

Timothy Winkeler
Falmouth
LD 292

Thank you committee members for reading my testimony. When you strip away all the politics, at the heart of this Automotive Right to Repair topic are two issues that must be addressed which we believe the bill addresses. (1) Remote access capabilities for independent repairers - so that carmakers cannot lock consumers into carmakers own repair network by architecting their vehicles' technological systems to require remote access for diagnosis that can only be accessed by carmakers and their dealership network, and (2) making the right to access vehicle data by independent repairers and vehicle owners THE LAW. It has never been coded into law before - in 2013 the carmakers agreed to a MOU (Memorandum of Understanding) that is not enforceable by law. Consumers need laws with enforceability to ensure will be able to have their car repaired at the independent repairer of their choice well into the future - that is at risk with today's vehicle technologies.