



March 3, 2026

The Honorable Matthew "Matt" LaMountain
Senate Judiciary Committee
State House
82 Smith Street
Providence, RI 02903

RE: SB 2487- Digital Electronics Right to Repair Act (Amendment Request)

Dear Chair LaMountain:

On behalf of the RV Industry Association (RVIA), I am writing to share our industry's concerns regarding SB 2487 and to respectfully request that RV Original Equipment Manufacturers (OEM) be expressly exempted from the bill.

RVIA is the national trade association representing over 470 manufacturers and component and aftermarket suppliers who together build more than 98 percent of all RVs produced in the United States. The American-made RV industry contributes \$140 billion annually to the U.S. economy and supports 680,000 full-time American jobs. Specifically in Rhode Island, the RV industry contributes \$203 million to state and local economies and supports 1,208 jobs with 48 businesses providing products and services to consumers who utilize RVs for travel and recreation.

SB 2487 requires original equipment manufacturers to provide equipment owners and independent repair providers in Rhode Island with access to documentation, parts, tools, and updates necessary to diagnose, maintain, or repair the equipment they make or supply.

Why RVs Are Unique

An RV is a vehicle that combines transportation and temporary living quarters for travel, recreation, and camping. This dual function creates a unique manufacturing, warranty, and service structure unlike that of consumer electronics. An RV is a complex multi-system vehicle, with many of its systems designed, manufactured, and warranted by third-party component suppliers rather than the RV manufacturer.

As a result, most RV manufacturers do not possess all diagnostic data, repair documentation, or software related to RV components, much of which is owned and controlled by third-party suppliers. Consequently, RV manufacturers cannot provide access to information or tools that they do not own or have the legal right to distribute.

Third-Party Warranties and OEM Responsibility

Many RV components carry separate warranties that are established by the component manufacturer and administered independently of the RV OEM. Despite this, some digital right-to-repair proposals assign responsibility solely to the RV manufacturer, even though the OEM does not set warranty terms for many components and does not maintain the repair or diagnostic data for those components. This misalignment creates legal and practical obligations that RV manufacturers will have difficulty reasonably fulfilling.

The RV industry Association supports consumers' ability to maintain and repair their products. However, due to the unique nature of RV manufacturing and service, applying broad digital right-to-repair mandates to RV OEMs is impractical and unworkable.

Proposed Addition to the Bill

RVIA proposes adding an exemption for RV Original Equipment Manufacturers to Section 6-63-5 (Limitations) as follows:

(f) Recreational vehicle original equipment manufacturers shall not be required to provide equipment owners or independent repair providers with access to documentation, parts, tools, or updates necessary to diagnose, maintain, or repair recreational vehicle components.

The goals of right-to-repair legislation is to expand consumer choice by ensuring access to diagnostic and repair information for digital products that manufacturers fully design, control, and monitor. While this framework may be appropriate for relatively integrated products, it is not well-suited for highly complex, multi-component vehicles, like RVs.

For these reasons, RV manufacturers should be exempt under the bill.

Thank you for your consideration. We welcome the opportunity to work with you and the Committee to provide additional information as needed. Please do not hesitate to contact me if you have any questions or require additional information.

Respectfully submitted,



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cc: Senate Judiciary Committee
The Honorable Senator Mark McKenney, Vice Chair