

119TH CONGRESS
1ST SESSION

H. R. 6688

To require the National Highway Traffic Safety Administration to establish guidelines for advanced driver assistance systems calibration, modifications, and tolerances, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 12, 2025

Mrs. HARSHBARGER (for herself, Mr. OBERNOLTE, Mr. VASQUEZ, and Mrs. TORRES of California) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To require the National Highway Traffic Safety Administration to establish guidelines for advanced driver assistance systems calibration, modifications, and tolerances, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “ADAS Functionality
5 and Integrity Act”.

1 **SEC. 2. ADAS MODIFICATION RANGES AND TOLERANCES**

2 **GUIDELINES.**

3 (a) GUIDELINES FOR ADAS.—Not later than 24
4 months after the date of the enactment of this Act, the
5 Secretary of Transportation, acting through the Adminis-
6 trator of the National Highway Traffic Safety Administra-
7 tion, in consultation with manufacturers of passenger
8 motor vehicles and equipment, standard settings organiza-
9 tions, the independent automotive aftermarket, and deal-
10 ers, shall develop and publish guidelines to ensure ADAS
11 and vehicle dynamic systems installed in any passenger
12 motor vehicle, for a model year on and after 2028 main-
13 tains functionality when a passenger motor vehicle is
14 modified or customized that include the following:

15 (1) Allowable modification ranges and toler-
16 ances, including physical parameters impacting
17 ADAS and vehicle dynamic systems functionality, in-
18 cluding ride height, wheel and tire dimensions, over-
19 all static geometry, physical displacement param-
20 eters, and sensor and camera function.

21 (2) A process for manufacturers to provide ve-
22 hicle tolerance and system sensitivity information
23 relevant to modification and calibration to owners
24 and the Administrator within 30 days after the re-
25 lease of a passenger motor vehicle.

1 (3) Quantifiable tolerance thresholds for
2 changes in vertical and lateral displacement, in all
3 axes, necessary to maintain proper ADAS
4 functionality.

5 (4) Proper calibration procedures of ADAS and
6 other vehicle dynamic systems following repair,
7 modification, or component replacement.

8 (5) Confirmatory test protocols and perform-
9 ance validation metrics that allow owners, service
10 providers, and independent repair facilities to verify
11 the operational integrity of ADAS after calibration.

12 (b) CONTRACTING AUTHORITY.—The Administrator
13 may contract with independent laboratories and vehicle
14 testing facilities to carry out any testing that may be re-
15 quired to develop the guidelines under subsection (a).

16 (c) REQUIREMENT TO USE EMPIRICAL DATA.—Any
17 determination made by the Administrator in issuing the
18 guidelines required pursuant to subsection (a) shall be
19 based on empirical data derived from dynamic testing,
20 independent research, and public data sources.

21 (d) USE OF NCAP METHODOLOGIES.—The guide-
22 lines described in subsection (a)(4) shall reference or ex-
23 pand upon methodologies established by the United States
24 New Car Assessment Program, including—

1 (1) a standardized scoring scale to evaluate the
2 effectiveness of calibration (such as good, fair, and
3 poor); and

4 (2) transparent validation criteria that can be
5 applied across vehicle platforms and assessed over
6 the lifecycle of the vehicle.

7 (e) ENFORCEMENT.—A manufacturer of a passenger
8 motor vehicle or equipment that does not meet the guide-
9 lines issued pursuant to this section is subject to the civil
10 penalties described under section 30165(a) of title 49,
11 United States Code.

12 **SEC. 3. ADAS MODIFICATION RANGES AND TOLERANCES**
13 **STUDY.**

14 (a) STUDY REQUIRED.—Not later than 12 months
15 after the date of the enactment of this Act, the Secretary
16 of Transportation, acting through the Administrator of
17 the National Highway Traffic Safety Administration, shall
18 complete a study and submit to Congress a report that
19 assesses the safety needs, feasibility, capability, and cost
20 to the National Highway Traffic Safety Administration to
21 develop and maintain industry guidelines to support the
22 functionality of ADAS and vehicle dynamic systems in-
23 stalled in passenger motor vehicles for a model year on
24 and after 2028 after a passenger motor vehicle is modified

1 or customized. The study shall consider the development
2 of industry guidelines relating to the following:

3 (1) Vehicle tolerance and system sensitivity in-
4 formation relevant to calibration following modifica-
5 tion.

6 (2) Allowable modification ranges and toler-
7 ances for passenger motor vehicles, including phys-
8 ical parameters that impact ADAS and vehicle dy-
9 namic systems functionality, including ride height,
10 wheel and tire dimensions, overall static geometry,
11 physical displacement parameters, and sensor and
12 camera function.

13 (3) Quantifiable tolerance thresholds for
14 changes in vertical, longitudinal, and lateral dis-
15 placement, in all axes, necessary to maintain proper
16 ADAS functionality.

17 (4) Proper calibration procedures of ADAS and
18 other vehicle dynamic systems following repair,
19 modification, or component replacement.

20 (5) Confirmatory test protocols and perform-
21 ance validation metrics that allow owners, service
22 providers, and independent repair facilities to verify
23 the operational integrity of ADAS after calibration.

24 (b) STAKEHOLDER OUTREACH.—In carrying out the
25 study required under subsection (a), the Administrator

1 shall consult with manufacturers of passenger motor vehi-
2 cles and equipment, standard setting organizations, the
3 independent automotive aftermarket, and dealers.

4 **SEC. 4. DEFINITIONS.**

5 In this Act:

6 (1) ADMINISTRATOR.—The term “Adminis-
7 trator” means the Administrator of the National
8 Highway Traffic Safety Administration.

9 (2) ADVANCED DRIVER ASSISTANCE SYSTEMS;
10 ADAS.—The term “advanced driver assistance sys-
11 tem” or “ADAS” means a passenger motor vehicle
12 equipped with a Level 0, Level 1 or Level 2 system.

13 (3) DEALER; MANUFACTURER.—The terms
14 “dealer” and “manufacturer” have the meaning
15 given those terms in section 30102 of title 49,
16 United States Code.

17 (4) CONFIRMATORY TEST.—The term “confirm-
18 atory test” means a standardized post-calibration ve-
19 hicle test designed to validate system performance.

20 (5) INDEPENDENT AUTOMOTIVE
21 AFTERMARKET.—The term “independent automotive
22 aftermarket” means any party or entity not author-
23 ized by a passenger motor vehicle manufacturer or
24 affiliated service provider.

1 (6) LEVEL 0; LEVEL 1; LEVEL 2.—The terms
2 “Level 0”, “Level 1”, and “Level 2” have the mean-
3 ing given those terms in the April 2021 edition of
4 the J3016 recommended practice of SAE Inter-
5 national, “Taxonomy and Definitions for Terms Re-
6 lated to Driving Automation Systems for On-Road
7 Motor Vehicles”, or any subsequent edition of J3016
8 adopted by the Secretary.

9 (7) MOTOR VEHICLE.—The term “motor vehi-
10 cle” has the meaning given that term in section
11 32101 of title 49, United States Code.

12 (8) OWNER.—The term “owner” has the mean-
13 ing given that term in section 30106(d)(2) of title
14 49, United States Code.

15 (9) PASSENGER MOTOR VEHICLE.—The term
16 “passenger motor vehicle” has the meaning given
17 that term in section 32101 of title 49, United States
18 Code, including a motor vehicle with a gross vehicle
19 weight rating of less than 10,000 pounds.

20 (10) SECRETARY.—The term “Secretary”
21 means the Secretary of Transportation.

22 (11) VEHICLE DYNAMIC SYSTEM.—The term
23 “vehicle dynamic system” means ADAS and any re-

- 1 lated or integrated systems affecting the stability,
- 2 control, or motion of the vehicle.

