

AUTO COLLISION REPAIR LICENSING ADVISORY BOARD

MEETING MINUTES FOR OCTOBER 26, 2006

MEETING CALLED TO ORDER AT 10:35 AM

Members present:

David Reynolds, New Century Auto Inc
Jeanne McCarthy, DBR
Dennis Gamba, Cranston Collision Center
Charles M. Nystedt, Metropolitan Property & Casualty Ins. Co.
Richard Berstein
Dan Coleman, F & C Auto Glass

Randy Bottella, Reliable Collision Center
John Leitac, Precision Harley
R. Harold Thomas Jr., Hal's Auto Body
Larry Alan, Nationwide
Jina Petrarca-Karampetsos, Providence Auto body
Eric Chase, LaChase Auto Recovery
Rep. Bruce Long, State Rep District 74
Jeffrey Greer, DBR

The meeting was called to order 10:35 AM.

Mr. Bottella reported his findings since September meeting concerning the requirements necessary to repair a salvage motorcycle

Rbot: Stated there is no equipment to repair bent motorcycle frames

JL: Stated that at his shop they measure things up to spec and always replace bent frames

DR: Proposed regulations to include the requirements of: Definition of bent frame, certified welders for structural repairs, liability insurance

Motion to pass DR – Unanimous

DG: Questioned the cost of courses in relation to the certification of technicians.

HT: On the Board of ICAR each course \$125

DR: Stressed the need for technician certification on welding techniques in light of the new metals that require different procedures

DG: Indicated that ICAR is not the solution and suggested that perhaps manufacturers could teach workers on new equipment. He also suggested that there be grandfathering for current workers who have a certain number of years on the job. There is already a shortage of technicians this could create a monster

JMC: Suggested that the owner of business should be certified in structural areas since by statute he is responsible for the conduct of his agents

DR: Stated that statute passed by the legislature requires standards for certification for the technicians – those who work on the vehicles

DG: Suggested that testing be done by DBR

RB: There is no way

JG: This requirement is huge for us; it affects the industry and requires enforcement. It becomes a resource issue. What if no one is certified should the shop stop doing business? If not what is the point.

RB: The Department recently initiated self-certification for real estate with random checks this method could be used here

DR: We have to insure safety of motoring public – the legislation charges us to ensure that someone in a shop knows how to fix a car

RB: We have enough faith in the honesty of the auto body industry to initiate self-certification
We could write a bulletin with technician guidelines

JPK: Questioned whether a Bulletin would be enforceable; suggested that regulations with open language and a bulletin to define it may be better

RB: Either one is fine. We will require evidence of certification at renewal. Suggested that the subcommittee circulate and develop the wording for next meeting

JMC: Received a call from a licensee raising the issue that windshields are structural parts yet some windshield installers some are putting windshields in outside under a temperature that will not allow a bond.

DC: That happens all the time, no one follows the 30-month rule

DR: the Department should look at consistent disregard for rules. Progressive is opening a concierge shop in Johnston that will be writing appraisal estimates after dismantling the vehicles and then sending them for repair all over the state

Hal: To take the vehicles apart would require an auto body license

JMC: In past the Board has not felt that Dent removal companies needed to be licensed. Recently received a call from a dealership that wanted clarification. Claims they do minor painting.

DR: They would need a license if they do any painting

Motion to adjourn: DR seconded CN 11:55 am