

February 17, 2026

Joint Standing Committee on Housing and Economic Development  
c/o Legislative Information Office 100 State House Station Augusta, ME 04333

**LKQ Testimony in Support of  
LD 2211 An Act Implementing the Recommendations of the Automotive Right to Repair  
Working Group**

Senator Curry, Representative Gere, and honorable members of the Joint Standing Committee on Housing and Economic Development: my name is Clara McConnell, I am a Government Affairs Consultant at Maine Street Solutions and I am here today representing LKQ Corporation. We are testifying in support of LD 2211 An Act Implementing the Recommendations of the Automotive Right to Repair Working Group.

LKQ Corporation has 50 employees in Maine at 3 facilities in Gorham, Bangor, and Gardiner. LKQ Corporation is a leading global provider of alternative and specialty parts to repair and accessorize automobiles and other vehicles. LKQ offers its customers a broad range of replacement systems, components, equipment and parts for automobiles, trucks, and recreational and performance vehicles. LKQ recently became the largest U.S. provider of mobile, on-site vehicle services to automotive collision repairers, mechanical repairers and national fleets, providing a full array of repair solutions including diagnostics and calibration, re-flashing, programming, pre and post collision repair diagnostics and other mechanical services.

As you all have heard many times since the referendum in 2023, Mainers voted for the right to repair their vehicles at a repair shop of their choice by an 84% margin. In 2024, a bill passed that tasked the Attorney General's office with creating a balanced working group of stakeholders to propose changes to the referendum language and make recommendations for how the implementation of the new law should be overseen going forward. This working group met 10 times over six months and came up with a unanimous consensus report for this Committee, which was presented to you last year. LKQ did not participate in the working group as a member, however we observed the meetings and followed along with the entire process.

As evidenced by the past two years in Maine, Automotive Right to Repair is a complex and contentious policy issue. That's why it was so important that the Legislature chose to pull together a balanced group of stakeholders to deliberate and arrive at consensus

recommendations. While none of the stakeholders were completely satisfied with the outcome of the working group, isn't that the definition of true compromise? From our vantage point, the working group completed its task in a thoughtful and responsible manner and the consensus recommendations will allow Maine to implement the law, monitor the implementation in the coming years, and then decide if additional adjustments are needed in the future.

The working group recommended the creation of an independent commission that will determine the standards for securely transmitting diagnostic and repair data both before and when it is needed to repair a car. The working group reached consensus on numerous language changes to the existing statute, all of which are designed to provide our state with guidance, implementation standards, and complaint resolution, as well as make recommendations for best practices for manufacturers in providing access to vehicle data, and to hear from stakeholders regarding any privacy issues associated with their vehicle data. Importantly, the working group decided that the commission will not be a repository for any data, nor will it collect or transmit data.

It is possible that, in future years, as we better understand how Maine's automotive right to repair law is playing out on the ground, there may be additional questions that need to be answered. For instance, how will manufacturers choose to share diagnostic and repair data in accordance with the statute? Should there be some sort of standardization across manufacturers? The commission created by LD 2211 will surely have additional policy issues to consider in the coming years and their role in advising the Legislature will be critical to the ongoing success of this law.

For now, we feel that passage of LD 2211 is the appropriate next step in implementing the automotive right to repair law that 84% of Mainers supported at the ballot box, so we urge your support for this bill. Thank you for your continued thoughtful consideration of this issue.