



# RIGHT TO MODIFY

SEMA, on behalf of the specialty automotive aftermarket industry and community of automotive enthusiasts nationwide, believes that individuals' right to repair and modify the vehicles they own is essential to a free nation and the future of the industry.

Every year, new barriers, whether legal or technological, hinder vehicle owners' ability to work on their vehicles, seek repairs at independent automotive shops, and manufacture and install replacement and specialty parts, software, and services to enhance their vehicles' safety, performance, and comfort.

While many new ADAS features, such as lane departure warning, lane keep assist, forward collision warning, and automatic emergency braking, come standard in the latest models of vehicles, the technology automakers employ to support these systems varies greatly by model and OEM. Currently, vehicle manufacturers are not required to provide full vehicle lifecycle support, including instructions, application guides, proper mounting or functionality windows, or access to make changes outside of the original sensor location and configuration.



## Is it RIGHT TO REPAIR or RIGHT TO MODIFY?



**Repair** = Restore to original state

**Modify** = Transform into something new or different



Right-to-repair and right-to-modify are similar, but certainly not the same, and the differences between the two are critical to SEMA's efforts to protect the automotive aftermarket and the customers our members serve.

SEMA views repairs as a necessary function of owning and maintaining a vehicle. But modification is where life begins: that's where Americans alter or customize in ways that enable them to live their best lives through their vehicles: wraps that advertise their business, bike racks that empower the weekend warrior, or lifts and bull bars that make work on the ranch a little bit easier.



## LEGISLATION



*At the federal level, SEMA is monitoring legislation related to right-to-modify.*

• **Pending right-to-modify legislation** will soon be introduced in Congress as a means for providing modification protections that don't yet exist in federal law. SEMA is working with lawmakers in the U.S. House of Representatives and Senate to ensure the needs of the automotive aftermarket industry and automotive enthusiasts are met.

**SEMA expects to support upcoming right-to-modify legislation**

• **The REPAIR Act** (H.R. 1566) would provide vehicle information and data to protect the future of the independent repair industry, but does not extend similar protections to individuals and businesses that modify and customize vehicles.

**SEMA is neutral on the REPAIR Act**

• **The Warrior Right to Repair Act**, a component of the National Defense Authorization Act (NDAA) for Fiscal Year 2026, would ensure the U.S. military can repair and maintain the equipment that it owns, a mission-critical protection of military readiness and our warfighters' ability to quickly adapt to evolving battlefield conditions and needs.

**SEMA supports the Warrior Right to Repair Act**

# SEMA'S VALUES//ADAS FUNCTIONALITY AND INTEGRITY ACT

SEMA is working with **Rep. Diana Harshbarger (R-Tenn.)** and several other key congressional offices to ensure the aftermarket has a voice in ADAS policy discussions and to ensure the 2026 highway bill includes a provision to ensure the aftermarket has the information necessary to modify and calibrate vehicles with ADAS. Rep. Harshbarger will soon introduce the SEMA-supported “ADAS Functionality and Integrity Act,” which includes the following provisions:

- Requires NHTSA to create **ADAS modification and tolerance guidelines** 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 NHTSA to 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**.



**SEMA supports the U.S. military's right to repair and maintain the equipment that it owns, a mission-critical protection of military readiness and our warfighters' ability to quickly adapt to evolving battlefield conditions and needs.**



SEMA has been busy, submitting in August our ADAS priorities to the Department of Transportation and the House Energy & Commerce Committee for inclusion in the 2026 highway bill, and in October hosting select leaders from the for an ADAS Advocacy Day on Capitol Hill to reinforce this message.

Here's what we're now looking forward to:

- **Late November/December:** House Energy & Commerce Committee expected introduction and passage of vehicle safety parts of the highway bill
- **January to March 2026:** Senate Commerce, Science, and Transportation Committee likely passes its vehicle safety bill for inclusion in the highway bill
- **Sept. 30, 2026:** Deadline to reauthorize the highway bill