

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,

Thank you for the opportunity to testify in strong support of Bill 789.

My name is Christi Boyle, and I am the co-owner of Sensi Auto Technologies, a Maryland-based business specializing in Advanced Driver Assistance Systems (ADAS) diagnostics and calibration. I am also the mother of a young driver. I speak to you today from both perspectives — as a small business owner working directly with these safety systems every day, and as a parent who relies on them to help protect my child on Maryland roads.

According to the National Highway Traffic Safety Administration (NHTSA), human error remains the leading cause of motor vehicle crashes in the United States. Distracted driving alone claims thousands of lives each year, with young and inexperienced drivers disproportionately represented in distraction-related crashes.

Despite education and enforcement efforts, distraction and inattention remain persistent realities. Advanced Driver Assistance Systems were developed specifically to address these human limitations.

ADAS technologies — including forward collision warning, automatic emergency braking, blind-spot detection, lane departure warning, lane keeping assistance, adaptive cruise control, and rear cross-traffic alert — are not convenience features. They are crash-prevention systems.

Research cited by NHTSA and the National Safety Council shows:

- Forward collision warning combined with automatic emergency braking can reduce rear-end crashes by nearly 50%.
- Blind-spot monitoring significantly reduces lane-change crashes.
- Lane departure warning systems reduce single-vehicle and sideswipe crashes.

For parents like me, those statistics are not abstract. They represent real protection for our children during moments of inexperience or distraction.

While ADAS technology is advancing rapidly, public understanding has not kept pace.

Many drivers:

- Do not fully understand what their systems can and cannot do.
- Overestimate capabilities and confuse driver assistance with automation.
- Disable systems due to misunderstanding.

- Assume a vehicle is safe after repair because no warning light is on.

There is also a gap within parts of the repair and insurance industries regarding the technical precision required for calibration.

Even millimeter-level misalignment of a radar sensor or camera can affect braking timing, lane detection accuracy, or object recognition. If a vehicle undergoes collision repair or even windshield replacement without proper recalibration:

- Automatic emergency braking may activate too late — or not at all.
- Lane keeping systems may drift.
- Blind-spot monitoring may fail to detect adjacent vehicles.
- Misinterpret its environment and apply braking or steering corrections.

This bill directly addresses that safety gap.

Section 4 of the Act establishes clear requirements that any auto repair facility performing collision repairs or glass replacement on ADAS-equipped vehicles must:

- Conduct pre-repair diagnostic scans
- Perform calibrations strictly according to Original Equipment Manufacturer (OEM) repair procedures and position statements
- Conduct post-repair scans to verify functionality
- Maintain documented evidence of all scans and calibrations

It also prohibits returning a vehicle to a customer without required calibrations or misrepresenting that calibrations were performed.

These are not burdensome requirements — they are safety standards consistent with manufacturer guidance and national highway safety principles.

This Act also addresses a significant consumer protection issue.

Currently, insurance estimates do not always clearly itemize necessary OEM-recommended diagnostic scans and calibrations. Consumers are often unaware these procedures are required to restore the vehicle's safety systems.

Section 5 ensures that insurance carriers:

- Cannot deny coverage for OEM-recommended repair procedures or calibrations
- Cannot require repair methods that conflict with OEM position statements
- Must include line items for pre-repair scans, post-repair scans, and necessary ADAS calibrations
- Cannot consider a repair complete until required calibrations are performed

Safety procedures should never be optional or negotiable when restoring crash-avoidance systems.

Section 6 addresses the educational gap directly by requiring written disclosure to consumers before repairs begin, including:

- Identification of ADAS features present
- Explanation of which systems may be affected
- Description of required calibration procedures
- Estimated costs
- Safety implications of failing to perform calibrations

Upon completion, consumers must receive documentation verifying that calibrations were properly performed and that OEM prerequisites were met.

As both a business owner and a parent, I believe transparency builds trust and ensures informed decision-making.

This Act responsibly modernizes the industry by establishing licensing requirements beginning January 1, 2027.

ADAS calibration providers must:

- Complete state-approved training
- Pass a written examination
- Maintain proper tools and controlled calibration environments
- Carry liability insurance
- Complete annual continuing education

These systems directly affect life-saving crash-avoidance features. Professional standards and licensing ensure that those performing calibrations are properly trained and equipped.

As a Maryland small business owner, I support these standards because they promote professionalism, accountability, and public safety.

When my young driver leaves the house, I cannot eliminate every risk. I cannot control every distracted driver on the road. But I can advocate for policies that ensure the technologies designed to reduce crashes are functioning exactly as intended.

The Maryland Advanced Driver Assistance Systems Safety and Consumer Protection Act does not create unnecessary regulation. It creates clarity. It aligns insurance coverage with OEM safety standards. It closes the education gap for consumers. It establishes professional accountability. And most importantly, it strengthens roadway safety for Maryland families.

For the safety of our children, our communities, and every driver on Maryland roads, I respectfully urge a favorable report. Thank you for your time and consideration.