



**MOTORCYCLE  
INDUSTRY  
COUNCIL®**

January 2, 2026

The Honorable Chip Curry  
Chair, Jt. Housing and Economic Development  
Committee  
3 State House Station  
Augusta, ME 04333

The Honorable Traci Gere  
Chair, Jt. Housing and Economic Development  
Committee  
3 State House Station  
Augusta, ME 04333

**RE: Exclude Motorcycles from LD 1908**

Dear Chair Curry and Chair Gere:

Companies represented by the Motorcycle Industry Council (MIC), a not-for-profit, national trade association representing hundreds of manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods and services, and members of allied trades, **urge you to specifically exclude motorcycles from LD 1908, as Colorado, Massachusetts, Minnesota, and New York have done.**

Frequently, digital right to repair legislation that has been introduced includes overly broad requirements capturing the majority of consumer products. Motor vehicles and off-road equipment, including ATVs and recreational vehicles, are appropriately excluded from LD 1908. **However, LD 1908 cites the definition of motor vehicle used in §1171, which specifically excludes motorcycles. This is likely an oversight by the legislative bill drafters.** It would be inappropriate to include any motor vehicle, including motorcycles and off-highway vehicles, in a proposed law targeting digital electronic equipment. We urge you to clarify that motorcycles are not subject to such proposed law.

We have serious safety concerns relating to the inherent danger of allowing non-factory trained technicians, untrained mechanics, and owners to perform certain work on motorcycles if they are captured under any digital right to repair legislation. Unlike typical digital electronics such as cellphones, manipulating of powersports emissions or safety controls, whether intentionally or unintentionally, could lead to product failure and even cause injury or death. Manufacturers require dealers to attend regular technical training programs to instruct them on how to use the website and specialty tools and receive highly technical training. This training and knowledge is extensive and vital to ensure the correct repair of the product line.

Digital right to repair legislation capturing motorcycles would economically harm Maine's franchised dealers, which are primarily small businesses. Dealers have invested heavily in training, special tooling, and equipment to service vehicles. This investment is substantial in terms of both time commitment for training and a monetary commitment for special tools and their facility. If tools and technical information are provided to customers and unauthorized independent repair shops, the franchised dealer's investment is compromised. In 2024, the value of the powersports retail marketplace in Maine was \$346 million with an estimated 9,000 new powersports retail sales and 97 powersports retailers in the state.<sup>1</sup>

Litigation risk is another concern associated with allowing non-factory trained technicians to perform certain work on motorcycles and off-highway vehicles. If environmental or safety override attempts result in clean air violations, destruction of property, injury, or death, manufacturers are likely to be swept up in lawsuits, regardless of who may be liable for such damage and injuries.

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<sup>1</sup> Motorcycle Industry Council's 2024 "Economic Impact of the Powersports Industry"

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In 2023, New York (AB 7006 and SB 4104) and Minnesota (SF 2744), and in 2024, Colorado (HB 1121) enacted digital right to repair legislation that specifically excluded both motorcycles and off-highway vehicles from the digital right to repair provisions. We urge that LD 1908 be amended as follows, as New York, Minnesota, and Colorado recently enacted:

*4. Digital electronic equipment; equipment.*

*“Digital electronic equipment” does not include:*

*A. A motor vehicle, including a motorcycle, that is designed to transport individuals or property on a street or highway and is certified by a motor vehicle manufacturer under all requirements for the distribution and sale of motor vehicles in the United States;*

~~*10. Motor vehicle. “Motor vehicle” has the same meaning as in section 1171, subsection 11 and includes any component or part of the motor vehicle.*~~

Sponsors of similar bills in other states have also incorporated these suggested edits. We don’t believe it is your intent to capture these vehicles and we respectfully request that the legislation be amended to exclude these vehicles. **Absent an amendment, we oppose the bill.**

Thank you for your consideration of our comments. Should you have any questions, please contact me at 571-684-6144.

Sincerely,



Scott P. Schloegel  
Senior Vice President, Government Relations

cc: Jt. Housing and Economic Development Committee Members