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For Immediate Release

ASCCA BAR Advisory Committee Meeting Report for April 16 Meeting

Sacramento, CA, April 22, 2014:

ASCCA Legislative Advocate, Jack Molodanof, attended the BAR Advisory meeting on April 16, 2014. Craig Johnson, Mary Kemnitz, Margie van Lierop; Gloria Peterson, and Jay Jefferson were also in attendance.



Pictured left to right: Jack Molodanof, Pat Dorais, and Craig Johnson at BAR Advisory meeting

- **DCA News and Update:** Christine Lally of DCA provided a short presentation of the new DCA Strategic Plan and goals, which included preventing, reducing, and eliminating unlicensed activity; providing timely and accurate information to stakeholders regulated by DCA and implementing a single source for managing and tracking licenses through BreEZ to improve on-line access to information and simplifying tasks such as address changes, license renewals, and verifying licenses.
- Patrick Dorais provided a review and summary of the BAR Sunset Review that took place on March 10, 2014 before the Joint legislative Committee. BAR has completed its review and answered all questions posed by the Joint legislative Committee. The 36 page summary is posted on the BAR website.
- **OBD II Inspection System Presentation:** Paul Hedglin provided a PowerPoint and update on the OBD Inspection Program. The DAD beta certification has been on hold due to software systems improvements. The beta program will resume in early May. It is expected that the first DAD vendors could be certified as early as June. Currently 4 vendors have

applied for certification, namely: Applus; Bosch, Drew and Worldwide. Questions posed by BAG committee members included making sure that BAR provide regular updates due to misinformation being made by equipment vendors, which is causing confusion among stakeholders. Updates on OBD II are on the BAR website.

- **Enhanced Fleet Modernization Program Presentation:** Maritess Sicat of the Air Resources Board provided a detailed presentation about the voluntary scrap program. Spending is about 30 million annually on the program. They usually run out of money. They are focused on areas with the greatest air quality problem. Most of the retirement (crushed cars) money is focused on low to moderate income vehicle owners. The replacement program has not been successful. They are in the process of updating regulations which would continue to limit funds to low and moderate income motorists, promote advanced technology (i.e., hybrids, plug-in hybrids, etc.) and facilitate transportation options (public transit/car sharing). Currently the program not geared towards commercial use. Questions posed included the idea of preserving recycling car parts, including useful smog-related parts to do repairs on older vehicles rather than crush them.
- Jeffrey Williams provided a presentation entitled "Lessons Learned from CAP Analysis." ASCCA had requested that some of the IMRC-type presentations be provided to the BAG meeting, which was why this presentation was made. Mr. Williams conducted his own study of 758,450 vehicles in the consumer assistance program. He provided the committee with a lot of data and made comparisons about cars failing smog and applications to repair v. retire. He concluded that many vehicles repaired under CAP appear to be at the end of useful lives; a lower maximum CAP payment on older and high mileage vehicles is no change in the retirement program; many apply for retirement when not eligible, a small payment might induce many towards retirement; many owners are buying newer vehicles regardless of the CAP program.
- **Legislation and Regulations Update:** Vince Somma provided updates on AB 1665 (Jones)-adds doing work to TPMS (tire pressure monitoring system as needing a BAR license/registration); SB 913 (DeSaulnier)-Requires BAR/ARB to cooperate in retiring vehicles; SB 994 (Monning)-Car Information and Choice Act; SB 1275 (DeLeon)-Adds mobility option for low income consumers; Brake pad implementation by DTSC; Disciplinary Guidelines (adoption goal Jan 2015); Interlock devices (adoption goal July 1, 2014); Mobile ARD Advertising (public workshop July 15, 2014); Electronic Estimates (public workshop July 15, 2014); Windshield Installation Standards; (adoption goal Jan 2014); BAR-97 specification update (adoption goal of Jan 2015); School Certification regulations update; Brake inspection Standards, general industry consensus could not be reached; BAR is going to do a policy shift that selling a brake inspection and listing it as such on a written estimate is not satisfactory in defining service(s) provided, much like the use of the word "tune-up" is not sufficiently descriptive of the services to be performed on a vehicle.

Founded in 1940, the Automotive Service Councils of California is the largest independent automotive repair organization in California. Its members represent all areas of the automotive repair industry, including mechanical, auto body, suppliers and educators.

"To elevate and unite Automotive Professionals, and give them voice."
