



110 West Road Suite 500  
Towson, MD 21204

**Testimony to the Senate Judicial Proceedings Committee  
SB 566 -- Vehicle Laws – Registration Renewal – Inspection Requirement  
Position: Favorable**

February 21, 2020

The Honorable Will Smith  
Judicial Proceedings Committee  
2 East, Miller Senate Building  
Annapolis, MD 21401  
cc: Members, Judicial Proceedings Committee

**Dear Chairman Smith, Vice Chair and Committee Members,**

I am an automotive dealer with 9 dealership locations and 3 collision centers all located within the State of Maryland.

I have been pushing to get a bill for the past 4 years but have not been successful until someone put in SB 566. The reason is simple. As an automotive dealer in Maryland, I know and appreciate the rigorous Maryland State Inspection that every car I sell or offer for sale on my lot must pass. This ensures that we sell a car safe enough to be on Maryland roads. HOWEVER, as a dealer that services consumer vehicles (more than 75,000 per year) I am amazed by the condition which many of the cars are in. There is nothing to hold consumers accountable for the safety of their vehicle. Many times, windshields are cracked (not just chipped) and the consumer declines the repair, tires are bald and the consumer doesn't want to replace the tires, headlights are not working properly or breaks are worn through and yet there is nothing that requires them to ever bring their car up to any safety standards unless they sell their car. How is a Maryland Safety inspection supposed to mean anything if only people selling the car are held to any kind of standard.

What lead me to push for a bill like this over the years was when I had a consumer at my MINI cooper store. The vehicle had been modified to be lowered by an outside company. When the consumer brought it in, we identified the problem of complain that the tires were rubbing inside the wheel well and in turn the tire was slowly cutting and could blow at any time. The client declined the repair as he refused to address the issue that the car needed to be raised. As he drove off our lot with the car in the same condition, I was not worried about not selling a service. I live in the area. I was worried that my wife and 3 young kjds, who drive that road on a daily basis, are not at risk that this car, a time bomb for the tire to blow, was out and about. Would this bill have addressed this issue, not necessarily, but it had me thinking of all the cars that haven't had tires replaced in 5 years and breaks that are in failing conditions continuing to drive and put people who are maintaining the safety of their cars at risk.





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We support **SB 566** because it promises to improve vehicle safety and prevent some of the thousands of crashes on state roads each year caused by vehicle defects. By requiring a meaningful review of many of the key safety systems of cars that are more than five years old every two years, the legislation will give drivers an opportunity to fix unsafe brakes, steering systems and other components before they cause someone to get hurt – at the modest cost of \$45 every two years for an inspection.

Marc A. Cohen  
Vice President  
Priority 1 Automotive Group

