



02/13/2026

**WRITTEN TESTIMONY IN SUPPORT OF AMENDMENTS TO  
MAINE'S AUTOMOTIVE RIGHT TO REPAIR LAW**

**Submitted to the Joint Committee on Housing and Economic Development**

**Regarding LD 292, LD 442, LD 1227, and LD 1228**

**Submitted by: John Picking, Ballard Trucks, Hermon Maine**

**Honorable Co-Chairs Senator Curry and Representative Gere, and Members of the Joint  
Committee on Housing and Economic Development:**

My name is **John Picking**, and I am submitting this testimony on behalf of **Ballard Trucks**, a Maine-based commercial truck dealer serving private businesses, municipalities, and essential service providers throughout the state. Ballard Trucks appreciates the opportunity to comment in support of amending Maine's Automotive Right to Repair Law to **clearly exclude commercial and heavy-duty vehicles and to ensure the law applies only to vehicles designed primarily for personal, on-road use.**

Ballard Trucks supported the amendments to LD 1228 which would have preserved the original intent of the Automotive Right to Repair law by keeping its focus on the passenger vehicle market. Extending this law to commercial and heavy-duty vehicles would not address an existing access problem and would instead introduce significant and unnecessary disruption to Maine's commercial trucking industry.

Commercial and heavy-duty vehicles differ fundamentally from passenger automobiles. These vehicles are sold through business-to-business transactions and are not mass-produced consumer products. Commercial truck production accounts for a small share of overall vehicle manufacturing, and each truck is typically built to meet highly specific operational requirements. Buyers select from hundreds of available configurations and components to ensure vehicles perform safely and reliably in demanding work environments.

The commercial vehicle repair ecosystem also operates very differently from the passenger vehicle market. These vehicles are essential business assets, and downtime directly impacts public services, supply chains, and local economies. Manufacturers, dealers, fleet owners, and independent repair facilities already operate within a well-established, business-to-business service model focused on vehicle uptime. Fleet owners, municipalities, and independent repair shops routinely receive access to the tools, diagnostic systems, and repair information necessary to maintain and repair these vehicles efficiently.



**Ballard Truck Center of Bangor**

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As a result, the access concerns that originally motivated automotive right-to-repair efforts do not exist in the commercial and heavy-duty vehicle sector. Applying the law to these vehicles risks delaying repairs, increasing costs, and reducing reliability for Maine businesses without providing any corresponding benefit.

There are also serious safety, cybersecurity, and privacy implications associated with expanding data access requirements for commercial vehicles. These vehicles increasingly rely on advanced driver assistance systems and complex telematics platforms. Unauthorized access to systems controlling braking, steering, or acceleration—particularly in vehicles weighing up to 80,000 pounds or transporting hazardous materials—creates unacceptable safety risks. Commercial telematics systems also contain sensitive operational and location data, and improper access could expose businesses to theft or misuse of proprietary information.

Federal law has long recognized the importance of regulating passenger vehicles and commercial vehicles separately. Agencies such as the Environmental Protection Agency, the National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration maintain distinct regulatory frameworks that reflect the unique design, use, and risk profiles of commercial vehicles. Maine law should continue to align with these longstanding distinctions.

For these reasons, Ballard Trucks respectfully urges the Committee to amend Maine's Automotive Right to Repair Law to **explicitly exclude commercial and heavy-duty vehicles and to limit its application to vehicles designed primarily for personal, on-road use.**

We remain committed to working with the Legislature and the Committee to address any legitimate concerns related to data access in the commercial vehicle sector through existing industry agreements and cooperative solutions.

Thank you for the opportunity to submit this testimony. Please feel free to contact me if you have any questions or would like additional information.

Respectfully submitted,

John Picking

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A handwritten signature in black ink, appearing to read "John Picking", is written over a light blue horizontal line.



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