



ADAS Calibration Is a Looming Vehicle and Road Safety Crisis that We Can No Longer Ignore

Americans drive, modify, and rely on their cars and trucks. We want them to be safe and perform well. Emerging vehicle technology can help – but only if these systems operate as intended.

This is not always the case.

Here's what you need to understand about what's at stake if our nation doesn't rein in its looming ADAS calibration problem.

ADAS technology is here and increasingly becoming a core feature of all automobiles. By 2050, 54% of the total U.S. vehicle fleet will be equipped with a full suite of ADAS technology – amounting to SAE Level 2 autonomous driving (Source: *Repairer Drive News*). Today's cars and trucks feature forward collision warning (FCW), lane departure warning (LDW), and automatic emergency braking (AEB).

Vehicle owners need safe, reliable cars that can be modified to meet their needs. Bike racks, wraps, lifts, custom bumpers and lighting, and disability features – these are common vehicle modifications that many families and businesses utilize in their daily lives. The sensors and cameras that serve as the foundation of ADAS functionality are impacted by these common modifications.

Vehicle owners lack clear technical and legal pathways to assess and confirm their vehicles' crash avoidance systems are calibrated back to functionality following modification.

Calibration and re-calibration isn't a luxury – it can be a matter of life and death. ADAS calibration – the precise physical alignment, testing, and electronic aiming of sensors that collect data to inform ADAS systems – must be supported to maintain vehicle quality and functionality and keep owners and other road users safe. An uncalibrated vehicle is a dangerous liability on the roadways, putting drivers, passengers, and pedestrians at risk from failed technology.

Automakers intentionally withhold necessary information from customers and the stakeholders that vehicle owners rely upon to repair and modify their vehicles.

Currently, vehicle manufacturers are not required to provide full vehicle lifecycle support, including instructions, application guides, tolerance limits, proper mounting or functionality windows, or access to safely make changes. The technology automakers employ to support these systems varies greatly by model and OEM.

The information needed to keep vehicles safe must be placed squarely in the hands of their owners!

- Vehicle owners and their service providers must have access to the tools, repair procedures and information, configurable vehicle parameters, customization settings, software, technical and compatibility information, and wiring diagrams necessary for calibration.
- Automakers must be prevented from using technological and legal barriers to limit vehicle owners' and their service providers' access to the elements needed to properly calibrate their vehicles' crash avoidance systems.
- Vehicle owners and their service providers must have access to the same information and tools as automakers' authorized vehicle service providers. Such access must be provided in the same manner, time, method, cost (must be fair and reasonable), content set, and subject to the same cryptographic or technological protections, as vehicle manufacturers' authorized vehicle service providers.

**Support Vehicle Owners' Rights Throughout the Lifecycle of the Vehicle –
and Protect Everyone on the Road by Ensuring the Right to Calibrate and Re-
Calibrate Vehicles with ADAS Technology**