

## **Summary of the BAR Advisory Committee Meeting Held on October 14, 2014**

*By Jack Molodanof, ASCCA Legislative Advocate*

ASCCA members attending the BAG meeting were Craig Johnson, Mary Kemnitz, Craig Wells, and Tracy Renee.

1) Patrick Dorais opened the meeting as usual with some DCA updates and introductions of new staff, including Dennis Hayes, Deputy Chief of Smog Check Operations.

2) **OBD Inspection System (OIS)-DAD Equipment Update.** Paul Hedglin indicated that BAR is planning to have a mandatory start date sometime in January (he said "January-ish"), but no specific date has been set yet. BAR is hoping for a December 1, 2014 start date but additional work is necessary to ensure the stability of the database (VID) that interfaces with OIS. This includes having a backup system in place. There is no off-line with OIS. BAR is encouraging stations to use OIS (new certified DAD equipment) as soon as possible, which will help BAR test database stability. BAR-certified DADS are available from three vendors (Applus, Drew and Worldwide; Bosch is still in the certification process). Currently there are about 4,500 active OIS (BAR thinks that number should ultimately reach 7000-8000 units); OIS units are testing about 70% of 2000 and newer model year vehicles. The BAR website provides training and BAR offered a webinar training program after the BAG meeting. There have been and will be OIS Software updates.

3) **AB 2289 Smog Check Performance Report.** Garrett Torgerson provided graphs and statistics re: status of smog check program performance. There were a couple of interesting stats: As of May 2014 BAR sent out 457 invalidation letters to smog stations for short-term performance measure violations and 171 were overturned; they also sent out 234 invalidation letters for long-term performance measure violations and 94 were overturned. One reason for invalidation was due to shops having good faith equipment issues and they indicated they were working with the vendor to correct that. Garrett indicated that if a tech had a low score that could invalidate STAR status, the smog station could remove and replace the low-scoring tech with another licensed tech. Also, STAR stations fail more vehicles than non-STAR smog stations.

4) **Labeling Requirements for Motor Oils:** Allan Morrison from the California Department of Food and Agriculture (CDFA) returned and provided more information. The CDFA maintains and enforces the minimum quality specifications for most petroleum and automotive products sold in California (i.e., motor oil, gear oil, engine coolant, automatic transmission fluid and brake fluid). Also, the program regulates the advertising and labeling of these products. Also, the CDFA has not adopted the requirements of handbook 130 "uniform laws and regulations in the areas of legal metrology and engine fuel quality" for motor oil, which means that CDFA does NOT prescribe any additional estimate/invoice disclosure requirements for auto shops to provide to customers (other than what BAR requires).

5) **Education Grant Funding Presentation.** The California Department of Education (CDE) provided an update on grant awards provided to school districts under the California Career Pathways Trust. Also, CDE indicated that there are 2,092 automotive classes in the state that have 40,000 students. Classes include: introduction to automotive, auto body repairs, equipment

repair, collision repair, vehicles, painting, engine technology, transmissions, brakes, electrical, etc.

6) **Enforcement Updates.** Bill Thomas of the Field Operations & Enforcement Division provided some follow-up from the last meeting and more detail on complaints for the 2013/14 year: Engine Repair Performance (5,223 total complaints); General Repair and Maintenance (2,475 total complaints); Smog Check (1,925 total complaints); Auto Body (1,682 total complaints); Transmission (1,480 total complaints); Other category (2,355). The complaint allegations in “Other” were for competence, negligence, false and misleading statements, fraud, estimates and authorization issues.

## 7) **Laws and Regulations**

**AB 1665 (Jones)** – This bill would have required that tire dealers be under BAR jurisdiction. AB 1665 was vetoed by the governor, who instructed the BAR to work with interested parties to determine automotive services that merit further regulation. BAR is going to move forward either with regulations or legislation to address not only tire dealers but also other automotive services that are exempt from BAR oversight.

**SB 1242 (Lieu) – Sunset Review for BAR Before 2019.** BAR is still working on the following regulations: Disciplinary Guidelines, Certified Schools and Instructors, Windshield Installation Standards, and Electronic Estimates, with the adoption date of regulations being approximately April 2015.

A meeting for further discussion re: ARD Mobile Advertising was tentatively set for October 30, 2014.

The next BAG meeting will be scheduled for sometime in January 2015.