



July 21, 2026

The Honorable Ted Cruz
Chair
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, D.C. 20510

The Honorable Maria Cantwell
Ranking Member
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, D.C. 20510

Re: Oppose Senator Luján's REPAIR Act Amendment

Dear Chairman Cruz and Ranking Member Cantwell:

As the Senate Commerce, Science, and Transportation Committee considers S. 4429 (*Connected Vehicle Security Act of 2026*) this week, we urge you and your colleagues to reject a controversial [amendment](#) Sen. Ben Ray Luján may offer that would attach the introduced "Right to Equitable and Professional Auto Industry Repair Act" (REPAIR Act) to the legislation.

We support vehicle right to repair. But we oppose the *REPAIR Act*, a bill backed by insurance companies and national parts retailers that requires automakers to provide third parties with access to sensitive vehicle and driver data.

Automakers already make repair instructions, tools and diagnostic codes available to dealers and to independent repairers. That's one reason more than 75 percent of post-warranty vehicle work today happens at independent repair shops.

The true purpose of the REPAIR Act is to expand access to sensitive driver and vehicle data, enable the reverse engineering of genuine OEM parts, and encourage the use of non-OEM parts. These provisions would primarily benefit insurers by lowering payouts to customers for vehicle repairs, while raising significant concerns about consumer [privacy](#) and vehicle safety.

Among the problematic provisions, the *REPAIR Act*:

- Poses a risk to consumer privacy and data security by granting entities other than repair shops wireless access to vehicle data.
- Opens the door for hostile foreign actors and data brokers to gain access to sensitive data about the operations of vehicles under the guise of “repair support.”
- Reduces consumer choice by allowing insurance companies to mandate the use of less safe or reliable automotive parts.
- Permits the installation of untested, recycled, or remanufactured parts – regardless of quality – into highly sensitive safety systems, including brakes and airbags.
- Undercuts cybersecurity best practices implemented by auto manufacturers, including secure authentication, to prohibit unauthorized access to safety critical vehicle systems.
- Increases federal regulations and empowers the Federal Trade Commission (FTC) to “expand” the definitions of the bill and rewrite the legislation.

The REPAIR Act will also have a negative impact on thousands of skilled dealership technicians whose jobs depend on performing safe, manufacturer-trained repairs and who have invested years in developing specialized expertise on today’s advanced vehicles. The REPAIR Act would undermine the significant investments dealerships and their technicians make in ongoing training, certification, and specialized equipment, putting high-quality and family-supporting technician jobs at risk.

The REPAIR Act is a flawed proposal that should not move forward. We urge you to oppose Sen. Luján's amendment and ensure the REPAIR Act does not advance through the Senate Commerce, Science, and Transportation Committee.

Sincerely,

Alliance for Automotive Innovation

International Association of Machinists (IAM Union)

National Automobile Dealers Association