

Date of Hearing: June 16, 2026

Fiscal: Yes

ASSEMBLY COMMITTEE ON PRIVACY AND CONSUMER PROTECTION

Rebecca Bauer-Kahan, Chair

SB 719 (Cabaldon) – As Amended June 10, 2026

PROPOSED AMENDMENT

SENATE VOTE: N/A

SUBJECT: Access to connected vehicle service.

SYNOPSIS

In 2024, the Legislature passed, and the Governor signed SB 1394 (Min, Ashby, and Weber-Pierson; Ch. 655, Stats 2024). That bill required that automakers assist women fleeing violent men in their lives by providing them with a way to disconnect a vehicle's remote location services from inside of a car, thus stopping their perpetrator from tracking their movements and location.

That bill required a vehicle manufacturer that includes connected vehicle services in its automobiles, beginning January 1, 2028, to notify a driver if a person outside the car accessed their connected vehicle service or connected vehicle location access. In addition, after January 1, 2028, a manufacturer will need to include a mechanism that allows a driver to disable the connected vehicle location access from inside the car. This Committee found that the policies contained in SB 1394 were critical for the safety of women and would significantly improve their ability to escape an abuser.

While supportive of the bill, some automakers ran into challenges meeting the timeframes that were included. This bill adjusts the time frames in statute and aligns them with vehicle model years, rather than specific dates.

This bill was gutted and amended in this Committee. In light of an upcoming July 1, 2026, deadline for automakers, the Committee amendments add an urgency clause.

EXISTING LAW:

1) Defines the following:

- a. "Account holder" means a person who is a party to or a user of services provided under a contract for connected vehicle service with a covered provider, and includes, but is not limited to, a subscriber, customer, or registered user.
- b. "Connected vehicle location access" is a type of connected vehicle service that allows a person who is outside of a vehicle, excluding a covered provider or vehicle cellular data provider, to view or track the location of the vehicle, including, but not limited to, a location determined by a Global Positioning System (GPS), whether through the internet, an app-based technology, or any other remote wireless connectivity technology.

- c. “Connected vehicle service” means any capability provided by or on behalf of a vehicle manufacturer that enables a person, excluding a covered provider or vehicle cellular data provider, to remotely obtain data from, or send commands to, a vehicle, which may be accomplished through a software application that is designed to be operated on a mobile device.
 - d. “Connected vehicle service account” means an account or other means by which a person enrolls in or obtains access to a connected vehicle service.
 - e. “Connected vehicle service request” means a request by a driver to terminate a person’s access to connected vehicle service.
 - f. “Covered provider” means a vehicle manufacturer or an entity acting on behalf of the vehicle manufacturer that provides connected vehicle service. (Veh. Code § 28200.)
- 2) Requires, beginning January 1, 2028, that a vehicle with connected vehicle service clearly indicates to a person inside the vehicle that someone outside the vehicle has accessed the connected vehicle service or the connected vehicle location access. (Veh. Code § 28202.)
 - 3) Requires, beginning January 1, 2028, that new vehicles with connected vehicle location access include a mechanism within the car that allows a driver to disable that access and only allows it to be re-enabled in the same manner. (Veh. Code § 28240.)
 - 4) Requires that on July 1, 2026, vehicles manufactured prior to January 1, 2028, that have connected vehicle location access, must be updated with the ability for a driver to disable that access if the vehicle has the capability to receive software updates that provide for that functionality. (Veh. Code § 28206.)
 - 5) Allows manufacturers to require a driver to input a mobile phone number associated with the connected vehicle service account to disable the location access. (Veh. Code § 28242.)
 - 6) Prohibits requiring any verification beyond the phone number in order to disable location access, including, but not limited to, the use of a two-factor authentication process. (Veh. Code § 28242.)
 - 7) Exempts vehicles owned or operated by a rental company that is subject to the provisions in Civil Code Section 1393.01. (Veh. Code § 20206(c).)
 - 8) Required auto manufacturers, by July 1, 2025, to develop a clear process for allowing drivers to submit a request to have any connected vehicle service connection account severed and to obtain a new connected vehicle service account. (Veh. Code § 28206.)
 - 9) Requires a driver to submit documentation demonstrating that they have the authority to terminate a person's access to the connected vehicle service. (Veh. Code § 28224.)
 - 10) Requires the manufacturer to terminate the service within two business days of receiving the request. (Veh. Code § 28224.)

THIS BILL:

- 1) Modifies the definition of “connected vehicle service” to mean a software application that is designed to be operated on a mobile device.
- 2) Adds the following definitions:
 - a. “Requestor” means any person submitting a connected vehicle service request who has the vehicle identification number and proof of legal possession.
 - b. “Vehicle” means a motor vehicle having a manufacturer’s maximum gross vehicle weight rating under 6,001 pounds, with connected vehicle service.
- 3) Changes the current January 1, 2028, operative date to the 2031 model year for requiring all vehicles with a connected vehicle service to clearly indicate to a person inside the vehicle if connected vehicle location access is enabled.
- 4) Changes the current January 1, 2028, operative date to the 2031 model year for requiring all vehicles with a connected vehicle service to include a mechanism within the car that allows a driver to disable that access and only allows it to be re-enabled in the same manner.
- 5) Changes the current July 1, 2026, operative date for vehicles manufactured prior to January 1, 2028, that have connected vehicle location access, to be updated with the ability for a driver to disable that access if the vehicle has the capability to receive software updates that provide for that functionality to the following:
 - a. For 2028, 2029, and 2030 model year vehicles, as soon as practicable after the vehicle is sold unless technologically infeasible.
 - b. On or before July 1, 2027, for 2027 model year or older vehicles unless technologically infeasible.

COMMENTS:

1) **Author’s statement.** According to the author:

In 2024, SB 1394 made an important commitment to survivors of domestic abuse by providing victims with the power to disable the connected vehicle features that perpetrators use to track and harass them. However, the short timeline did not give automobile manufacturers enough time to make these changes within the multi-year vehicle design and manufacturing process.

SB 719 does not remove any victim safety requirements of the law. It clarifies technical aspects, adjusts the law's implementation dates to better align with the multi-year design and manufacturing process for vehicles, and is consistent with similar laws in other states.

2) **The need for this bill.** In 2024, the Legislature passed, and the Governor signed SB 1394 (Min, Ashby, and Weber-Pierson; Ch. 655, Stats 2024). That bill required that automakers assist women fleeing violent men in their lives by providing them with a way to disconnect a vehicle’s remote location services from inside of a car, thus stopping their perpetrator from tracking them through the car.

As outlined in EXISTING LAW, that bill required a vehicle manufacturer that includes connected vehicle services in its automobiles, beginning January 1, 2028, to notify a driver if a person outside the car accessed their connected vehicle service or connected vehicle location access. In addition, after January 1, 2028, a manufacturer will need to include a mechanism that allows a driver to disable the connected vehicle location access from inside the car.

While supportive of the bill, some automakers ran into challenges meeting the time frames that were included. The Alliance for Automotive Innovation, along with a coalition of car dealers, describe the challenges in this way:

As automakers have worked to implement the law, it has become clear that certain deadlines cannot be met. While automakers have already implemented the webpage-based termination requirement, the timelines associated with in-vehicle features do not align with the realities of vehicle production.

Vehicle development begins nearly a decade before a particular model hits the road. The process requires extensive engineering, testing, validation, and coordination across complex global supply chains. Each aspect of a vehicle is designed with the entire system in mind. Both hardware and software must function safely and reliably as an independent component and as part of a greater whole. As a result, vehicle systems cannot be redesigned and deployed on the timelines required by SB 1394.

For example, the requirement that vehicles include an in-vehicle mechanism to terminate location services takes effect on July 1, 2026. This date provides less than two years between final bill language going into print and the effective date for manufacturers to review, design, test, and deploy updates. These changes must seamlessly integrate into the extensive network of existing software and hardware without disrupting any capability currently relied upon by consumers. Without careful development, a rushed update could impair a host of functions including safety features, GPS, or Advanced Driver-Assistance Systems.

This time crunch is exacerbated by the application of some requirements to existing vehicles at the same time as new vehicles. Different makes, models, and trim levels have offered unique mixes of capabilities and have done so through different technologies. This range of technical considerations prevents developers from employing any one-size-fits-all solution. Producers are spread thin attempting to develop an extensive range of backwards looking software solutions all at once.

3) What this bill would do. This bill makes the following changes to current law:

1. Extends and aligns the deadlines for implementation with the model year of vehicles impact rather than a specific date by changing January 1, 2028, to the 2031 model year for all new vehicles. In addition, it adjusts the requirements for cars prior to the 2031 model to align with the 2027, 2028, 2029, and 2030 model years.
2. Increases the exemptions for rental cars to include commercial vehicles by limiting the bill to vehicles under 6,0001 pounds.
3. Makes several other technical changes to the terminology currently in statute.

4) **Analysis.** As the Committee discussed in detail in its analysis of SB 1394, nationally more than one-third of women will experience rape, physical violence, and/or stalking by an intimate partner in their lifetime and nearly 8 million women experience one or more of these abuses by a current or former partner each year. The most dangerous place for a woman is not out in public; it is in her home. In addition, the most dangerous people for women are not strangers, they are the men she knows and has relationships with. Adding to the risk, the most dangerous time for someone who is in a relationship with a violent abuser is when they decide to leave.

The Committee found that the policies contained in SB 1394 were critical for the safety of women and would significantly improve their ability to escape an abuser. This bill preserves those important protections. While it delays implementation for the in-car capabilities, it preserves the interim requirement that manufacturers provide a means for women fleeing abusers to request that the connection between the car and the remote applications be severed and requires the manufacturers to honor that request within two-days.

5) **Amendments.** Due to the upcoming July 1, 2026 deadline in statute, the Committee amendments add an urgency clause.

REGISTERED SUPPORT / OPPOSITION:

Support

Alliance for Automotive Innovation
California New Car Dealers Association
Carmax
Carvana

Opposition

None on file.

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