



Re: Support for LD 2211 – Ensuring Fair Access to Vehicle Repair Data in Maine

Dear Chair and Members of the Committee:

On behalf of the Commercial Vehicle Solutions Network (CVSN), we write to express our strong support for LD 2211 and its goal of ensuring that vehicle owners and the independent repair community in Maine have fair access to the information, tools, and data necessary to maintain and repair modern vehicles.

CVSN represents nearly 3,000 member locations nationwide across the commercial vehicle aftermarket, including distributors, independent repair facilities, suppliers, and service providers who collectively support the safe and efficient operation of America's heavy-duty fleet. Our members serve fleets of all sizes, including those operating in rural and geographically dispersed regions like much of Maine.

Modern vehicles, particularly commercial trucks, are increasingly defined by software, telematics, and remote diagnostics. Historically, vehicle owners and independent repair professionals accessed diagnostic and service information directly through onboard systems. Today, however, much of that same repair-relevant information is transmitted wirelessly to manufacturer-controlled servers, where access may be restricted by design or contract rather than by technical necessity. This shift risks limiting competition and reducing the ability of vehicle owners to choose where and how their vehicles are serviced.

LD 2211 addresses this issue by restoring parity. The legislation does not regulate pricing, dictate business relationships, or require disclosure of proprietary engineering information. Instead, it ensures that the same repair and diagnostic information made available to authorized networks is also available to vehicle owners and the independent professionals they select to maintain their equipment.

This is particularly important for commercial vehicles, where downtime directly impacts freight movement, construction, utilities, emergency services, and other essential economic functions. Delays in obtaining service can disrupt supply chains and increase costs for businesses and consumers alike.

Equally important, independent repair capacity is not a substitute for manufacturer service networks—it is a necessary complement. The number of vehicles in operation far exceeds the practical service capacity of franchised dealer locations alone, and many fleets operate well beyond warranty periods, when maintenance and repair are overwhelmingly



performed in the independent aftermarket. In rural states such as Maine, where travel distances are significant and service density is limited, maintaining local repair options is essential to keeping vehicles safely on the road.

LD 2211 also preserves intellectual property protections. It does not authorize reverse engineering, disclosure of trade secrets, or unauthorized replication of parts. Existing federal and state IP laws remain fully intact. The legislation simply ensures that the transition from mechanical systems to software-enabled vehicles does not eliminate the long-recognized ability of owners to repair the equipment they purchase.

For more than a century, the commercial vehicle ecosystem has relied on a collaborative, multi-manufacturer environment in which fleets, dealers, suppliers, and independent repair providers work together to keep vehicles operational. The increasing use of software gateways and controlled data access should not disrupt that proven model.

LD 2211 represents a balanced, technology-neutral policy that supports competition, consumer choice, workforce sustainability, and supply-chain resilience without compromising safety, cybersecurity, or intellectual property.

We respectfully urge the Committee to support LD 2211 and ensure that Maine's vehicle owners, businesses, and repair professionals can continue to maintain the equipment that keeps the state's economy moving.

Thank you for your consideration and for your attention to this important issue.

Sincerely,

Kristen Kellogg
Vice President, Government Relations
Commercial Vehicle Solutions Network
303-903-1009
kkellogg@cvsn.org