

The Honorable William C. Smith, Jr.  
Chair, Senate Judicial Proceedings Committee  
Miller Senate Office Building  
Annapolis, Maryland 21401

Re: Senate Bill 789 – Vehicle Laws – Automotive Repair Facilities – Advanced Driver Assistance Systems

Chair, Vice Chair, and Members of the Judicial Proceedings Committee,

Chair, Vice Chair, and members of the Committee, thank you for the opportunity to testify. My name is Don Reynolds, and I am here on behalf of SENSI Auto Technologies in strong support of Senate Bill 789.

Advanced Driver Assistance Systems—like automatic emergency braking, lane-keeping, blind-spot monitoring, and pedestrian detection—are now standard on nearly every new vehicle. Ninety-five percent of cars on the road today include AEB, and by 2029 the federal government will require these systems on *every* new vehicle with even more stringent performance requirements. These technologies save lives every day, but only when they are properly calibrated after repairs.

Right now, Maryland faces a growing safety and consumer-protection gap. National data shows 55 to 70 percent of collision-repaired vehicles require an ADAS calibration, yet only 23 percent actually receive one. In glass replacement, 98 percent of modern windshields require a camera calibration, but only 42 percent are documented. That means 30 to 45 percent of required calibrations are currently being missed.

But the problem is not just missed calibrations, it's incorrect calibrations. A major study by Ascential Technologies found that up to 42 percent of calibrations performed by shops were done incorrectly, often with no dashboard warning to alert the driver. Their conclusion was clear: a poor calibration can be even more dangerous than no calibration at all, because the driver believes the system will respond—and in an emergency, it won't.

And too often, the consumer is the one who pays the price. When an ADAS system fails after a repair, it's the driver who must return to the shop, dispute the insurer, lose time, or even pay out of pocket to fix improper work. Most Marylanders never know calibration was required, leaving them unknowingly driving a car with compromised safety systems.

This legislation is about fixing that. It increases awareness, requires proper training and licensing, enforces OEM procedures, ensures insurers recognize and reimburse required calibrations, and provides clear consumer disclosure. It elevates the professionals who are already doing this work correctly while creating a level playing field across the entire industry.



The federal government mandates these life-saving systems, but it does not regulate how they must be repaired after a crash. That responsibility falls to the states—and Maryland has an opportunity to lead.

This bill ensures ADAS systems work as designed, protects Maryland families, and promotes the highest standards of repair quality and consumer safety.

Thank you for your time and consideration, and I'm happy to answer any questions.

Sincerely,

Donald T Reynolds  
Chief Operating Officer

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