



# WHITED PETERBILT OF MAINE

207 Perry Road  
Bangor, ME 04401  
207-947-3673

2160 Hotel Road  
Auburn, ME 04210  
207-786-3673

P.O. Box 150  
Presque Isle, ME 04769  
207-764-7300

837 Portland Road  
Saco, ME 04072  
207-391-6250

February 13, 2026

To: Maine State Committee on Housing & Economic Development

From: Mike Sullivan, Whited Truck Center

Re: Testimony for amending LD 2211

Sen. Chip Curry & Rep. Traci Gere & Members of the committee.

I would first like to thank the Committee for passing LD 1228 last year with the included exemption for commercial vehicles.

I represent Whited 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 support an amendment to LD 2211 that would also include an exemption for commercial vehicles.

I applaud Rep. Roberts and Rep. Collamore for their extensive research and drafting of the documents for LD 1228 last year, 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 attempted to include medium and heavy-duty trucks into the law coverage was 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 in last year's hearings, 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 was very possible if LD1228 was not passed with the commercial vehicle exemption language and also begs the continuance of the commercial vehicle exemption language in any further discussions, bills, etc including L.D. 2211

Thank you for your time.

Respectfully,

Mike Sullivan  
GM/VP Operations  
Whited Truck Center  
Bangor, ME