

HOUSE No. 457

The Commonwealth of Massachusetts

PRESENTED BY:

Todd M. Smola

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act expanding the right to repair law.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Todd M. Smola</i>	<i>1st Hampden</i>	<i>2/1/2021</i>

HOUSE No. 457

By Mr. Smola of Warren, a petition (accompanied by bill, House, No. 457) of Todd M. Smola for legislation to expand the motor vehicle right to repair law. Consumer Protection and Professional Licensure.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE HOUSE, NO. 3648 OF 2019-2020.]

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Second General Court
(2021-2022)**

An Act expanding the right to repair law.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. The definition of “Heavy duty vehicle” in section 1 of chapter 93K of the
2 General Laws, as appearing in the 2016 Official Edition, is hereby amended by striking out the
3 following words: – ; provided, however, that heavy duty vehicles built to custom specifications
4 sold in the commonwealth for commercial purposes shall not be required to comply with
5 subsection (d) of section 2.

6 SECTION 2. The first paragraph of subsection (d) of said chapter 93, as so appearing, is
7 hereby amended by striking out the first sentence and inserting in place thereof the following
8 sentence:– Beginning in model year 2018, except as provided in subsection (e), manufacturers of
9 motor vehicles and heavy duty vehicles sold in the commonwealth shall provide access to their
10 onboard diagnostic and repair information system, as required under this section, using an off-

11 the-shelf personal computer with sufficient memory, processor speed, connectivity and other
12 capabilities as specified by the vehicle manufacturer and: (i) a non-proprietary vehicle interface
13 device that complies with the Society of Automotive Engineers standard J2534, Society of
14 Automotive Engineers J1939, commonly referred to as SAE J2534 and SAE J1939, the
15 International Organization for Standardization standard 22900, commonly referred to as ISO
16 22900 or any successor to SAE J2534, SAE J1939 or ISO 22900 as may be accepted or
17 published by the Society of Automotive Engineers or the International Organization for
18 Standardization; (ii) an onboard diagnostic and repair information system integrated and entirely
19 self-contained within the vehicle, including, but not limited to, service information systems
20 integrated into an onboard display; or (iii) a system that provides direct access to onboard
21 diagnostic and repair information through a non-proprietary vehicle interface, such as ethernet,
22 universal serial bus or digital versatile disc.