March 6, 2026

The Honorable Matt Klein
Chair, Senate Commerce and Consumer Protection Committee
2105 Minnesota Senate Building
Saint Paul, MN 55155

RE: Opposition to SF 2484

Dear Chair Klein:

The Motorcycle Industry Council (MIC)[1], the Specialty Vehicle Institute of America (SVIA)[2], and the Recreational Off-Highway Vehicle Association (ROHVA)[3] represent several hundred companies in the powersports industry. **We oppose removing the exclusion of motorcycles from Minnesota's digital right to repair law.**

Digital right to repair legislation passed in 2023 appropriately excluded motor vehicles, including motorcycles, and they should continue to be excluded. A digital right to repair law intended to regulate consumer electronics, such as cell phones, should not capture any type of motor vehicle, including a motorcycle.

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 control, antilock brakes, and a host of other activities. Many of these systems are government-mandated or regulated. Untrained individuals 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.

SF 2484 would economically harm Minnesota 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 investment is substantial in terms of monetary commitment. If tools and technical information are provided to customers and unauthorized independent

[1] The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.
[2] The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers, dealers, and distributors of all-terrain vehicles (ATVs) in the United States. SVIA's primary goal is to promote safe and responsible use of ATVs.
[3] The Recreational Off-Highway Vehicle Association (ROHVA) is a national, not-for-profit trade association formed to promote the safe and responsible use of recreational off-highway vehicles (ROVs – sometimes referred to as side-by-sides or UTVs) manufactured or distributed in North America. ROHVA is also accredited by the American National Standards Institute (ANSI) to serve as the Standards Developing Organization for ROVs. More information on the standard can be found at https://rohva.org/ansi-standard/.

repair shops without having to purchase them through dealerships, the franchised dealer's investment is compromised.

In addition to lost service revenue, if motorcycle manufacturers are unable to comply with the mandates of right to repair legislation, motorcycles would not be able to be offered for sale in Minnesota. This would cause franchised dealers to lose all new motorcycle sales and income and force Minnesota residents to purchase new motorcycles in neighboring states – further harming the Minnesota economy. In 2024, the value of the powersports retail marketplace in Minnesota was $1.4 billion with an estimated 32,600 new powersports retail sales in the state and 280 powersports retailers.[4]

We urge you to continue excluding motorcycles from the digital right repair law. It is inappropriate to include any type of motor vehicle, motorcycle, off-highway vehicle, or recreational vehicle in digital right to repair law or legislation.

Thank you for your consideration of our comments. Should you have any questions, please contact me at 703-416-0444 ext. 3202.

Sincerely,



Scott P. Schloegel
Senior Vice President, Government Relations

cc: Senate Commerce and Consumer Protection Committee Members

[4] Motorcycle Industry Council's 2024 "Economic Impact of the Powersports Industry"