



**MOTORCYCLE  
INDUSTRY  
COUNCIL®**

March 6, 2026

The Honorable Kriselda Valderrama  
Chair, House Economic Matters Committee  
231 Taylor House Office Building  
6 Bladen Street  
Annapolis, MD 21401

**RE: Exclude Motorcycles from Motor Vehicle Right to Repair Provisions in HB 1429**

Dear Chair Valderrama:

Companies represented by the Motorcycle Industry Council (MIC), a not-for-profit, national trade association representing hundreds of manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods and services, and members of allied trades, urge you to specifically exclude motorcycles from HB 1429 for the reasons outlined below:

1. Motorcycles are excluded from the Massachusetts right to repair law.
2. Not all motorcycles have the prescribed SAE or ISO interfaces.
3. Franchised dealers, which are Maryland small businesses, will be economically harmed.
4. Non-factory trained technicians working on motorcycles is a serious safety concern as is the litigation risk of untrained individuals performing work on such vehicles.
5. Telematics is rarely applied to motorcycles and may be specific to particular features of the individual motorcycle on which it is applied.

**Motorcycles are excluded from the Massachusetts right to repair law**

It appears the intent of HB 1429 is to model the Massachusetts right to repair law. Motorcycles were ultimately excluded from the Massachusetts right to repair law (and automobile MOU) because they are different than automobiles in terms of the diagnostic connector standard mandated by motor vehicle right to repair laws. Motorcycles cannot comply with provisions typically included in motor vehicle right to repair legislation. Therefore, Massachusetts legislators specifically excluded motorcycles from the definition of motor vehicle for purposes of the right to repair law ([Chapter 93K](#)). Off-highway vehicles are also excluded from Massachusetts law because it applies only to on-highway motor vehicles. We urge HB 1429 to provide the same exclusion as Massachusetts did in their law. This can be accomplished by the following suggested language:

*(h) “Motor vehicle” has the meaning stated in §11-135 of the Transportation Article and does not include any motorcycle or off-highway vehicle.*

**Not all motorcycles have the prescribed SAE or ISO interfaces**

These interfaces were developed for the United States EPA emission standards mandate for cars and trucks equipped with on-board diagnostic (OBD) systems. On-highway motorcycles are not subject to EPA requirements for on-board diagnostic systems. The SAE J1962 (connector standard) mandated by J2534 for “diagnostic connector” specifically applies to passenger cars, light and medium duty trucks, and heavy trucks. **This standard does not apply to motorcycles** and compliance would require major

engineering changes for motorcycles, both software and hardware, and would take several years to implement (unlike autos which already have the connector).

### **Small Business Franchised Dealers**

A right to repair law capturing motorcycles would economically harm Maryland small business franchised dealers. Dealers have invested heavily in training, special tooling, and equipment to service vehicles. Franchised dealers sign a dealer agreement giving them access to service information, technical expertise, and special tools required to diagnose and repair original equipment products. This is a substantial monetary investment. If tools and technical information are provided to customers and unauthorized independent repair shops, the franchised dealer's investment is compromised. In 2024, the value of the powersports retail marketplace in Maryland was \$520 million with an estimated 13,500 new powersports retail sales and 131 powersports retailers in the state.<sup>1</sup>

### **Safety and Litigation Concerns**

Serious safety concerns exist relating to the inherent danger of allowing non-factory trained technicians, untrained mechanics, and owners to perform certain work on motorcycles. For example, today's vehicles often include systems that control emissions, stability, antilock brakes, cruise control and adaptive cruise control, and a host of other activities. Many of these systems are government-mandated or regulated. Untrained individuals or illegal tampering with coding could cause vehicle failure, endanger vehicle drivers/riders, and increase emissions in violation of government standards.

Litigation risk is another concern associated with allowing non-factory trained technicians to perform certain work on motorcycles. If environmental or safety override attempts result in clean air violations, destruction of property, personal injury, or death, manufacturers are likely to be swept up in lawsuits, regardless of who may be liable for such damage and injuries.

### **Telematics**

Unlike automobiles, telematics systems are not widely applied to motorcycles. In the rare instances where telematics are applied, they are not done uniformly by brand, model or even by motorcycle type (cruiser, sport, sport touring, dual sport, etc.). Because of this it is not possible to standardize the systems or interaction with the systems. It is important for systems and interaction to be based on the specific features and access needs related to the particular motorcycle.

Because telematics are not widely used on motorcycles and because interactions are not uniform either, we ask that motorcycles be excluded from the proposed requirements of HB 1429.

Thank you for your consideration of our comments. Should you have any questions, please contact me at 571-684-6144.

Sincerely,



Scott P. Schloegel  
Senior Vice President, Government Relations

cc: House Economic Matters Committee Members

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<sup>1</sup> Motorcycle Industry Council's 2024 "Economic Impact of the Powersports Industry"