



# WHITED PETERBILT OF MAINE

207 Perry Road  
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2160 Hotel Road  
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17 Houlton Road  
Presque Isle, ME 04769  
207-764-4141

4-12-2025

To: Maine State Committee on Housing & Economic Development

From: Mike Sullivan, Whited Truck Center

Re: Testimony for LD292, LD442, LD1227, LD1228, LD1394 (2 pages)

Mr. Chair & Members of the committee.

I apologize for my delayed testimony; I was present for the 1:00pm hearing although with the large delay I could not stay until my time to testify.

I represent White Truck Centers, we sell and service Peterbilt trucks and Ford Super Duty trucks here in Maine with locations in Saco, Auburn, Bangor and Presque Isle. We employ over 100 Mainers, and we are in support of LD292, LD442, LD1227, LD1228, LD1394.

I applaud Rep. Roberts and Rep. Collamore for their extensive research and drafting of the documents and we agree that the premise for the Right to Repair law that provides the consumer with the ability to have their vehicles repaired wherever they desire is a positive law, but it was not vetted properly prior to becoming law.

The fact that the law technically includes medium and heavy-duty trucks into the law coverage is concerning due to the complexity of the configurations of these trucks and the numerous component manufacturers that make up the content of the trucks. Our technicians are required to perform and attend hours of training which we spend tens of thousands of dollars each year to remain certified and viable. I am sure that many of the Representatives and Senators that make up your committee get home heating fuel or propane delivered to your houses, what if anyone who wanted to is allowed to repair those trucks that back down your driveways.



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As far as technology is concerned and more importantly the telematics that were discussed at length yesterday, all medium and heavy-duty trucks have and use telematics these days. As a dealer, we use telematics to receive alerts and warnings from the numerous onboard computers that are on the trucks, from there we can assist the customer remotely or be prepared when the truck is brought to one of our facilities for repair. The onboard computers have thousands of settings that are controllable and adjustable via hardwiring into the truck electrical harnesses, which is usually the first step in the triage of any issue the truck is brought in for. Take this a step further, especially when we are throwing around terms like data, data links, data security, etc. We do have the ability to “remote” into trucks (also used widely on heavy equipment) where we can see the location, miles/hours, specifications, operational data, etc., etc. There are some instances where new software and updated software is able to be “pushed” via the telematics connection, this “push” is then acknowledged in the cab by the driver or operator. With this in mind, think about hackers, cyber threats, ransomware, etc. Do we want a fully loaded logging truck, a fully loaded fuel truck or a cement truck barreling down I-95 with the threat of the operating parameters being hacked into and altered by accident or to cause harm? This is something that is very concerning and very possible if something is not done to repair the Right to Repair law(s).

Thank you for your time.

Respectfully,

Mike Sullivan  
GM/CFO  
Whited Truck Center  
Bangor, ME