BACKGROUND

• Regulatory workshop held on 10/18/2018

• BAR internal workgroup formed 11/1/2018
  o Present three regulation proposals on 4/18/2019
  o Actively working on additional proposals for future consideration
NEED FOR REGULATION CHANGES

• Many current technologies did not exist when the regulations were adopted
  - Some regulations were adopted in 1997

• Technical advances in collision repair

• Clarify requirements for auto body repair industry
TITLE 16, CALIFORNIA CODE OF REGULATIONS (CCR)

• § 3303 – Definitions

• § 3351.5 – Equipment Requirements for Auto Body Repair Shops

• § 3367 – Inflatable Restraint Systems; Airbags
• Amend subsection (o) – adds bonded glass as a “crash part”

• Amend subsection (p) – adds new language to further define an “Original Equipment Manufacturer crash part”

• Amend subsection (q) – amends language to define “Non-Original Equipment Manufacturer crash part”
CCR § 3351.5 - EQUIPMENT REQUIREMENTS

• Add new subsection (a) – requires auto body shops to have all equipment/manuals for the types of vehicles repaired and perform repairs according to manufacturer specifications

• Amend existing subsection (a) and renumber to subsection (b) – combines corrosion protection equipment requirements of the section into one subsection

• Amend existing subsection (b) and renumber to subsection (c) – clarifies repair, measuring, and testing equipment requirements, and reinforces the requirement to perform repairs according to manufacturer specifications
CCR § 3367 - INFLATABLE RESTRAINT SYSTEMS; AIRBAGS

- Rename section title to “Supplemental Restraint System”

- Add new subsection (a) – defines supplemental restraint system components

- Add new subsection (b) – reinforces the requirement that installation of and repairs to these systems be performed according to manufacturer service specifications

- Renumber existing subsection (a) to subsection (c) – relates to a previously deployed system
• Add new subsection (d) – adds language prohibiting the disabling of a supplemental restraint system component or installation of a replacement part that would cause the system not to function as designed, unless an exemption is obtained by the National Highway Traffic Safety Administration

• Renumber existing subsection (b) to subsection (e) – relates to disciplinary action
QUESTIONs AND COMMENTS

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