

March 6, 2026

The Honorable Kris Valderrama
Chair
House Economic Matters Committee
Maryland House of Delegates
231 Taylor House Office Building
6 Bladen Street
Annapolis, MD 21401

RE: HB 1429 (Hornberger) - Consumer Protection - Right to Repair - Motor Vehicles and Farm Equipment - Unfavorable

Dear Chair Valderrama and Members of the Committee,

On behalf of TechNet, I'm writing to share concerns on HB 1429.

TechNet is the national, bipartisan network of technology CEOs and senior executives that promotes the growth of the innovation economy by advocating a targeted policy agenda at the federal and 50-state level. TechNet's diverse membership includes 104 dynamic American businesses ranging from startups to the most iconic companies on the planet and represents five million employees and countless customers in the fields of information technology, artificial intelligence, e-commerce, the sharing and gig economies, advanced energy, transportation, cybersecurity, venture capital, and finance.

Consumers need reasonable assurance that those they trust to repair their connected vehicles will do so safely, securely, and correctly. Our member companies are committed to keeping consumers' data secure and private. We have concerns about HB 1429 as drafted. The bill undermines existing industry-leading repair access solutions, while introducing significant cybersecurity, cost, and other risks for consumers. HB 1429's mandate for a standardized "open data platform" creates a single point of failure. A breach in this uniform system could compromise all vehicles in Maryland simultaneously, as seen in the 2022 Honda and Nissan hacks where a single vulnerability allowed unauthorized access to several thousand vehicles globally. We are also concerned that "open data platform" is undefined, which leaves enforcement open to interpretation and could result in costly litigation and unintended consequences for manufacturers. Moreover, the bill does not account for modern cybersecurity principles by requiring blanket access via a single protocol. Zero-trust models rely on granular access controls and compartmentalization - practices HB 1429 explicitly bypasses.

By mandating third-party installation of telematics systems, the bill shifts accountability away from manufacturers. This creates ambiguity and raises

questions: Who is responsible for vulnerabilities in a system the OEM did not design, install, or control?

The requirements in this bill could also lead to cost burdens for consumers. Redundant telematics systems (OEM + mandated "open data platform") force consumers to pay for duplicated hardware and software, inflating vehicle prices without tangible benefits to independent repairers. Additionally, standardizing telematics across all manufacturers ignores technical diversity. Forcing uniformity stifles innovation and creates significant compatibility issues.

Our members already provide universal access to repair resources, including onboard, web-based, and third-party resources. Right to repair already exists for independent repair shops, and HB 1429 weakens safety and security protections for Marylanders. Our member companies' websites provide information to diagnose and service vehicles, and some have diagnostics and repair actions already embedded in vehicles.

Finally, repair information can be accessed through third parties. Our members are already engaged with aftermarket scan tool companies and third-party service information providers interested in building aftermarket diagnostic tools and third-party service information publications and systems.

Thank you for your consideration of our concerns and please don't hesitate to reach out with any questions.

Sincerely,



Margaret Durkin
TechNet Executive Director, Pennsylvania & the Mid-Atlantic

