



**Automotive Service Councils of California**  
Professionals in Automotive Service ~ Since 1940

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Below is a summary of the BAR Advisory Group meeting and Auto Body Workshop held in Sacramento on Thursday April 18, 2019.

### **BAR Advisory Group Committee Meeting**

**1. DCA News.** The current DCA Director, Dean Grafilo is leaving DCA. The Governor will be making a new appointment soon.

**2. Legislation and Regulations.** Legislation - AB 142 (Lead-Acid Batteries fees); AB 161 (Electronic receipts); AB 210 (Smog Check Exemption); AB 390 (Violations for muffler noise); AB 755 (Tire Tax); AB 949(unsafe used tire installation); AB 1359 (Towing oversight by CHP); AB 1538 (Auto Collision Coverage); SB 59 (Automated Vehicle Technology); SB 460 (Biennial Registration). BAR working on the following Regulations: STAR Program Clean-Up; BAR Licensing Form Updates; Certified Training Institution/Instructors updates; Smog Check Repair Assistance; Brake Lamp Stations and Adjusters updates. For more information contact Holly O'Conner, BAR at [Holly.OConner@dca.ca.gov](mailto:Holly.OConner@dca.ca.gov)

**3. Cal-VISTA Project Update.** The smog check data base transfer from SGS to Cal-Tech is complete. CalTech is now the primary data center for smog check. The new RFP contract for ongoing smog check Maintenance and Operation should be awarded very within the next 30 days, pending negotiations. The contract transition to new vendor to take place Oct/Nov 2019. For more information contact Clay Leek, BAR at [Clayton.leek@dca.ca.gov](mailto:Clayton.leek@dca.ca.gov)

**4. Permanent Diagnostic Trouble Codes (PDTC) Implementation Plan.** PDTC supported by 2010 model years and newer vehicle. Vehicles with PDTC will fail smog check. Targeted implementation date is July 1, 2019. ET Blast notices will be going out shortly to smog stations. Conditions where the PDTC can be ignored include: 15 warm up cycles and driven 200 miles. BAR estimates the failure rate on 2010 model year and newer vehicles will rise approximately 1% or 155 additional failures statewide per day. Also PDTC's will be ignored when specific models tested have been identified having difficulty clearing PDTC. BAR working on specific model list which will be available to smog stations. For more information contact Greg Coburn, BAR at [Greg.Coburn@dca.ca.gov](mailto:Greg.Coburn@dca.ca.gov)

**5. Product Labeling Regulations.** California Department of Food and Agriculture (CDFA) is in the process of developing new regulations for lubricants including transmission fluids specifications, advertising and labeling requirements. Current concerns involve ARD's adding additives to base fluid (Multivehicle Transmission Fluids) to meet OEM performance requirements. CDFA wants to create a working group to identify issues and address needs of consumers and auto repair industry. BAR and CDFA discussed holding public workshop after next BAR Advisory Committee to discuss possible solutions. For more information contact Allan Morrison, CDFA at [Allan.Morrison@cdfa.ca.gov](mailto:Allan.Morrison@cdfa.ca.gov)

**6. Disciplinary Case Processing Overview.** The BAR goal with regard to the most egregious cases (e.g. fraud) is to impose discipline within 540 days from initial investigation. In the 17/18 FY, the average was 808 days to impose discipline from initiation to decision effective date. Initiation of investigation can come from the following: complaints, auto body inspection, anonymous tips, smog inspection data, other sources. Investigative procedures include: undercover vehicles, video surveillance, advertising review and review of ARD paperwork. The BAR prepares report of investigation which is reviewed by headquarters. Once review is completed then submitted to Attorney General to prepare accusation and then served upon ARD. The ARD has options once served with accusation including settling or going through the hearing process. After decision by administrative judge then proposed decision maybe accepted or rejected. For more information contact Bill Thomas, BAR at [Bill.Thomas@dca.ca.gov](mailto:Bill.Thomas@dca.ca.gov)

**7. Enforcement Statistics.** Consumer complaints holding steady: Engine repair/performance account for 33% of consumer complaints; General repair maintenance 18%; Auto Body 15%; Transmission 9%; Smog 7%; Used car transactions 4%; vehicle warranty 2%; unlicensed activity 2%. For more information contact Bill Thomas, BAR at [Bill.Thomas@dca.ca.gov](mailto:Bill.Thomas@dca.ca.gov)

**8. Enforcement/Licensing Modernization (ELM) Overview.** The BAR along with DCA working on modernizing BAR software/website which will increase efficiencies in on-line applications and shifting to paperless processing and reducing costs. The BAR also planning on increasing standardizing for BAR. Starting to move BAR in the 21st century. BAR is looking for ideas to assist consumers, repair facilities, consumer/industry advocates, industry training providers. For more information contact Clay Leek, BAR at [clayton.leek@dca.ca.gov](mailto:clayton.leek@dca.ca.gov)

Next BAR Advisory Group Meeting is scheduled for Thursday, July 18, 2019.

### **Auto Body Regulatory Workshop**

The BAR working on regulatory changes due to technical advances in collision repair and to clarify equipment requirements for the auto body industry. The goal is to make sure vehicles repaired correctly and safely. BAR is updating the definitions of OEM crash parts and Non-OEM crash parts. Equipment requirements include requirement that the body shop have all the equipment and current reference manuals for the types of vehicles repaired and repairs be made to OEM specifications. BAR also updating supplemental restraint systems. BAR seeking comments and input from stakeholders. BAR contacts Michelle Oberg at [Michelle.Oberg@dca.ca.gov](mailto:Michelle.Oberg@dca.ca.gov) and Mark Guess at [Mark.Guess@dca.ca.gov](mailto:Mark.Guess@dca.ca.gov)

All presentations from the BAG meeting and Workshop will be posted on BAR website shortly. [https://bar.ca.gov/About\\_BAR/BAR\\_Advisory\\_Group.html](https://bar.ca.gov/About_BAR/BAR_Advisory_Group.html)

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