

**TESTIMONY OF
Brian Parke
L.D. 2211, "An Act Implementing the
Recommendations of the Automotive Right
to Repair Working Group"
*Second Session of 132nd Maine Legislature**



Good morning, Senator Curry, Representative Gere, and members of the Committee On Housing and Economic Development. My name is Brian Parke and I am the President and CEO of the Maine Motor Transport Association and a resident of Brunswick. The Association is comprised of more than 1,900 member companies, whose employees make up a large portion of the almost 34,000 people who make their living in the trucking industry in Maine.

We are testifying today neither for nor against LD 2211, but to support the notion that commercial vehicles should be excluded from Maine's Right to Repair laws.

Testimony from prior bills on the Right to Repair issue has outlined how commercial motor vehicles (CMV's) are different compared to passenger vehicles for which this law was intended to apply. As you are likely aware, CMV's are part of a business-to-business transaction that has a robust service and repair network and a well-established warranty system where diagnostic tools and data are already provided.

CMV's are also not vertically integrated which allows for customized specs depending upon the CMV's application and duty cycle. Which means if you buy a particular make and model of truck, you might want a Cummins, or Detroit Diesel or Paccar engine. And then you might want it to come with an Eaton or Allison transmission. And your application might require a specific axle and suspension that can come from a variety of vendors. And you have a couple of choices when it comes to specing brakes with Hendrickson, or Meritor or Bendix. And you might also want different safety features that can be made by multiple manufacturers such as collision mitigation, adaptive cruise control, lane departure warning, roll stability control as well as inward/outward facing cameras that also require a subscription to a vendor for reporting and analysis.

As you can see, commercial vehicles are highly customized because they are used for a variety of different applications, which is why we suggest exempting commercial vehicles from Maine's Right to Repair laws.

Thank you for your consideration and for allowing us to testify today. I would be happy to answer any questions the Committee may have now or at work session.