

## **Talking Points: ADAS Functionality & Integrity Act**

*Updated: 12/22/2025*

- The ADAS Functionality & Integrity Act was introduced in the U.S. House of Representative on Dec. 12, 2025
- The bill is sponsored by Rep. Diana Harshbarger (R-Tenn.)
  - Cosponsors include Rep. Gabe Vasquez (D-N.M.), Rep. Jay Obernolte (R-Calif.), and Rep. Norma Torres (D-Calif.)
- This is a bipartisan bill, which is reflective of the non-partisan nature of how our cars and trucks empower all Americans to live their best lives, operate a business, and attend to their family's needs.
- This bill is the first-ever effort in Congress to preserve vehicle owners' right to modify.
- SEMA's Government Affairs and Garage teams worked for years to build up the evidence and credibility that inform this bill's development over the past few months. This bill is the product of those efforts.
  - ADAS is central to the right to modify, which is why SEMA has invested heavily through the SEMA Garage to better understand how these safety features interact with common vehicle modifications, like wraps, bike racks, bigger wheels and tires, and aftermarket bumpers.

### **About the Bill**

- Requires NHTSA to create ADAS modification and tolerance guidelines within two years to ensure ADAS and vehicle dynamic systems installed in passenger motor vehicles maintain functionality when a motor vehicle is modified or customized.
- The guidelines must include:
  - Allowable modification ranges and tolerances to a vehicle's static geometry, including ride height, wheel and tire size, and suspension adjustments that maintain ADAS functionality.
  - Quantifiable tolerance thresholds for changes in vertical and lateral displacement in all axes to maintain proper calibration.
  - Requires OEMs to provide relevant vehicle tolerance and system sensitivity information to vehicle owners and NHTSA within 30 days of a new vehicle model's release.
- Requires that NHTSA publish standardized and publicly available guidelines that provide proper calibration procedures for ADAS and other vehicle dynamics systems for MY 2028 and newer vehicles after they've been modified or repaired.
- NHTSA's guidelines must:

- Create neutral validation protocols to allow vehicle owners, service providers, and independent repair facilities the ability to verify the operational integrity of ADAS after a calibration is conducted.
- Reference or expand upon methodologies established in the U.S. New Car Assessment Program's (NCAP) measurement methodology to offer a quantifiable and standardized scale to rate the effectiveness of ADAS

## **About the Federal Highway Bill**

- The surface transportation infrastructure bill (aka the Highway Bill) is up for reauthorization in 2026. The House Energy & Commerce Committee and the Senate Commerce, Science, & Transportation Committee are in the process of drafting the legislation.
- The highway bill will serve as an important vehicle for the “ADAS Functionality and Integrity Act” and the adoption of ADAS policies that can support the aftermarket’s need to access the information needed to safely and properly calibrate vehicles after they’ve been modified.

## **What This Bill Addresses**

- Currently, vehicle manufacturers are not required to provide full vehicle lifecycle support for ADAS. As a result, automakers typically do not share ADAS calibration information, data, proper mounting or functionality windows, testing procedures/information, instructions, and application guides with the aftermarket. Complicating matters further, the technology automakers employ to support these systems varies greatly by model and OEM.
  - This presents a challenge to correctly and safely calibrate ADAS and ensure optimal performance after basic, common modifications, such as installing larger tires and wheels, lift kits, lowering kits, bumpers, grills, push bars, light bars, bike racks, and winches.
- Even common modifications – such as adding bike racks or wraps, making vehicles accessible to disabled individuals, or lifting them to travel off-road – impact sensors and cameras that act as critical components of ADAS.
- SEMA members and vehicle owners lack clear pathways to maintain the safety and performance integrity of ADAS from production through post-sale service, repair, and modification. For example, there is no standardized icon to show drivers whether their ADAS is properly calibrated and functional.
- ADAS calibration requires precise physical alignment, testing, and electronic aiming of sensors that collect data to inform vehicles’ ADAS features such as

forward collision warning (FCW), lane departure warning (LDW), and automatic emergency braking (AEB). Calibration must be supported to maintain vehicle quality and functionality.

- For many automotive businesses, the cost of ADAS dynamic validation testing is simply too expensive -- testing one vehicle make, model, and trim with a single modification can range from \$25,000 to over \$100,000.
- The majority of new vehicles include ADAS features. The American people are paying for ADAS when they buy a vehicle and they expect it to work for as long as they own it, including after the vehicle has been modified or customized.
- Accordingly, there is a strong desire in the aftermarket for performance standards for ADAS and the creation of testing procedures for service providers to validate that ADAS is functioning properly.

## Next Steps

- SEMA has begun the process of expanding support for the bill in Congress.
- SEMA is seeking bipartisan U.S. Senators to introduce a comprehensive bill to ensure that the automotive aftermarket has the information needed to properly calibrate vehicles with ADAS.
- Our endgame is to secure the bill's passage either as part of the 2026 highway bill or as a standalone legislation (the highway bill is the best option, as this is a must-pass bill that funds federal road and highway projects).