

MEETING OF THE RHODE ISLAND
AUTO COLLISION REPAIR LICENSING ADVISORY BOARD

DATE: August 26, 2015

TIME: 10:30 a.m.

PLACE: Department of Business Regulation
Conference Room –69-1
1511 Pontiac Avenue
Cranston RI 02920

BOARD MEMBERS PRESENT: Dave Reynolds, Dennis Gamba, Charles Rockwell, Gerald Galleshaw, Al Olney, Lt. David Doucet, John Mancone, Chris Hurd

BOARD MEMBERS NOT PRESENT: Empty DBR Seat

OTHERS PRESENT: Matt Gendron, Kim Precious, John Petrarca, Jina Petrarca, William Walsh, Reberta Galleshaw, Randy Bottella, Stephen Lauro, Larry Alan, Lori Moniz Anthony Ferranti Jr

Chairman Reynolds called the meeting to order at 10:37 a.m.

MINUTES: Chairman Reynolds made a motion to pass July 29, 2015 meeting minutes with amendments. Revision needed to reflect that under Salvage Rebuilder License the answer to the question was “YES” the DMV does inspect the frame on salvage inspections. Seconded by Mr. Hurd. All in favor.

Draft Minutes were introduced to the Board for review of Subcommittee findings. There was a question whether or not the subcommittee could be called such, so it will be known as the Ad Hoc Group –which was a public body to make recommendations to the board.

NEW BUSINESS: To approve or deny changes to Regulations 4, 7, and 16 as brought to the Board from the Ad Hoc Group.

Salvage Vehicle Repair – Regulation 7: Summary of proposed changes: Eliminate Regulation 7, and incorporate all licensing salvage rebuilding requirements and relevant information into Regulation 4.

Reg 7 also requires knowledge of working with mechanical and electrical parts. Per discussion it was explained that, that requirement would be covered under Regulation 16 Section 5 Requirements vi. Requirement is in regulation not law to have 50% employees to have education and experience for salvage rebuilder. Is it really a necessary requirement?

A concern arose from a Board member as to the Salvage rebuilder fee. If A & B Shops satisfy all requirements for salvage rebuilder by having 50% of employees certified in required areas, then there should be no additional fee.

Motor Vehicle Body Repair -Regulation 4: Summary of proposed changes: , and add Salvage Rebuilder to auto body application, Page 2 Add salvage rebuilder requirements including the 50% of technicians need to be certified if shop is also applying for salvage rebuilder, and proposal to lower the salvage license fee to \$300, Add Definitions to include D. Auto Manufacturer, E. Business of Salvage Vehicle Repairing, F. Certificate of Salvage Repair, P. Salvage Repair Certification, Q. Salvage Vehicle, and add language to definition stating regardless or not vehicle is owner retained, Page 3 add R. Shop Employee, S. Technician, in Section 4 add Paragraph to A. to include new wording for late or incomplete renewals with denial letter and opportunity for hearing after 30 days and add \$300.00 Non-refundable fee for class A classification application process, add language that requirements must be maintained throughout the licensing period, Add class A new requirements such as evidence of certification with an automobile manufacturer, evidence of certification of all employed technicians, written acknowledgment of an existence of a system for documenting customer complaint and evidence of a written lifetime warranty against workmanship defects and revise old full collision repair license requirements to reflect class B with updated language for equipment/gauges pages 3 and 4, some renumbering and adding application requirements that were required but not previously in regulation on Page 5 and Page 6, Page 6 delete D. Minimum Value because it will now be listed in requirements for class A and B, change J. to a \$300 fee, Page 7 add F. Resale of Repaired Salvage Vehicles, and G. Certificate of Salvage Repair Form to Section 6.

Certified Technicians -Regulation 16: Summary of proposed changes: Section 4 A. Requirements add/revise Section 1. Full Collision Class A requirements, vii Add Corrosion Protection category for certified technicians, add Section 2. for Class B requirements shops, add language to section B stating technicians must maintain certifications throughout term of license.

Note to reflect Mr. Hurd, Auto Dealers member of the Board had to leave the meeting prior to voting. Mr. Hurd's departure did not affect the quorum quota.

Chairmen Reynolds motioned to recommend to the Director all proposed changes with amendments as discussed today. Seconded by Mr. Doucet. All in Favor.

Chairmen Reynolds motioned for the immediate need to modify agenda to add course providers for technician certification to include corrosion. Seconded by Mr. Galleshaw. All in favor.

Chairman Reynolds motioned to accept 3M, and SEM as certification class providers. Seconded by Mr. Gamba. All in favor.

Chairmen Reynolds motioned to accept the corrosion class provided by 3M, and SEM. Seconded by Mr. Gamba. All in favor.

Matt Gendron offered to type all proposed changes to regulations and will send out copy to all by the end of the day and submit them to the Department for review.

OLD BUSINESS: (None)

OPPORTUNITY FOR PUBLIC COMMENT: Aluminum collection vacuum. If any shops are interested in Aluminum collection they can contact Mr. Petrarca at Providence Auto Body. ABARI may send something out.

Question to the Board: If a Class A shop defaults, they would need to reapply and pay the \$300.00 fee again. Answer: Yes.

EXECUTIVE SESSION: (None)

Chairman Reynolds motioned to adjourn. Seconded by Mr. Galleshaw. All in favor. The meeting was adjourned at 12:21 p.m.

Respectfully submitted,
Kim Precious
Implementation Aide