



April 8, 2025

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

LKQ Opposes LDs 292, 442, 1227, 1228 and 1394

Senator Curry, Representative Gere, and honorable members of the Joint Standing Committee on Housing and Economic Development, good afternoon. My name is Andreas Heiss, and I am the Government Affairs Manager for the Northeast region for LKQ Corporation. I am here today to testify in strong opposition to the various bills before you this afternoon, all of which are designed to impede the implementation of or repeal the Automotive Right to Repair law passed by a broad majority of Maine voters in 2023.

LKQ has 50 employees at 4 facilities in Maine located in Gorham, Bangor, Portland, and Gardiner, employs 15,000 individuals nationwide, and operates more than 440 facilities in 46 states. LKQ Corporation is a leading provider of alternative and specialty parts to repair and accessorize automobiles and other vehicles. It offers its customers a broad range of replacement systems, components, equipment, and parts, in addition to services to repair, calibrate, and accessorize automobiles, trucks, and recreational and performance vehicles.

As I mentioned at the beginning of my remarks, LKQ Corporation strongly opposes LDs 292, 442, 1227, 1228 and 1394. In 2023, Mainers voted for the right to repair their vehicles at a repair shop of their choosing by an 84% margin. Last session, 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 on how a Commission would be created to help implement and oversee the law going forward. This working group met ten times over five months and came up with a unanimous consensus report for this Committee, which you have all had the chance to hear about and review. These five bills fly in the face of the working group's unanimous recommendations and go directly against the will of 84% of Mainers and what they voted for in 2023.

As evidenced during the past year in Maine, Automotive Right to Repair is a complex and contentious policy issue. Within the requirements of the referendum overwhelmingly approved by Maine voters, the consensus recommendations of the working group will create a Commission that will create the standards for securely transmitting the 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. What the Commission will not be is a repository for any data, nor will it collect or transmit data.

LD 292 which is titled "An Act to Implement the Automotive Right to Repair Working Group Recommendations," fails to live up to its title by changing much of what the working group recommended and completely changing the law as it was intended. The bill completely eliminates the Commission the working group was specifically tasked to create and changes integral aspects of the law which are needed for it to be successful.

The other four bills, LD 442, 1227, 1228 and 1384, eliminate the law completely, exempt vehicles like electric and heavy-duty trucks, and remove a standardized data access platform for transmitting repair and maintenance data. These changes go directly against the heart of the right to repair law in that the law was meant to apply to all vehicles and to allow all independent repairers access to repair and maintenance data with an owner's consent. While each of the issues may have been discussed at some point during the working groups meetings, they were NOT consensus recommendations and were not included in the in the Attorney General's final report.

LKQ sees no reason to implement any of the changes proposed in these bills. They are NOT what the working group agreed upon and NOT what 84% of Mainers voted for. These proposals are like putting the cart before the horse. The entire purpose of the Commission, which was agreed upon by the working group, is to monitor the implementation of the law and recommend changes going forward. Making these changes now undermines the Commission and the will of the voters.

What is missing from today's hearing is the actual recommendations made by the consensus of the expert stakeholders who spent five months thoughtfully discussing and working through the different aspects of the law. Committee members, LKQ respectfully asks you to oppose the five bills you have before you today and instead to take the opportunity pass the original – and consensus - recommendations of the working group. Mainers voted to have the ability to get their vehicles repaired by a repairer of choice, and a lot of thoughtful work has gone into making sure their will can be implemented effectively. Please do not dismiss the voters or the individuals who have faithfully participated in making this law work for Maine.



Please do not hesitate to contact me if you have any questions. I can be reached at (305) 720-1877.

Respectfully,

A handwritten signature in black ink, appearing to read 'Andreas Heiss'. The signature is fluid and cursive, with a large initial 'A'.

Andreas Heiss
Government Affairs Manager
LKQ Corporation

Cc: Peter Gore and Clara McConnell, Maine Street Solutions