinder 1.5 liter or 4-cylinder 2.0 liter variable compression turbo engines.

According to the automaker, the issue lies with a manufacturing defect with the engine bearings that can cause engine failure.

To resolve the problem, dealers have been told to inspect engine oil pans for metal debris, and to replace or repair the engine if any is found. If no debris is found, for vehicles with 3-cylinder 1.5L VC-Turbo engines, dealers will replace the oil pan gasket, engine oil, and reprogram the engine control module. Alternatively, for the 4-cylinder 2.0L VC-Turbo engine, the engine oil will be replaced.

Dealers will be alerted by Nissan of the recall beginning July 15, with drivers to be notified beginning Aug. 25.

GM Recalls Over 60K Chevy Silverados for Brake Pressure Issue

General Motors has issued a recall for over 60,000 vehicles due to an issue with the brake pressure leading to a fluid leak, according to USA Today.

A total of 62,468 vehicles are covered by the recall, comprised of 2019 to 2024 Chevrolet Silverado models in 4500 HD, 5500 HD, and 6500 HD. A total of 2,637 vehicles from model year 2019 are impacted.

The problem lies with the brake pressure sensor assembly, which GM has said may leak brake fluid to the brake pressure switch, leading to a short circuit and potentially a fire.

Dealers were notified by GM as of June 12, and have been instructed to replace brake pressure switch wire harnesses on impacted vehicles. Vehicle owners will be mailed letters by July 28, with another round of letters to be sent out once a repair is available. In the meantime, vehicle owners are told to park their vehicles outside and away from buildings.

GM added that these vehicles were also repaired under a previous recall, no. 23V26, and will need to be repaired again.

GM Recalls 90,000 Vehicles with 10-Speed Automatics Co-Developed with Ford

GM is facing a potentially dangerous issue with its vehicles, as the wheels on a range of its cars are randomly locking up at speed. This has prompted the automaker to issue a costly recall to address the problem.

GM first recalled over 460,000 trucks and SUVs last year due to the risk of random rear-wheel lockup. Now, it seems a similar issue has emerged in a separate line of GM cars, with an additional 90,000 units potentially affected.

The 2020-2022 Chevrolet Camaro, 2020-2021 Cadillac CT4 and CT5, and 2019-2020 Cadillac CT6 are at risk of sudden lockups, potentially causing loss of control, according to reports. These affected models, built between 2019 and 2022, are subject to sudden random lockups of the

front or rear wheels, depending on the drivetrain configuration—all-wheel-drive or rear-wheel-drive.

GM first became aware of this issue in September 2021 after a 2021 Cadillac CT5 experienced a momentary lockup incident, where both front tires locked up before the transmission shifted into neutral. This incident caused damage to the engine and front differential.

Initially, GM's investigation concluded the issue only involved harsh downshifts and a "momentary" wheel lockup lasting less than 150 milliseconds, which it deemed insufficient to cause a crash. However, the case was later reopened in November 2021 after GM identified 115 reports of sudden lockups, including one alleged accident. This prompted GM to issue a safety recall, as it estimates about 1% of the total vehicle population is at risk of the defect.

Honda Expands Recall to Address Driveshaft Problem in 2013 Accord Models

Honda has issued a recall for over 65,000 Accords due to an issue that could cause the driveshaft to break and potential roll away while parked.

USA Today reports that this is an expansion of a previous recall announced in December 2020 and January 2021 which covered 235,034 2013 to 2015 Honda Accord vehicles.

The most recent recall includes 65,115 units of the 2013 Honda Accord, which Honda said is due to the driveshaft being prone to corrosion and breakage from road salt and other contaminants.

When the first recall was issued, Honda said the drive shafts were assembled with a lubricant that potentially degraded their protective coating, making it more vulnerable to road salts and other contaminants.

Impacted vehicle owners will be sent notices in the mail beginning Aug. 11. Dealers will inspect and replace driveshaft assemblies to resolve the problem.

General Motors Recalls Trucks for Airbag Defect

General Motors has issued a recall for 2018–2019 Silverado and Sierra trucks from the 1500, 2500, and 3500 lines Chevrolet Silverado and GMC Sierra trucks due to an airbag defect. Covered in the recall are, which may include roof-rail airbag inflator end caps that may detach when deployed.

The roof-rail airbag modules were supplied by Joyson Safety Systems, a company founded in April 2018 shortly after Key Safety Systems acquired Takata Corporation's remaining assets.

GM and Joyson Safety Systems are investigating what the root cause of the issue is. GM has not ruled out inflator sidewall ruptures being a potential danger, either, but did not mention propellant-related concerns anywhere in recall documentation.

Owner notices will be mailed beginning August 11, 2025. Dealers are instructed to replace all affected roof-rail

airbag modules with new units, containing inflators produced from a different lot.

NHTSA Opens Investigation Into Whether Previous Ram Truck Recall Repairs Worked

The U.S. National Highway Traffic Safety Administration has launched an investigation into previous recall remedies for nearly 1.2 million Ram trucks, reports the Detroit Free Press.

NHTSA announced a recall query would be opened into reports of failing brake transmission shift interlocks, centered on Rams 1500, 2500, 3500, 4500, and 5500 from model years 2013–2018, containing a column shifter.

Model years 2009–2017 of the same batch of Ram trucks were already recalled in 2017, when it was found trucks could be shifted out of park and into gear without the brake being pressed or key in the ignition. Then, in 2018, 180,000 more trucks were recalled for the same issue.

NHTSA has now received 14 vehicle owner complaints and six death and injury reports related to a similar transmission interlock failure—all on vehicles that had been repaired under the 2017 and 2018 recalls.

As a result, the agency will be evaluating how effective the automaker's recall fixes were, and if any further action will be needed.

"We're cooperating with NHTSA's investigation," said Frank Matyok, a Stellantis spokesperson, in an email to the Detroit Free Press.

NHTSA Launches Investigation Into 92K Older Range Rovers

The National Highway Traffic Safety Administration's Office of Defects Investigation has launched an investigation into approximately 92,000 Range Rover Sport SUVs over reports of cracked front steering knuckles, according to Automotive Dive.

The preliminary investigation into 2014–2017 Range Rover Sport models manufactured by Jaguar Land Rover was prompted by 12 Vehicle Owner Questionnaires.

The reports alleged that one or both of the aluminum front steering knuckles had cracked where the steering knuckle attaches to the upper control arm. In this event, the upper control could become loose while driving and cause a loss of control.

As of June 27, NHTSA has opened a safety probe into the scope, severity, and cause of the potential issue. NHTSA is not aware of any accidents or injuries attributed to the problem.

Automakers Likely to Cut Production in Europe and North America in 2025

Automakers in Europe and North America face a bleak future, with several car factories at risk of closure or sale this year, according to a report by research and advisory firm

Gartner. The industry is struggling with overcapacity and intense price competition.

Gartner VP Analyst Pedro Pacheco told Reuters that closures or sales are more likely in high-cost countries, where political and societal pressure will be offset by mounting competition. "This is a little bit like a pressure cooker," Pacheco said. "The pressure increases, increases and... that will push the number of automakers to take more pragmatic decisions."

Automakers will likely cut production capacity on the two continents by 2025 as they face emissions targets and tariffs. Meanwhile, China's electric vehicle (EV) dominance is expected to grow due to its edge in software and electrification. Chinese brands could buy plants to overcome trade barriers, or open new factories in lower-cost European countries and free-trade partners like Morocco or Turkey, Gartner predicted.

Fearing disruptions from 2025 European Union CO2 emission rules, the CEO of German auto supplier Bosch, Stefan Hartung, told the publication *Auto Motor und Sport* that the bloc should abstain from fining companies that fall short of targets. Luc Chatel, chairman of the French car lobby PFA, warned that Europe's auto industry is no longer on track to reach its 2030 and 2035 EV targets. "The risk is that we end up reducing combustion engine vehicle sales to artificially beef up" EV sales, he told Reuters.

Technician Shortage Still Increasing

Ratchet&Wrench reported the shortage of technician will be at 800,000 by the end of the year. This gap is bigger than ever before. Many different organizations throughout the automotive industry are rising to meet this concerning problem and one of them is NAPA.

There is some hope though. According to NAPA "Kids are getting into the technician world, and they're staying in that role, because there's new and exciting things that are constantly coming. I think, for a good period, although there was some innovation in vehicles worldwide, it was a bit stagnant. And because of that, there wasn't anything new."

Donald Trump Announces new 50% Tariffs on Copper To Begin on August. 1

Donald Trump recently outlined plans to enact tariffs on copper—a move that would impact prices for new vehicles and automotive components.

According to *Autoblog*, Trump said during a cabinet meeting this past Tuesday that he's looking to implement a 50% tariff on copper, in addition to other sector-targeted tariffs. Notably, while many metals used in electronics come from China, the largest supplier of copper to the U.S. is Chile.

Copper is found in nearly all electronic devices, and has a heavy presence in automotive components such as wiring harnesses, radios, alternators, cooling fans, and power seat, window, and mirror motors.

Prices for copper in the commodities markets have already rose by 38% this year. Following Trump's comments, prices spiked 15% by the end of the day. The tariffs would be expected to add hundreds of dollars to the cost of a typical vehicle.

The next day, Trump then announced via social media that copper tariffs would be taking effect as of August. 1.

Gasoline Price Uptick Helps to Drive Year-to-Year Jump in Inflation Rate

The Consumer Price Index rose in June by 2.7% from the previous year, helped in part by a 1% month-to-month increase in gasoline prices, the Bureau of Labor Statistics reported Tuesday.

Gasoline prices climbed last month as the summer driving season entered full swing. The bureau last month said gasoline prices fell by 2.6% in May.

While higher gasoline prices contributed to the June uptick in inflation, the cost of shelter was the primary, BLS said. The CPI rose by 0.3 percent from May. The BLS said energy prices rose by 0.9% in June after falling 1% in May. That was down 0.8% from a year ago.

The June index for fuel oil was up by 1.3% from May, but was down by 4.7% year to year.

The index for electricity rose 1% from May and was up 5.8% from last year, while the index for natural gas utilities increased by 0.5% from May and 14.2% from a year ago.

The food away from home index, which includes food service at convenience stores, rose 0.4% in June, and the index for limited-service meals increased 0.2%.

On an annual basis, the food away from home index increased 3.8% and the index for limited-service meals rose by 3.5%.

--Reporting by Donna Harris

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Market Share for C-Stores Dips, Refiners Continue to See Decline

After several years of robust growth, the two convenience store giants – Circle K and 7-Eleven and their affiliates - experienced a year-to-year decline in their combined retail gasoline market share in the second quarter of 2025, a new OPIS analysis shows.

However, the c-store category is expected to see an uptick in market share once Circle K parent Alimentation Couche-Tard's purchase of the GetGo chain is factored into results. Couche-Tard closed on the GetGo acquisition at the end of the second quarter.

The c-store segment, which includes Circle K, Holiday, 7-Eleven, Speedway and Stripes, had a combined gasoline brand market share of 9.78% in Q2, down from 9.89% a year ago, according to the OPIS Brand Market Share Report for the second quarter of 2025. The addition of GetGo would add 25 basis points, bumping the category's share into double digits at 10.03%.

All the numbers in this report represent gasoline brand market share based on visit counts from OPIS MarketSharePro.

Couche-Tard's conversion from major oil brands to its proprietary Circle K Fuel brand is about complete, which has slowed growth of the Circle K brand. The GetGo chain will retain its brand name and be operated as a separate unit, Couche-Tard officials have said.

Refiner gasoline brands as a group have continued to see erosion in combined market share. In Q2, the segment's combined market share was 40.11%, down year to year from 40.75%. The DK brand was excluded because Delek sold its retail sites last year to Mexican conglomerate FEMSA. But DK only represents 12 basis points of the decline.

Five years ago, before DK appeared in the OPIS data, the refiner brands had a 44.04% combined market share. That excludes Speedway, the company-operated chain Marathon sold to 7-Eleven in 2021. Adding Speedway would have given the refiners a combined 47.03% share of the retail gasoline market in Q2 2020.

Grocers as a group also saw market share erosion from Q2 a year ago, to 8.53% from 8.97%. The dip is partly because of a decline in their total fuel outlets. Competition for the grocery business from Amazon, Walmart and warehouse clubs also may have led to lower traffic at supermarkets, affecting volume at their fuel outlets.

The segment lost share despite more aggressive retail gasoline prices. In the most recent quarter, grocers averaged 8cts/gal below market, versus 7cts/gal under market a year ago.

Warehouse clubs and large, independent retailers were the second quarter's market share winners.

The clubs - BJ's, Costco, Sam's Club and Walmart - had a combined market share of 9.02%, up from 8.76% a year earlier. Consumers have been shopping for deals in uncertain economic conditions, and as a group the clubs retail gasoline at an average 24cts/gal under market.

The 10 largest independent retailers and their affiliates increased their collective second-quarter share almost 100 basis points to 17.15% from 16.2% a year earlier. These chains tend to add stores through new construction, and some have aggressive building campaigns underway. But in recent years some of them also have made substantial acquisitions. Casey's General Stores, for example, acquired the 198-unit CEFCO chain last year.

The refiners are the least price competitive, as a group averaging 1ct/gal above market in Q2. All other segments priced fuel below market - warehouse clubs averaging -24cts, grocers at -8cts, independent retailers at -3cts and c-stores at -2cts.

The OPIS efficiency rating - a measure of throughput - also is an important metric influencing market share. As a group, the refiner brands have a below-average (less than 1.0) efficiency rating, whereas the c-stores are 28% above average, the grocers are about twice average, the independent retailers are about three times average and the warehouse clubs are more than six times average.

Top Rankings by Region

Market share rankings vary widely by region. Shell, still the nation's leading gasoline brand, appeared among the top five brands in all six territories. Valero ranks first in the Southwest but is not among the top 10 in any other region.

BP ranks first in the Great Lakes and in the top 10 in the Midwest, Southeast and Northeast. But nationally, the BP brand dropped to seventh place from its fifth place ranking a year ago Q2.

Exxon, Chevron and Marathon rank among the top five in multiple regions. Chevron ranks first in the West and fifth in the Southeast. Exxon ranks fifth in the Northeast, fourth in the Southeast and fourth in the Southwest. Marathon ranks second in the Great Lakes and third in the Southeast.

In the c-store segment, Circle K appears among the top five in the Southeast and is among the top 10 in the Southwest, Great Lakes and Midwest. 7-Eleven ranks among the top 10 only in the Northeast, but 7-Eleven's Speedway brand ranks third in the Great Lakes.

Large independents have a strong presence in some regions. Wawa ranks first and Sheetz ranks third in the Northeast, and Maverik ranks fifth in the West, but none of them appear in the top 10 in any other region. Casey's is first in the Midwest and fifth in the Great Lakes. And QuikTrip is third in the Southwest and the Midwest.

Grocers took fifth place in two regions, Kroger in the Great Lakes and H-E-B in the Southwest.

Among the warehouse clubs, Costco is second behind Chevron in the West and among the top 10 in the Midwest, and Sam's Club is among the top 10 brands in the Southwest, Midwest and Southeast.

Here are the top five brands in each area:

--Great Lakes: BP (9.72%), Marathon (9.63%), Speedway (8.63%), Shell (8.19%) and Kroger (5.93%)

--Midwest: Casey's (16.91%), Phillips 66 (9.01%), QuikTrip (7.06%), Cenex (4.35%) and Shell (3.95%)

--Northeast: Wawa (9.61%), Sunoco (7.91%), Sheetz (7.78%), Shell (6.52%), Exxon (6.34%)

--Southeast: Shell (10.84%), Circle K (9.17%), Marathon (6.29%), Exxon (5.83%), Chevron (5.24%)

--Southwest: Valero (10.57%), Shell (8.61%), QuikTrip (7.63%), Exxon (7.53%), H-E-B (6.65%)

--West: Chevron (13.54%), Costco (11.72%), Shell (7.96%), Arco (7.35%), Maverik (5.67%)

--Reporting by Donna Harris

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Court Dismisses Challenge to Denver's Restrictions on New Gasoline Stations

A new twist in the growing number of local bans on new gasoline stations survived a legal test in a Colorado court.

A judge with the Denver District Court earlier this month dismissed a lawsuit filed by one of the largest U.S. fuel retailers challenging Denver's restrictions on new retail fuel stations.

The Denver City Council in February passed an ordinance prohibiting new gasoline stations within a quarter mile of an existing station, within a quarter mile of a light rail transit station or within 300 feet of a low-intensity residential district.

The restrictions took effect on Feb. 25 but were applied retroactively. Only sites under development before May 13, 2024, could go forward as planned, according to city records.

QuikTrip sued Denver officials in March saying it had spent money and time developing several sites before the restrictions took effect in February. The city had rejected the projects because work on the sites got underway after the retroactive deadline, legal sources said.

QuikTrip is "disappointed" with the court's decision and is "evaluating next steps with respect to the ordinance," a spokeswoman said Thursday in an email. The company is "committed to being a good neighbor and providing best-in-class services at our existing stores in Denver."

The Denver City Attorney's Office on Wednesday said it is "pleased" with the court's decision and "committed to advancing land use policies that support thoughtful growth and serve the best interests of the city and its residents."

At least a dozen U.S. city or county governments have passed moratoriums, bans or partial bans on new gasoline stations, most of them in California.

The California Fuels & Convenience Alliance in 2023 was worried California could pass a statewide ban and hired research firm Capitol Matrix Consulting to study the impact of the restrictions.

The firm concluded the legislation could sink small businesses and result in the loss of hundreds of jobs. The study also said the restrictions could reduce competition and lead to higher prices at the pump.

Grier Bailey, executive director of the Colorado/Wyoming Petroleum Marketers Association, said the association's board was divided on the Denver ordinance when the city council considered it earlier this year.

"The Denver council could have done much worse," Bailey said in a Wednesday email. "The retroactive part was something that I have never seen before and hope to never see again. QuikTrip made good faith agreements and entered into contracts that were essentially swept away."

--Reporting by Donna Harris

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No Federal Tax on Tips

The Act creates a tax deduction for "qualified tips." The following conditions apply:

- The deduction is capped at \$25,000 per year. This amount is reduced by \$100 for each \$1,000 by which the taxpayer's modified adjusted gross income exceeds \$150,000 (\$300,000 in the case of a joint return).
- To be considered a "qualified tip," the amount must: (a) be paid voluntarily without any consequence in the event of nonpayment; (b) not be the subject of negotiation; and (c) be

determined by the payor. Thus, for example, a mandatory service charge imposed by the employer for a banquet will not qualify for the deduction, and neither will a required gratuity that a restaurant adds automatically to a bill for large parties.

- While the deduction applies to "cash" tips only, the Act broadly defines "cash" tips to include tips paid in cash or charged, as well as tips received by an employee under a tip-sharing arrangement. This definition excludes tips that are "non-cash," such as tangible items like a gift basket or movie tickets.

- To qualify for the deduction, the tips must be received by an individual engaged in an occupation that customarily and regularly received tips on or before December 31, 2024.

The Act requires the Treasury secretary, within 90 days, to publish a list of qualifying occupations.

A tip does not qualify for deduction if it was received for services: (a) in the fields of health, law, accounting, actuarial science, performing arts, consulting, athletics, financial services, or brokerage services; (b) in any trade or business where the principal asset of such trade or business is the reputation or skill of one or more of its employees or owners; or (c) that consist of investing and investment management, trading, or dealing in securities, partnership interests, or commodities.

The Act requires employers to include on Form W-2 the total amount of cash tips reported by the employee, as well as the employee's qualifying occupation.

For 2025, the Act authorizes the reporting party to "approximate" the amount designated as cash tips pursuant to a "reasonable method" to be specified by the Treasury secretary.

Employers are still required to take taxes out on overtime and tips. We recommend that employers coordinate with their payroll provider or certified public accountant (CPA) to assist with changes to W-2 reporting.

FDA Grants Marketing Orders for JUUL System

The U.S. Food and Drug Administration (FDA) has given its nod for the JUUL System to remain on the market in the United States.

The FDA's marketing granted orders (MGOs) come a little more than a year after the agency rescinded the marketing denial orders (MDOs) it issued in June 2022 against the premarket tobacco product applications (PMTAs) submitted by Juul Labs Inc.

According to Juul Labs, the company submitted more than 110 scientific studies to the FDA covering nonclinical, clinical and behavioral science as part of its 2020 PMTAs.

The FDA's MGOs cover the on-market JUUL System, which is a closed, cartridge-based nicotine vapor product that utilizes proprietary heating technology to aerosolize and deliver nicotine without combustion. The JUUL System is comprised of the JUUL Device and JUULpods. JUULpods are pre-filled with a nicotine-containing e-liquid formulation, which varies by tobacco or menthol flavor and

nicotine concentrations of 5% (59 milligrams/milliliter) and 3% (35 milligrams/milliliter).

On June 23, 2022, the FDA initially issued its MDOs for all of Juul's products marketed in the U.S. at the time. The agency had determined that the applications lacked sufficient evidence regarding the toxicological profile of the products to demonstrate that the marketing of the products met the public health standard required by law.

However, the following month, the agency administratively stayed the MDOs after determining that certain scientific issues warranted additional review.

Motorists' Concerns Over Scams Lead to Confusion Over Tap-to-Pay Stickers

Consumer fears over possible fraud at fuel dispensers created some unfounded concerns at a number of retail gasoline stations in multiple states earlier this month and in June.

A number of customers noticed that new stickers bearing the tap-to-pay symbol were pasted over the existing tap-to-pay symbols on pumps. They assumed the stickers were a scam that could be used to divert their credit card payments to fraudsters and alerted the public on social media.

"Heads up, y'all," one customer said in a June 19 Facebook post. "People are putting stickers that look exactly like the 'tap' part of the gas pump that have small microchips in them to steal your info. This is the latest scam - beware!"

But the stickers were not fraudulent, the Texas Financial Crimes Intelligence Center said July 3 in a news release.

"While we all need to stay vigilant as criminals become savvy, there are no legitimate instances reported where tap-to-pay stickers have been used to steal data," Jeff Roberts, the center's operations captain, said in the release.

"The decals shown in social media posts appear to be standard industry stickers used to replace worn or hard-to-see tap-to-pay terminals. If you notice any stickers or devices that seem to interfere with tap-to-pay transactions, report them to the gas station immediately and avoid swiping your card for payment."

The center said tap-to-pay options - especially using a payment app - remain the safest way to pay for fuel at the pump.

Roberts said this week in an interview that he did not know how many stations experienced confusion over tap-to-pay stickers. He said police were getting inquiries from consumers, and fuel customers were peeling off the stickers and bringing them into stores to tell the staff they had been "skimmed."

Some media outlets picked up the social media posts and "ran them unvetted" saying "beware of a new type of skimmer," he added.

Roberts said crooks will go for the "low-hanging fruit" rather than develop the sophisticated technology required to intercept data from a tap-to-pay system. What's more likely is that thieves will block the tap-to-pay feature so that it

malfunctions and customers have to use the card swipe. A skimmer on the card swipe can then pick up account information from the card's magnetic stripe, he explained.

A tap-to-pay sticker at a QuikTrip fuel dispenser was featured in at least one social media posting and the customer said she planned to take her business to Exxon.

A QuikTrip spokeswoman said this week that the company hasn't lost any business from the false alarms. The retailer responded to concerned customers on social media, assuring them the stickers are not fraudulent.

"QuikTrip is committed to protecting customer payment information and earning trust at every touchpoint," the spokeswoman said Tuesday in an email. "In light of recent viral posts claiming criminals are using tap-to-pay stickers at fuel pumps to steal card data, we want to reinforce what state regulators have already confirmed: These claims are false. The stickers shown in those videos are standard replacements, not tools for fraud, and there are no verified incidents of sticker-related tap-to-pay scams."

Fraudulent stickers have, however, been used in widely reported QR code scams. Fraudsters affix a sticker with a phony QR code over the authentic QR code used for mobile payment. The fake code takes unwary consumers to a fraudulent website that steals their payment information and their money.

--Reporting by Donna Harris

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Texas Officers Make Arrests After Uncovering 'Credit Card Skimmer Factory'

Texas law enforcement officers arrested three Romanian nationals this week in connection with a multimillion-dollar operation that was creating credit card skimmers used on ATMs across the U.S., the Texas Financial Crimes Intelligence Center said in a Tuesday news release.

Victor Marian Tecu, Triussa Gabrielle and Gheorge Ciprian Hilitanu were charged with engaging in organized crime, unlawful interception of electronic communications, tampering with a government document and fraudulent use or possession of credit card or debit card information.

"The three Romanians are believed to be part of a larger transnational criminal organization, and investigation into the group continues," the FCIC said.

A merchant tipped off the FCIC last week after finding a skimmer. The next day, law enforcement officers obtained a search warrant for a Dallas residence.

Investigators found 115 credit card skimmers, \$50,000 in cash, 25 fake IDs and more than 300 payment cards that had been re-encoded with victims' account numbers, the release said.

The FCIC estimated that seizing the skimmers, fake IDs and payment cards may have prevented about \$23 million in additional fraud.

Skimming continues to be a problem at gasoline stations and convenience stores, FCIC Captain Jeff Roberts said in

an interview Wednesday. That includes skimming at the pump, inside the store and at on-site ATMs.

While in this case the findings do not suggest skimmers were planted at gasoline stations, Robert said that with such a large-scale illegal operation, "if you have an ATM you are a possible target."

--Reporting by Donna Harris

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Did You Know

The NYS Association sells 10 Day Petroleum Reconciliation books (dip books). These books have been produced in cooperation with the NYS Department of Environmental Conservation and are intended for use by stations having up to six totalizers for sale of each petroleum product and a total of four petroleum tanks or less. Each book has space for entry of 200 days of record keeping, meaning they will last for slightly more than one-half year.

The price is \$19 per book and includes the cost of shipping. To order, call (518) 452-4367.

When Is The Best Time To Have Your Clerks Certified To Sell Tobacco?

NOW. Now, before your clerk fails a sting. If your certified clerk fails a sting, you receive one point against your license. If an uncertified clerk fails a sting, you will receive two points against your license. Let's say you train your clerks then. The next failed sting will add another point, making three points. Your license will be pulled for a year, and there is nothing you can do about it.

It still makes sense to have your clerks certified after the first failed sting for two reasons. A certified clerk is less likely to fail that second sting. If they do, the three points will be removed from your license after you serve your suspension. If you don't have your second clerk certified, only three of your four points will be removed and you will be well on your way to another suspension or revocation. Remember training them is not the same as certifying them.

ONE MORE THING TO DO TODAY. CHECK YOUR CLERKS CERTIFICATION. IT EXPIRES AFTER THREE YEARS. IF YOUR EMPLOYEE'S CERTIFICATION IS EXPIRED, IT IS THE SAME AS IF IT NEVER EXISTED.

For more information on certifying your clerks call the association at 518-452-4367

Your Inspection License May be Worth Money

Depending on where you are located, it may be possible to sell your license. Before merely turning it in, contact the association for further information.

DMV Record Retrieval

DMV record retrieval is available to association members and affiliates at a cost of \$12 per record. Additionally, you may order DMV certified paper abstracts of driver's license, vehicle registration, and vehicle title records for an additional fee of \$2 per abstract. Please call (518) 452-4367 or (585) 924-4423.

SERVICE STATIONS REPAIR SHOPS USED CAR DEALER ATTENTION

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NYVIP MESSAGE No. 314

DATE: 07/09/2025

TO: ALL INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: DO NOT DRIVE RECALLS

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

When a car manufacturer or the National Highway Traffic Safety Administration (NHTSA) determines that a certain car make and model has a safety-related defect, they issue a recall and notify the owners about the exact issue. Some of these recalls are elevated to the status of **“Do Not Drive”** when the consequences of the vehicle defect are severe and immediate repair is necessary. In recent years the number of **“Do Not Drive”** recalls issued has increased. The remediation of these important recalls is essential and affected vehicles will need to have these recalls completed prior to the vehicle being inspected.

There are several makes and models that have been affected by **“Do Not Drive”** recalls. When beginning the inspection of an affected vehicle you will receive a message similar to the following:

“INSPECTION MAY NOT PROCEED - Inspector, this vehicle is subject to a “Do Not Drive” warning issued by the manufacturer due to an unrepaired Takata air bag inflator. If the recall has been completed, please call DMV Technical Services at (518) 474-5282 Opt.# 4 for assistance lifting the “Do Not Drive” warning. If the recall has not yet been completed, advise the consumer to contact an authorized dealer to schedule a free repair. Additional information can be found by visiting www.checktoprotect.org and/or www.nhtsa.gov/recalls.”

First, determine if the recalls have been completed.

If they have not been completed, please advise your customer to contact the manufacturer’s authorized dealer to have the **“Do Not Drive”** recalls completed.

If the **“Do Not Drive”** recalls have been completed, the DMV needs proof that the **“Do Not Drive”** recalls have been completed for the inspection block to be lifted. Contact DMV Technical Services at (518) 474-5282 Opt.# 4 M-F with either of these acceptable methods of proof:

- Verification that all **“Do Not Drive”** recalls for the subject vehicle have been completed using recall search sites www.checktoprotect.org, www.nhtsa.gov/recalls, and/or the vehicle manufacturer website. If DMV Technical Services can also confirm there are no **“Do Not Drive”** recalls incomplete DMV will lift the block, and the inspection can then be performed.
- A final invoice from the manufacturer’s authorized dealer where the repair of the **“Do Not Drive”** recalls was completed. This invoice needs to contain a description of what was performed, the appropriate recall number/s, part numbers replaced, and if applicable, the invoice status of **“Complete”** or **“Final”**.

Technical Services can be contacted at (518) 474-5282 option #4, Monday through Friday 8:30am to 4:15pm.

Thank you for your continued participation in the New York State Vehicle Inspection Program.

How to Get a Handle on Operating Expenses

Linda Lisanti

Increasing operational costs are chipping away at convenience store retailers' profitability, but there is a way to get a handle on these costs: be proactive.

Presenting a session on "Reigning In Operating Costs" at the 2025 Convenience Store News Outstanding Independents Summit, retail management consultant John Matthews provided a deep dive into conducting a profit and loss (P&L) statement analysis.

"This is something that is very near and dear to my heart, and something that is going to give you the opportunity to save some money along the way ... and find those hidden pennies that add up to dollars that add up to annual savings that are truly found money," said Matthews, founder and president of Gray Cat Enterprises, a Raleigh, N.C.-based management consulting company that specializes in strategic planning, project management and interim executive management.

Many business owners today only look at their P&L statement at the end of each month, but Matthews declared that a mistake. He advocates for a proactive approach, which means looking at your P&L statement throughout the month and analyzing it line by line.

"I like to get in and look at a profit and loss statement on a line by line basis, not necessarily have an accountant give it to me at the end of the month and tell me, 'Hey John, you either made money or you didn't make money.' I'd rather manage against that profit and loss statement," he explained. "So, if I'm looking at utility expense or I'm looking at telephone expense or I'm looking at certain revenue drivers, I understand how I can better influence those numbers both positively from a revenue standpoint and reducing the expense load.

"I'm a big believer that you can't manage what you don't measure and so, I'm going to try to manage my profit and loss statement throughout the month," he continued. "And you want to be able to unlock those hidden savings in your profit and loss statement because there are things that you can manage differently — you have a lot of variable items."

Managing Both Profit & Loss

Small operators, and really convenience retailers of all sizes, need to understand what things are variable in nature vs. what things are fixed in nature, and how to manage each. For example, cost of goods and labor are variable expenses, while rent is usually a fixed cost. According to Matthews, there are select cases where a retailer can negotiate a fixed cost like rent, but in most cases, it comes down to managing the variable costs.

Areas where small operators can extract savings from their P&L include:

- Utility expense management: Install motion-activated lights; turn off machines when they're not in use; run only one coffee maker at night rather than three or four
- Trash disposal: Right-size the container for each store — trash companies make money based on the size of the container and the frequency of pickup

- Payroll expense: Create schedules based on projected sales; cross-train all employees, which leads to a better workforce, happier employees and reduced turnover
- Repair and maintenance: Put a preventative maintenance schedule in place

On the profit side, small operators have two levers to improve revenue and should use both:

1. Bring new customers into your store — Use local store marketing techniques to reach every customer within a two- to three-mile radius of the business
2. Sell more to customers who are already there — Run combo deals; launch a suggestive sales program; incentivize team members and hold internal contests

"Ultimately, you're trying to keep your employees happy, you're trying to keep them cross trained, you're trying to keep them educated, you're trying to keep them buying into the program and getting excited about success for your store," Matthews said. "I'm a big believer in collaboration."

Planning Ahead

Matthews is also a proponent of planning ahead and setting targets. For many of his clients, he introduces them to what he calls a four wall P&L analysis.

"It's something as simple as what are all my revenues, what are all my expenses. I subtract my expenses from my revenues and that is my operating income," he said. "For those of you that have one location, it's pretty simple. You're just looking at one P&L analysis for that particular store. For others that might have 10 or 15 locations, you're going to want to develop one of these for each of your locations. Every store is going to have a little bit different nuance."

As part of the four wall analysis, Matthews also likes to develop a revenue model and an expense model for certain thresholds of sales, so he can be prepared for various target scenarios.

"So, we may do \$300,000 a year in sales, and I want to understand all the expenses associated with performing at that. And then, what happens if we do \$600,000 or \$1 million dollars? What are all the expenses associated with that?" he stated. "I don't want to leave things to chance. I don't want to have our sales go up \$100,000 and then find out that we lost all that revenue because we didn't manage our expenses along the way."

Paar Melis Releases 2025 Auto Repair Industry Benchmark Report

Paar Melis & Associates has released its 2025 Auto Repair Industry Benchmark Report, providing data on the current state of the independent auto repair sector and consumer preferences.

While the report showed a slight dip in the average monthly sales across the industry, gross profit margins also improved, as well as Paar Melis' core metric—owner pay + profit—continued to rise.

Self-assessments revealed customer service and experience as the most reported strength, with efficiency and productivity once again being the most cited weakness for the second year in a row.

The report examined top performing shops, and compared them with lower-performing shops. Top performers have been implementing smarter pay structures, and using incentives like commissions and retirement plans to attract and retain skilled team members. They're more productive, with tight management of operations, resulting in stronger margins and higher average repair orders. This is combined with intentional investments being made in their people through coaching and training, which benefits both productivity and culture.

On the other hand, the lowest performing shops struggled with high overheads, inconsistent staff performance, and poor cost control.

On the economic front, volatility pervades, and the strongest auto shops are planning for uncertainty through building financial buffers, tightening operations, and communicating clearly with customers when costs change. This is especially important as repair and maintenance costs saw a near 7% increase from the same time last year.

High interest rates are also hurting shops that are trying to finance new equipment, renovations, or carry extra parts stock—though it has also meant fewer consumers purchasing new vehicles. Vehicles between six and 14 years old on the road are expected to grow by 12% from 2020 to 2028.

EV and hybrids still take up a small share of vehicles in operation, but are gradually taking up a larger share with each year. Nearly half of shop owners are planning to expand into EV service within the next five years, and many are already making early investments in training and equipment.

Parts supply has improved since the worst of 2021, but delays continue to be a problem, especially with specialized electronic components and European parts. Some repairers are adjusting by building buffer stock or splitting orders across multiple suppliers, but new tariffs on imported vehicles and auto parts has the potential to impact parts pricing and availability.

Dealership service departments are the biggest competition for independent repair shops. The perception is that they're more equipped to handle complex jobs, particularly for newer European makes. However, dealer appointments are slow to secure, with waits often extending out to five days. Additionally, the average visit costs for dealer service departments have surged in recent years. This has created a real opportunity for independents to lean into what they do best: faster turnaround, competitive pricing, and a more personal service experience. Over a third of mass-market vehicle owners cited faster service as the reason for skipping the dealer.

Price matters too, with another third pointing to lower cost. In addition, satisfaction scores for independent shops have improved sharply, especially in areas like advisor courtesy and turnaround time.

SUPPORT THE REPAIR ACT AND SAVE MONEY

The amount of data collected by modern vehicle on-board systems is staggering. But who owns that data; the vehicle owner or the manufacturer? When it comes to vehicle repair the fight to secure data access for vehicle owners and their chosen independent repair facilities continues. U.S. Representatives Neal Dunn, Brendan Boyle, Warren Davidson, and Marie Gluesenkamp Perez, alongside 12 additional bipartisan members reintroduced the "Right to Equitable and Professional Auto Industry Repair (REPAIR) Act" in the House of Representatives this year. The bill is aimed at giving small independent repair shops the same kind of data access that licensed vehicle dealerships already receive.

"American consumers deserve full control over their vehicle repair and maintenance data to ensure they can find the best service for their vehicle at a reasonable price. Unfortunately, vehicle manufacturers are standing in the way of American consumers accessing their own data to use the repair shop of their choosing, limiting consumer choice," said Congressman Dunn. "For far too long, manufacturers have championed anti-competitive practices by withholding crucial maintenance information, squeezing their customers and independent repair shops.

Your vehicle belongs to you, not the manufacturer. I am introducing the REPAIR Act to provide a binding, workable solution to anti-competitive behavior in the auto repair industry to reaffirm consumer control over their vehicle maintenance data and empower them to work with repair shops big and small."

"Americans are tired of lip service about lowering prices or respecting the trades. We want to be able to fix our own stuff and to be stewards of our stuff and not reliant on a stream of cheap disposable crap. But auto manufacturers have made it increasingly difficult to have real agency," said bill co-sponsor Rep. Gluesenkamp Perez. "It's time for Congress to listen to ordinary Americans and pass right to repair legislation."

The Federal Trade Commission (FTC) has determined that the monopoly that auto manufacturers and their dealers have leads to increased costs to the motoring public. The United States General Accounting Office (GAO) agrees with this opinion.

The cost of repairing a vehicle is simply too high. According to the U.S. Bureau of Labor Statistics, **the cost of auto repair is up 12.5% compared to a year ago**. Additionally, a recent study from the University of Michigan found that **dealerships charge consumers 36% more for repairs compared to independent repair shops**.

WHAT YOU CAN DO

So, what can you do as a vehicle owner to help the "Right to Repair" movement? Demand that the lawmakers that represent you also represent the need for fair and equitable access to all parts of the vehicle care equation. The CAR Association makes it easy to contact your Senator and Congressperson via their website:

<https://carcoalition.com>

Let them know your concerns. The form will ask for your address and automatically identify your representatives, while also drafting a letter to them. It's just that easy.

Please support the Repair Act by using this webpage to send a letter to your federal lawmakers. It will take only 30 seconds.