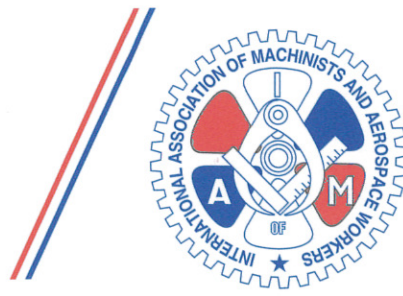


**International  
Association of  
Machinists and  
Aerospace Workers**



9000 Machinists Place  
Upper Marlboro, Maryland 20772-2687

Area Code 301  
967-4500



OFFICE OF THE INTERNATIONAL PRESIDENT

February 23, 2022

Dear Rep. Bobby Rush,

On behalf of the thousands of highly-skilled automotive dealership technicians that the International Association of Machinists & Aerospace Workers (IAM) represents, I write to you today in strong opposition of your recently introduced Right to Equitable and Professional Auto Industry Repair Act (H.R. 6570), also known as the REPAIR Act.

This proposed federal legislation risks vehicle safety and threatens working conditions such as fair wages for scores of workers in your representative district, including members of the IAM Mechanics Union Local 701. Should the REPAIR Act become law, it would completely negate the collective bi-partisan efforts of Illinois' state bill HB-3940, which was signed into law by Gov. J.B. Pritzker last year.

IAM Mechanics' Union Local 701 championed the state bill from its onset along with the assistance from the Illinois State AFL-CIO, the Chicago Federation of Labor and the Chicago Automobile Trade Association.

The HB-3940 was intended to finally fairly compensate the automobile dealerships, which in turn, would fairly compensate the technicians working on warranty repairs at the retail rate. This collaborative effort was a bi-partisan effort to finally address the shortcomings paid from the manufacturers. This new law finally addresses concerns within our industry, which includes poor retention as technicians were leaving due to the pay methodology, as well as failure to attract youth to this highly-skilled craft. This state law is intended to remedy the nationwide technician shortage.

Illinois, along with Wisconsin and California, now has legislation that addresses a form of additional compensation from the manufacturer's association. Illinois now has a method that compensates the dealership and the technicians performing the highly-skilled work at the retail rate of pay instead of the warranty rate of pay.

Unfortunately, should REPAIR Act pass, it would allow non-factory-trained independent garages to perform work and repairs on customer's vehicles and be compensated by the manufacturer at the lesser rate, which completely undermines the Illinois state law.

It also runs the risk of having repairs done incorrectly, creating a safety concern to the public. Safety of motorists is top priority of dealership technicians, who are tasked with the important job of maintaining and repairing vehicles correctly, and keeping our nation rolling.

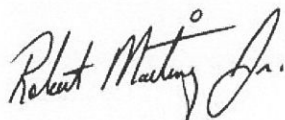
Dealership technicians are life-long learners of education throughout their careers working for a dealer. They are constantly brought up to speed on the proper and safe repair of vehicles. Independent garages are not privy to this proprietary information or training.

The REPAIR Act is nothing more than the manufacturers panicking over the new Illinois state law, and are now attempting a federal change that would prevent any other state from drafting similar legislation.

It is for these reasons that I am in strong opposition of your proposed legislation, the REPAIR Act.

If you have any questions, please contact IAM National Political & Legislative Director Hasan Solomon at (301) 967-4575 or [hsolomon@iamaw.org](mailto:hsolomon@iamaw.org).

Sincerely,

A handwritten signature in black ink that reads "Robert Martinez, Jr." with a stylized flourish at the end.

Robert Martinez, Jr.  
International President