

State of Maine | 132nd Legislature

Joint Standing Committee on Housing and Economic Development

Testimony of Tom Tucker, Vice President of Legislative Affairs on behalf of Safelite Auto Glass

February 17, 2026

In Support Of:

LD 2211, An Act Implementing the Recommendations of the Automotive Right to Repair Working Group

Senator Curry, Representative Gere, and distinguished Members of the Housing and Economic Development Committee:

My name is Tom Tucker, and I serve as Vice President of Legislative Affairs at Safelite Auto Glass. Thank you for the opportunity to testify today in strong support of LD 2211, legislation that strengthens Maine's Automotive Right to Repair protections and ensures fair access to the vehicle diagnostic and telematics information required to safely repair modern vehicles.

Safelite is the nation's leading vehicle glass and recalibration services provider. Our technicians in Maine and across the U.S. safely restore vehicles equipped with increasingly complex Advanced Driver Assistance Systems (ADAS) — systems that require precise calibration after a windshield replacement. Access to diagnostic data, calibration specifications, and telematics information is essential to perform repairs accurately and return vehicles to manufacturer standards. LD 2211 is critical to ensure that access remains secure, consistent, and fair for all repairers.

In November 2023, Maine voters approved the state's Automotive Right to Repair law by an overwhelming 84% margin, reinforcing that Mainers want control over their own repair choices and access to necessary vehicle data. This law took effect on January 5, 2025, granting owners the right to access telematics-generated mechanical data and authorize independent repair shops to use it.

Recognizing the need for clearer implementation standards, the legislature directed the Attorney General to convene an Automotive Right to Repair Working Group to develop recommendations and evaluate frameworks for managing telematics access. The working group consisted of manufacturers, dealers, aftermarket suppliers, independent repair facilities, consumer advocates, and privacy experts.

LD 2211 builds upon this foundation to ensure that implementation aligns with the intent of voters—and meets the safety needs of Maine drivers.

Safelite supports LD 2211 because modern vehicle safety systems require precise calibration that is impossible without manufacturer repair data and telematics access. To illustrate:

Examples of ADAS Systems Requiring Calibration After Glass Replacement

- **Forward Collision Warning (FCW) & Automatic Emergency Braking (AEB):**
The forward-facing camera mounted to the windshield must be recalibrated after replacement. A misaligned camera can cause the vehicle to brake too late, too early, or not at all.
- **Lane Departure Warning (LDW) & Lane Keep Assist (LKA):**
These systems rely on the same camera to detect lane markings. Calibration ensures the vehicle can correctly identify lane edges; misalignment can cause false warnings or improper steering inputs.
- **Adaptive Cruise Control (ACC):**
ACC uses camera inputs to maintain distance from the car ahead. Without proper calibration, the vehicle may follow too closely or fail to adjust speed safely.
- **Traffic Sign Recognition:**
A camera that is even slightly misaligned may misread speed limits or ignore posted warnings, reducing driver awareness.
- **Road-Edge Detection & Driver Monitoring Systems:**
Many systems detect road curvature and driver attention levels using the windshield-mounted camera. These systems require exact calibration to function properly.

For each of these examples, the repair technician must access:

- OEM calibration instructions
- Diagnostic data
- Telematics-generated mechanical data
- System readiness codes or error logs

LD 2211 ensures that independent repairers—including Safelite—are not locked out of the tools necessary to complete these safety-critical procedures. Even though Maine's right-to-repair law is now in effect, dealers have publicly acknowledged that manufacturers have not yet provided clarity on exactly how telematics access will be delivered to owners or independent shops.

Consumers and repairers are still waiting for consistent, practical access systems — which means that repairers may be unable to perform required calibrations safely or in a timely manner. LD 2211 strengthens the framework needed to deliver on the law's promise. Independent repair shops, including Safelite and local Maine businesses, are vital to keeping repair costs competitive and accessible.

LD 2211 ensures that independent repair remains viable, preserving:

- Competition
- Affordability
- Faster repair turnaround
- Local economic support

Maine's existing law requires dealers to inform buyers at the point of sale about their right to access telematics data. It also allows vehicle owners or repair shops to seek civil damages of at least \$10,000 if access to data is wrongfully denied. LD 2211 strengthens these protections by clarifying obligations and ensuring enforcement mechanisms are robust enough to uphold the rights voters approved of in November 2023.

Safelite understands the importance of cybersecurity. Secure, owner-authorized access to telematics data is entirely compatible with strong data protection. The Attorney General's working group is actively exploring secure models and governance structures to ensure safe access. LD 2211 supports this work and ensures balanced implementation.

In conclusion, on behalf of Safelite Auto Glass:

- We support LD 2211 proposed by Governor Mills, and we appreciate all her and this committee's work on this issue.
- We support strong, secure right-to-repair protections.
- We support Maine consumers' ability to choose where and how their vehicles are repaired.

LD 2211 ensures that modern, safety-critical repairs—such as ADAS calibrations—can be completed accurately, affordably, and without unnecessary barriers.

Thank you for your time and consideration. I welcome any questions from the committee.

Tom Tucker

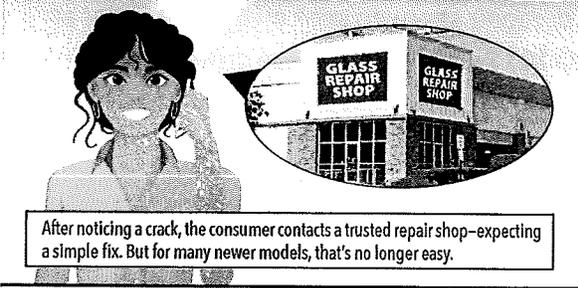
Vice President, Legislative Affairs
(614) 798-2684
tom.tucker@safelite.com

Right to Repair: Consumer Rights in Modern Auto Repair

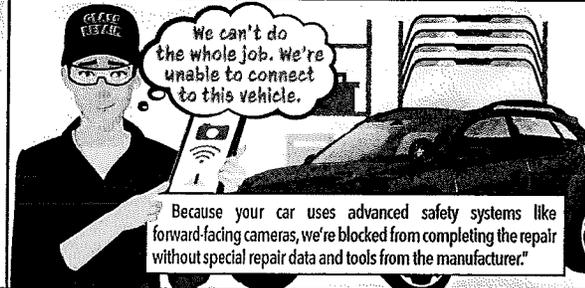
As vehicles get smarter, consumers face more difficulty or barriers to complete repairs. It's time to put the power back in their hands. This infographic highlights why consumer control over a vehicle's repair and maintenance data is essential for ensuring safety, affordability and competition in the auto repair market.



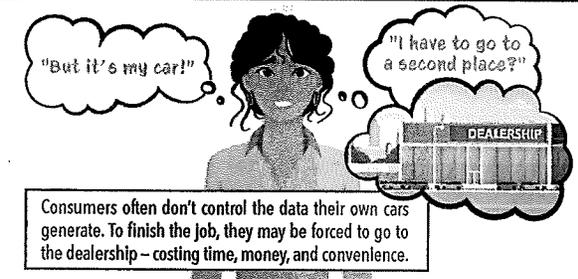
Modern cars are computers on wheels. Today's vehicles are filled with sensors and software, containing up to 150 million lines of code. Even a simple repair, like a cracked windshield, now involves calibrating advanced safety systems.



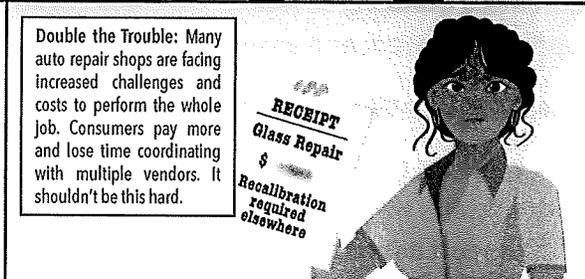
After noticing a crack, the consumer contacts a trusted repair shop—expecting a simple fix. But for many newer models, that's no longer easy.



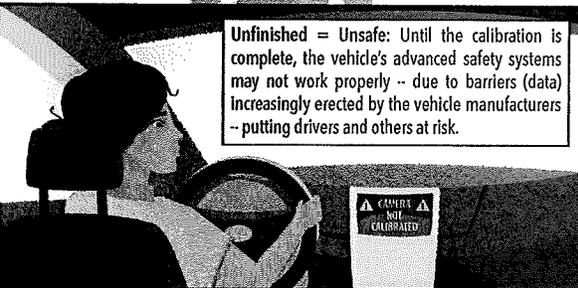
Because your car uses advanced safety systems like forward-facing cameras, we're blocked from completing the repair without special repair data and tools from the manufacturer."



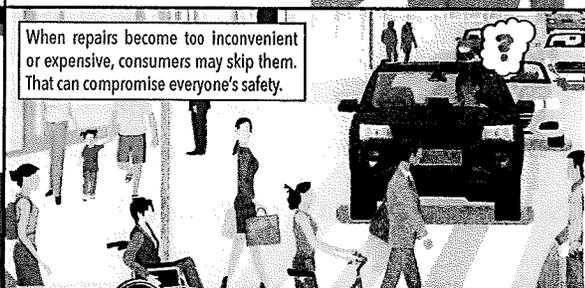
Consumers often don't control the data their own cars generate. To finish the job, they may be forced to go to the dealership—costing time, money, and convenience.



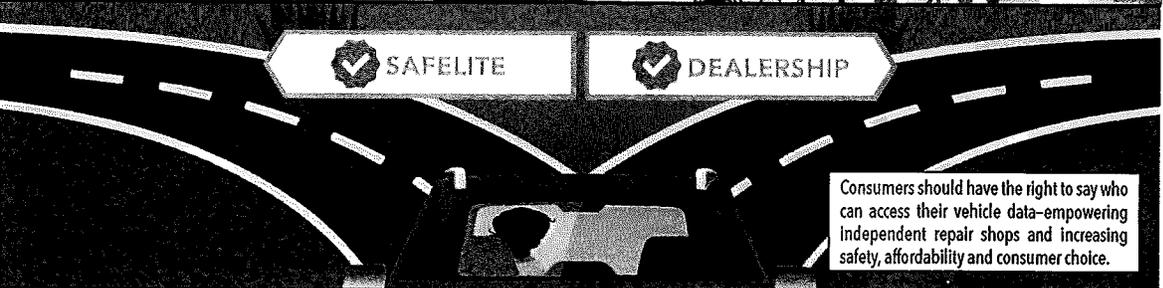
Double the Trouble: Many auto repair shops are facing increased challenges and costs to perform the whole job. Consumers pay more and lose time coordinating with multiple vendors. It shouldn't be this hard.



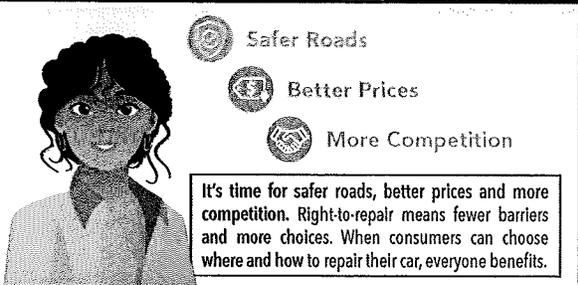
Unfinished = Unsafe: Until the calibration is complete, the vehicle's advanced safety systems may not work properly -- due to barriers (data) increasingly erected by the vehicle manufacturers -- putting drivers and others at risk.



When repairs become too inconvenient or expensive, consumers may skip them. That can compromise everyone's safety.



Consumers should have the right to say who can access their vehicle data—empowering independent repair shops and increasing safety, affordability and consumer choice.



It's time for safer roads, better prices and more competition. Right-to-repair means fewer barriers and more choices. When consumers can choose where and how to repair their car, everyone benefits.



Let's Give Consumers the Keys Back. Support policies that protect repair choice, reduce insurance costs, and improve safety. The Right to Repair is the Right Thing to Do.