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# COLLISION REPAIR PROPOSALS



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REGULATORY WORKSHOP  
OCTOBER 17, 2019

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# BACKGROUND

- Presented three regulation proposals at public workshop on 4/18/2019
- Present two revised regulation proposals at public workshop on 10/17/2019
- Actively working on additional proposals for future consideration

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# NEED FOR REGULATION CHANGES

- Many current technologies did not exist when the regulations were adopted
  - Some regulations were adopted in 1997
- Technical advances in collision repair
- Clarify requirements for auto body repair industry

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# TITLE 16, CALIFORNIA CODE OF REGULATIONS (CCR)

- § 3303 – Definitions (tabled for future consideration)
- § 3351.5 – Equipment Requirements for Auto Body Repair Shops
- § 3367 – Inflatable Restraint Systems; Airbags

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# CCR § 3351.5 - EQUIPMENT REQUIREMENTS

- Add new subsection (a) – requires auto body shops to have access to all equipment and current reference materials for the types of vehicles repaired and shall be capable of meeting trade standards for the work being performed
- Amend existing subsection (a) and renumber to subsection (b) – combines corrosion protection equipment requirements of the section into one subsection
- Amend existing subsection (b) and renumber to subsection (c) – clarifies access to repair, measuring, and testing equipment requirements, and current reference materials to perform the repair procedures

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# CCR § 3367 - INFLATABLE RESTRAINT SYSTEMS; AIRBAGS

- Rename section title to “Supplemental Restraint System”
- Add new subsection (a) – defines supplemental restraint system components
- Add new subsection (b) – reinforces the requirement that installation of and repairs to these systems be performed according to manufacturer service specifications
- Renumber existing subsection (a) to subsection (c) – relates to a previously deployed system

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# CCR § 3367 - INFLATABLE RESTRAINT SYSTEMS; AIRBAGS (CONTINUED)

- Add new subsection (d) – adds language prohibiting the disabling of a supplemental restraint system component or installation of a replacement part that would cause the system not to function as designed, unless an exemption is obtained by the National Highway Traffic Safety Administration or other governmental entity and allows an for the temporary disabling of the system for repairs
- Renumber existing subsection (b) to subsection (e) – relates to disciplinary action

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# OPEN DISCUSSION



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# QUESTIONS AND COMMENTS

## **Submit questions and/or comments to:**

Bureau of Automotive Repair  
10949 North Mather Blvd.  
Rancho Cordova, CA 95670

### **Technical questions:**

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### **Regulatory questions:**

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