



**MOTORCYCLE
INDUSTRY
COUNCIL®**

February 17, 2026

The Honorable Chip Curry
3 State House Station
Augusta, ME 04333

RE: Exclude Motorcycles from Automotive Right to Repair Provisions in SP 899/LD 2211

Dear Senator Curry:

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 exclude motorcycles from SP 899/LD 2211 for the reasons outlined below:

1. Motorcycles are excluded from the Massachusetts right to repair law.
2. LD 1228 (2025) clarified several definitions in the automotive right to repair law, including that “motor vehicle” does not include motorcycles or all-terrain vehicles. LD 1228 passed both Houses but was unfortunately vetoed by the Governor.
3. Not all motorcycles have the prescribed SAE or ISO interfaces.
4. Franchised dealers, which are Maine small businesses, will be economically harmed.
5. Non-factory trained technicians working on motorcycles is a serious safety concern as is the litigation risk of untrained individuals performing work on such vehicles.

Motorcycles are excluded from the Massachusetts right to repair law

It appears the intent of Maine law is to model the Massachusetts right to repair law. Motorcycles were ultimately excluded from the Massachusetts right to repair law (and automobile MOU) because they are different than automobiles in terms of the diagnostic connector standard mandated by motor vehicle right to repair laws. Motorcycles cannot comply with provisions typically included in motor vehicle right to repair legislation. Therefore, Massachusetts legislators specifically excluded motorcycles from the definition of motor vehicle for purposes of the right to repair law ([Chapter 93K](#)). Off-highway vehicles are also excluded from Massachusetts law because it applies only to on-highway motor vehicles. In Maine’s 2025 legislative session, this was accomplished by clarifying the definition of “motor vehicle” does not include motorcycles or all-terrain vehicles in LD 1228. In SP 899/LD 2211, this can be accomplished by the following suggested language:

“Motor vehicle” means a self-propelled vehicle that has a seating capacity of not more than 15 persons, including the operator, and is not operated exclusively on railroad tracks. “Motor vehicle” does not include a motorcycle or all-terrain vehicle as defined in Title 12, section 13001, subsection 3.

Not all motorcycles have the prescribed SAE or ISO interfaces

These interfaces were developed for the United States EPA emission standards mandate for cars and trucks equipped with on-board diagnostic (OBD) systems. On-highway motorcycles are not subject to EPA requirements for on-board diagnostic systems. The SAE J1962 (connector standard) mandated by J2534 for “diagnostic connector” specifically applies to passenger cars, light and medium duty trucks, and heavy trucks. **This standard does not apply to motorcycles** and compliance would require major engineering changes for motorcycles, both software and hardware, and would take several years to implement (unlike autos which already have the connector).

Small Business Franchised Dealers

A right to repair law capturing motorcycles would economically harm Maine small business franchised dealers. Dealers have invested heavily in training, special tooling, and equipment to service vehicles. Franchised dealers sign a dealer agreement giving them access to service information, technical expertise, and special tools required to diagnose and repair original equipment products. This is a substantial monetary investment. 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.¹

Safety and Litigation Concerns

Serious safety concerns exist relating to the inherent danger of allowing non-factory trained technicians, untrained mechanics, and owners to perform certain work on motorcycles. For example, today’s vehicles often include systems that control emissions, stability, antilock brakes, cruise control and adaptive cruise control, and a host of other activities. Many of these systems are government-mandated or regulated. Untrained individuals or illegal tampering with coding could cause vehicle failure, endanger vehicle drivers/riders, and increase emissions in violation of government standards.

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

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: Housing and Economic Development Committee Members

¹ Motorcycle Industry Council’s 2024 “Economic Impact of the Powersports Industry”