

Chair Curry, Chair Gere, and members of the committee, thank you for allowing me to testify today. My name is Tommy Hickey. I am the Director of the Maine Automotive Right to Repair Coalition, which represents local independent repair shops and parts stores across Maine.

I am also testifying as a member of the Maine Right to Repair working group created by an act of this Legislature last session—an act many of you advanced yourselves. Led by the Attorney General’s Office, the working group included representatives from the automotive aftermarket, car manufacturers, auto dealers, consumer groups, and data-privacy advocates to assemble a technical, balanced forum to evaluate the law and recommend, if necessary, practical changes while also serving as a resource for implementation.

With the exception of the new effective date, those unanimous recommendations are before you now as LD 2211. This bill respects the clear will of Maine voters, who supported the initiative by 84% in 2023, and reflects the consensus we reached across stakeholders.

Here is why Why LD 2211 matters:

- Consumer choice and affordability: Mainers voted for full direct access to their repair information so they can choose affordable repair options
- Independent shops, parts stores, and equipment dealers are core to Maine’s communities. LD 2211 keeps repair work—and the jobs and local revenue that come with it—right here in Maine.

I’ve been a part of this issue since 2008 and have visited countless independent repair shops and heard stories of shops and consumers not being able to make a full repair a vehicle and being stuck at the mercy of car manufacturers. That is why folks here in Maine voted so overwhelmingly in support of the right to repair. It’s their car, they bought it, and they want to have access to their own repair information to fix it.

With that- I am happy to answer questions

Tommy Hickey

Director, Maine Automotive Right to Repair Coalition