

**Submitted Electronically**

**Written Testimony of the Truck and Engine Manufacturers Association**

**By**

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**House Bill 843**

**Public Hearing of the House Economic Matters Committee  
Maryland General Assembly**

**February 11, 2025**

Chair Wilson, Vice Chair Crosby and Members of the Committee:

The Truck and Engine Manufacturers Association (EMA) opposes Maryland House Bill 843 (HB 843). EMA represents the world's leading manufacturers of commercial vehicles and internal combustion engines for highway and off-highway use.

I previously provided testimony on the subject of "farm equipment repair" bills – specifically, the inappropriateness of those bills' application to the large, complex farm and agricultural products manufactured by EMA members.

We also are strongly opposed to the vehicle telematics legislation that is the subject of today's hearing. It also presents safety, security, and liability concerns. The bill's proposed inclusion of vehicles over 14,000 pounds does not take into account the unique and different realities of the commercial vehicle manufacturing business – namely, the sheer size of the vehicles, and the fact that those vehicles typically are built to individual customer specifications. Those unique aspects of our industry exacerbate the serious impacts the bills would create for businesses and consumers in Maryland if adopted.

The bill would essentially require commercial vehicle manufacturers to provide all service and repair information to anyone with an internet connection. However, the bill fails to provide any meaningful security safeguards or restrictions to prevent the misuse of data or mitigate risks. The bill would allow anyone to access, and potentially alter, software – including critical Federally required safety and emissions controls and proprietary data.

Repair of the large, complex, and specialized products manufactured by EMA members requires very highly trained and skilled personnel, who are qualified to correctly use service and repair information. Mandating that such information be provided to untrained individuals and the general public is dangerous and unnecessary. The incorrect use of service information on a vehicle of this size and complexity of a heavy-duty commercial vehicle can have serious safety and security consequences for vehicle owners and operators and the general public.

EMA and its members support, and have worked with regulatory agencies such as the U.S. EPA and the California Air Resources Board to develop, programs to expand the availability of service and repair information to qualified independent service repair personnel. Further, EPA regulations already require that engine manufacturers make the same service information available to aftermarket service providers as they do for dealers. Those programs and regulations include needed safeguards and restrictions to mitigate the risk of the unfettered release of safety and emissions control tools and other proprietary information. Such regulations also provide the same set of requirements across the country, in contrast to legislation that would mandate special Maryland-based requirements that, if enacted, would actually hurt Maryland-based businesses. As noted in prior testimony, EPA has undertaken a National Compliance Initiative<sup>1</sup> to respond to numerous instances of tampering using software to alter or disable digitally controlled emission technologies; such tampering contributes substantial excess pollution that harms public health and air quality.

For all of these reasons, EMA asks you to vote no on HB 843. Legislation is not needed and would create more risks than benefits: cybersecurity and privacy risks for vehicle owners; liability risks for vehicle dealers, owners and operators; significant risks to public health and safety; and the risk of increased costs to purchasers for Maryland-only requirements.

Thank you for the opportunity to provide our comments. I would be happy to answer any questions following the hearing at: [phanz@emamail.org](mailto:phanz@emamail.org), (312) 929-1979.

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<sup>1</sup> U.S. EPA National Compliance Initiative: <https://www.epa.gov/enforcement/national-compliance-initiative-stopping-aftermarket-defeat-devices-vehicles-and-engines>