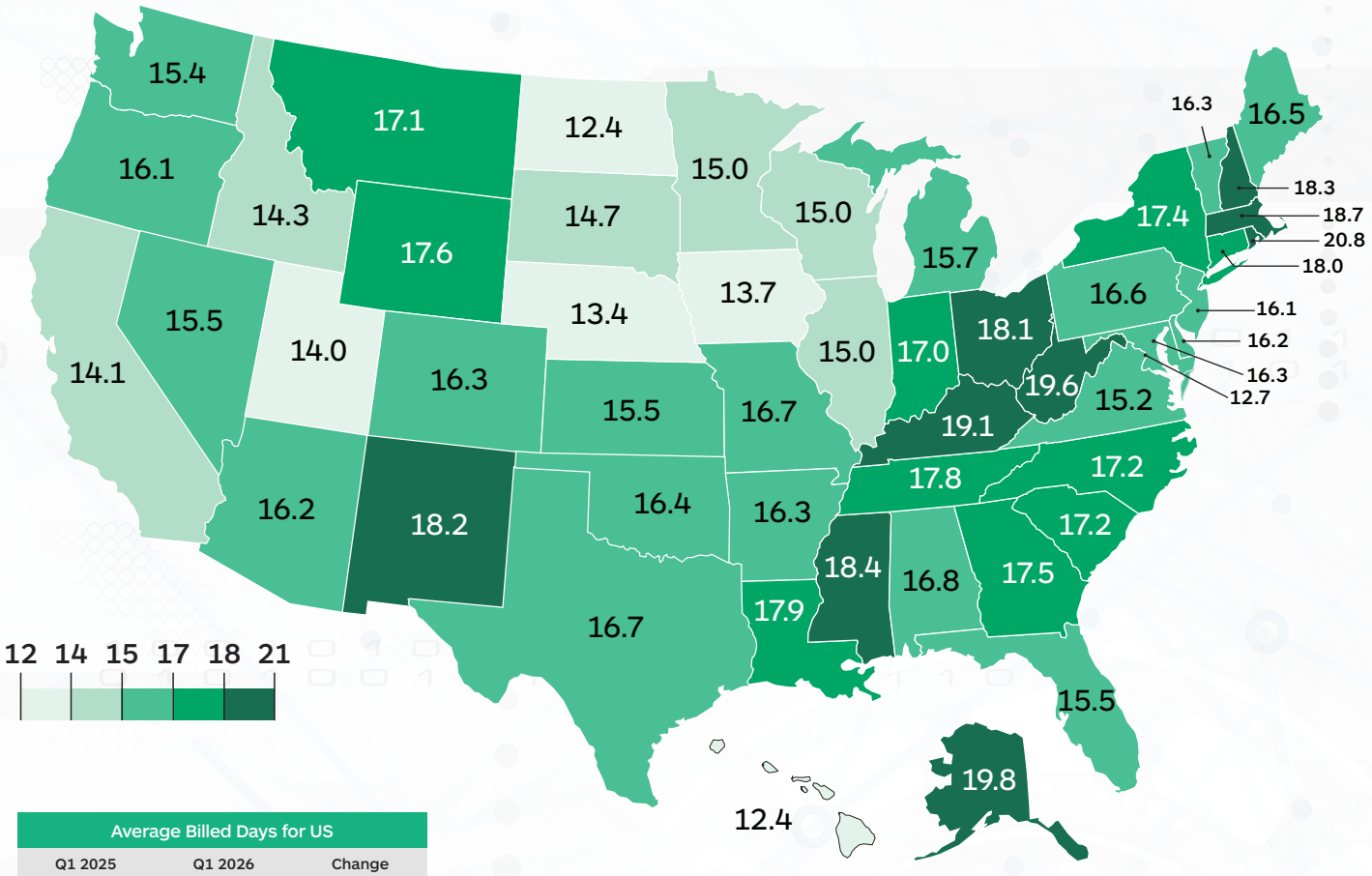
U.S. Length of Rental by State

Q1 2026



Average Billed Days for US		
Q1 2025	Q1 2026	Change
16.7	16.3	-0.4

Average Billed Days for US by State			
State	Q1 2025	Q1 2026	Change
AK	20.8	19.8	-1.0
AL	17.9	16.8	-1.1
AR	17.7	16.3	-1.4
AZ	16.4	16.2	-0.2
CA	14.3	14.1	-0.2
CO	18.9	16.3	-2.6
CT	17.4	18.0	0.6
DC	13.0	12.7	-0.3
DE	17.2	16.2	-1.0
FL	16.7	15.5	-1.2
GA	19.0	17.5	-1.5
HI	12.6	12.4	-0.2
IA	13.8	13.7	-0.1
ID	14.9	14.3	-0.6
IL	14.4	15.0	0.6
IN	16.7	17.0	0.3
KS	15.9	15.5	-0.4

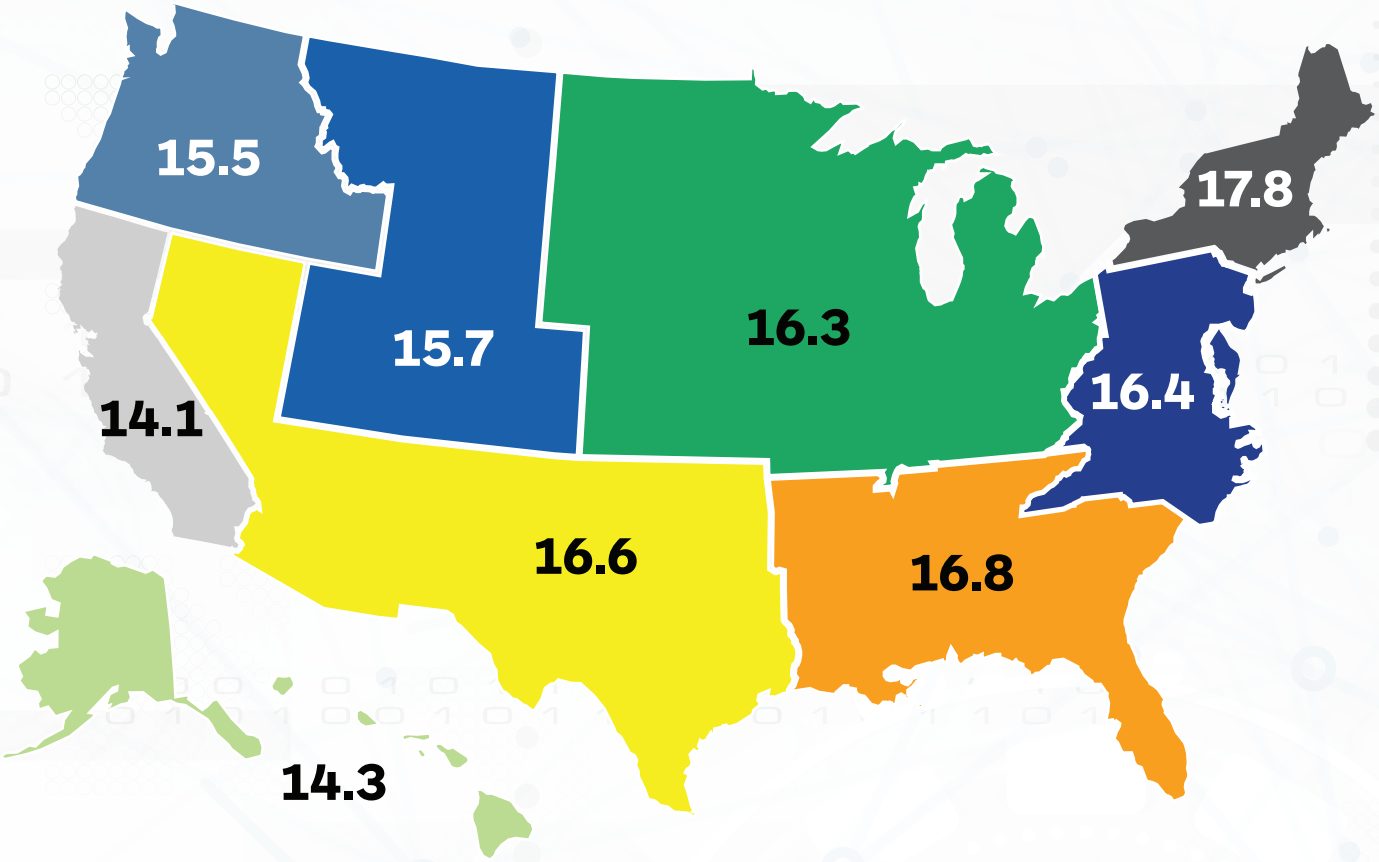
Average Billed Days for US by State			
State	Q1 2025	Q1 2026	Change
KY	18.7	19.1	0.4
LA	19.0	17.9	-1.1
MA	18.4	18.7	0.3
MD	16.9	16.3	-0.6
ME	16.4	16.5	0.1
MI	15.2	15.7	0.5
MN	14.1	15.0	0.9
MO	17.4	16.7	-0.7
MS	17.9	18.4	0.5
MT	16.4	17.1	0.7
NC	17.9	17.2	-0.7
ND	12.0	12.4	0.4
NE	15.3	13.4	-1.9
NH	17.9	18.3	0.4
NJ	15.9	16.1	0.2
NM	19.8	18.2	-1.6
NV	15.9	15.5	-0.4
NY	17.0	17.4	0.4

Average Billed Days for US by State			
State	Q1 2025	Q1 2026	Change
OH	17.3	18.1	0.8
OK	19.2	16.4	-2.8
OR	17.9	16.1	-1.8
PA	16.6	16.6	0
PR	16.9	16.1	-0.8
RI	19.6	20.8	1.2
SC	18.5	17.2	-1.3
SD	15.2	14.7	-0.5
TN	17.8	17.8	0
TX	17.4	16.7	-0.7
UT	14.8	14.0	-0.8
VA	15.8	15.2	-0.6
VT	16.6	16.3	-0.3
WA	16.2	15.4	-0.8
WI	14.7	15.0	0.3
WV	20.7	19.6	-1.1
WY	16.4	17.6	1.2

*Source: Enterprise Rent-A-Car. Includes ARMS® Insurance Company Direct Billed Rentals.

U.S. Average Length of Rental by Region

Q1 2026



Average Billed Days for US by Region			
Region	Q1 2025	Q1 2026	Change
California	14.3	14.1	-0.2
Mid-Atlantic	16.7	16.4	-0.3
Midwest	15.9	16.3	0.4
Mountain	17.4	15.7	-1.7
Northeast	17.5	17.8	0.3
Northwest	16.5	15.5	-1.0
Pacific	14.6	14.3	-0.3
Southeast	17.9	16.8	-1.1
Southwest	17.3	16.6	-0.7

*Source: Enterprise Rent-A-Car. Includes ARMS® Insurance Company Direct Billed Rentals.

United States Overall

Overall length of rental (LOR) for collision-related rentals in Q1 2026 was 16.3 days, a 0.4-day decline from Q1 2025. Last year, in Q1 2025, we observed a decline of 0.9 days from Q1 2024, when overall LOR was 17.6 days. We have previously discussed the outsized impact on LOR in 2022 and 2023, given the post-COVID effects of vehicle production and supply chain issues. When we compare Q1 2026 to Q1 of 2020, overall LOR is currently 3.1 days higher; LOR in Q1 2020 was 13.2 days. And in Q1 2019, overall LOR was even lower at 12.8 days.

John Yoswick, editor of the weekly *CRASH Network* newsletter, offered some insights from data he's received: "Some reduction in LOR in Q1 could be based on shops' ability to get repairs started faster. The "Who Pays for What?" survey of 600 shops conducted in January by Collision Advice and *CRASH Network* found that the average scheduling backlog of work at shops around the country was 1.8 weeks. That was up modestly from the prior quarter – but down from 2.6 weeks in Q1 2025," Yoswick said. "Fewer than 10 percent of shops had backlogs of four weeks or more; that was about half the percentage with that length of backlog in the first quarter a year earlier. At the other end of the spectrum, 18 percent of shops reported having no backlog at all, being able to schedule new work in immediately; that was up from less than 12 percent of shops in Q1 2025."

Yoswick added that "average shop backlogs varied widely by region. "The West region, which includes Arizona, California and Nevada, continued to report the shortest backlog in the country, at just under one week, on average. Shops in the Northeast, along with Alaska and Hawaii, had average backlogs of about 2.5 weeks in Q1 2026."

Rhode Island recorded the highest LOR at 20.8 days, followed by Alaska (19.8 days) and West Virginia (19.6 days). Hawaii and North Dakota had the lowest LOR at 12.4 days each, followed by DC at 12.7 days. Rhode Island and Wyoming (17.6) had the highest LOR increases with both states' results marking a 1.2-day increase over Q1 2025. An additional 16 states had higher results in Q1 2026 versus Q1 2025. Oklahoma (16.4) had the largest decrease, with a 2.6-day drop. A total of 14 other states saw their Q1 2026 results decrease by at least a day.

We reached out to Greg Horn, Chief Industry Relations Officer at PartsTrader, an Enlyte company, for insight – given that parts are the largest cost portion of the repair estimate and delays in parts delivery impact cycle time: "Looking at the median vs. a simple average helps identify any outliers that could affect cycle time. The median plus two standard deviations fell a full day for Q1 2026 vs the same quarter in 2025. PartsTrader data reports a two-day decline in North Dakota's delivery days, and increases in the delivery days in Minnesota, Wyoming, Ohio and Rhode Island," Horn said. "The similarity in parts delivery data for those parts that are experiencing delays verifies that parts delays are a major cause of longer rental length. With recent reports of automotive grade aluminum supply shortages, we may see delays in obtaining replacement aluminum panels, and a potential increase in repairable rental days."

Ryan Mandell, VP of strategy and market intelligence for Mitchell International, also added some relevant insights, noting that "the percentage of parts repaired continues to increase, reaching 16.2 percent (undeveloped) compared to 14.4 percent in Q1 2025 (fully mature)." He went on to add, "Repairing more parts allows shops to not only achieve higher margins but also faster cycle times, further contributing to reductions in LOR. The use of alternative parts increased to 41.6 percent in Q1 2026 (undeveloped), a rise from 39.5 percent (fully mature) in Q1 2025." Mandell also added, "The average deductible is up slightly from Q1 2025 ($832 vs $819), but it appears that the trend is showing signs of stabilization."

Drivable

For rentals associated with drivable claims, LOR was 15.0 days, a 0.2-day decline from Q1 2025. Rhode Island had the highest drivable LOR at 19.4 days, followed by Alaska at 17.7 days and Kentucky and Massachusetts at 17.4 days each. North Dakota recorded the lowest LOR at 10.6 days, with Hawaii (11.0) and DC (11.4) the next-lowest. Minnesota (14.2) and Wyoming (16.2) both saw their results increase by 1.1 days, with Ohio (16.4) and Rhode Island each up one full day. Sixteen states plus DC all saw drivable LOR increases. Oklahoma's results of 15.5 days represented a 2.5-day decrease, closely followed by Colorado (15.3) with a 2.3-day decline. Seven other states had a drivable decrease greater than one full day,

Non-Drivable

LOR for non-drivable vehicles was 22.4 days, a 0.5-day decline from Q1 2025. Alaska had the highest non-drivable LOR at 29.7 days, followed by West Virginia at 28.8 days and Vermont at 27.1 days. DC had the lowest non-drivable LOR at 18.5 days, followed by Nebraska (19.6) and California (19.8). Wyoming (26) saw the largest increase of 2.8-day from Q1 2025. Vermont (27.1), Rhode Island (25.7), North Dakota (21.8), Montana (25.5) and Iowa (20.3) all had non-drivable increases greater than one full day. Thirteen additional states had increases of less than one day. However, sixteen other states plus DC had non-drivable LOR decreases. Oregon (22.5) saw the largest year-over-year drop of 2.8 days, followed by Nebraska (19.6) and New Mexico (26.0), down 2.7 days and 2.6 days, respectively.

Total Loss

LOR associated with total loss claims in Q1 2026 was 14.9 days, a 0.1-day drop from Q1 2025. West Virginia had the highest total loss LOR at 19.4 days, followed by South Dakota (18.8) and New Hampshire (17.8). Iowa had the lowest total loss LOR at 12.8 days, followed by North Dakota (12.9) and Florida (13.2). For year-over-year increases, South Dakota was an outlier with results up 5.7 days from Q1 2025. Next-highest were Rhode Island (+1.9 days) and Vermont (+1.6 days). Alaska had the largest total loss LOR decrease, down 3.3 days from Q1 2025, followed by Alabama and Hawaii, each down 1.8 days.

Summary

While LOR continues to decrease, outlying highs, challenging market and economic conditions could have impacts on future results.

Yoswick offered some thoughts about staffing and productivity, saying, “Heading into Q1 2026, both the number of production employees at shops – and the aggregate number of hours those employees were working – were down. Data from the U.S. Department of Labor’s Bureau of Labor Statistics showed the total number of production employees in the industry dropped by half a percent in November 2025 compared to October 2025, following a nearly 2 percent drop the month before. The average number of hours they worked each week also fell about 1.3 percent from the prior month.” However, Yoswick shared that “more recent survey findings may indicate some reversal in that trend. *CRASH Network* survey data reported in January 2026 found that more shops were looking to hire technicians. More than 2 in 5 shops said they would hire a body technician right away if a qualified applicant came along, and about 1 in 5 shops said they would hire two or more techs. Just 31 percent of shops said they wouldn’t hire any, down from 44 percent who said that in mid-2025.”

As always, Enterprise is committed to partnering with repairers, insurers and suppliers on all the issues impacting repair times and LOR. Through foundational support provided by the Enterprise Mobility Foundation, Enterprise is spearheading the Collision Engineering Career Alliance, designed to address the ongoing worker shortage and increased demand for highly skilled technicians in the collision repair industry.

For more information, visit www.beacollisionengineer.com.