



Definitions Committee

April 2016

Seattle



Mission Statement

To clarify and bring universal understanding to the terminology used in the automotive damage repair and refinish process.

Current Committee Members

- Arron Clark
- Anthony Klein
- Audi Swedeen
- Barry Dorn
- Bob Keith
- Bob Smith
- Chris Evans
- Doug Craig
- Dusty Womble
- Eric Schmitz
- Farzam Afshar
- Joe Lacy
- Joseph Hayes
- Mary Lou Lobrano
- Richard Perry
- Rick Tuuri
- Ron Guilliams
- Ron Reichen
- Steve Schillinger
- Tony Molla

2016 “Class A” Initiative

- CIC Committee, nor CIC body, have authority relative to confirming/validating compliance of these provisions.
- It is the adopter of these provisions that can choose to confirm them, organizations such as repairers, insurers, fleet managers or entities such as governmental or regulatory bodies that may use them in an effort to limit redundancy using industry defined criteria.

2015 “Class A” Initiative

- Palm Springs 2015 - Committee, operating under direction of CIC body and Chair, charged with once again updating Class A document presented in 2013

2015 “Class A” Initiative

- Atlanta April 2015 - Committee brought its observation(s) to CIC body asking for direction relative to segmentation by repair complexity
- Majority of CIC body responded, via audience response system, Class A should consider/pursue segmentation...
- Detroit NACE 2015 - Committee met and was challenged with having a draft prepared by Palm Springs 2016
- Current draft is located on CIC website



Class A Collision Repair Facility Definitions:

***Labels subject to Change based on Survey Question**

Non-Structural/Cosmetic: Capable and equipped to perform refinishing and light sheet metal repairs not requiring pulling or welding on structural components of the vehicle

Structural: Capable and equipped to perform repairs and refinish work on steel vehicles including structural repairs and welding on replacement structural components

Structural Advanced Materials and Techniques: Capable and equipped to perform repairs and refinish work on steel and advanced material vehicles such as aluminum, carbon fiber, etc. including structural repairs and replacing structural components

Equipment and Capabilities

| Non-Structural/Cosmetic | Structural | Structural Advanced Materials and Techniques | Requirement |
|-------------------------|------------|--|---|
| x | x | x | Ability to produce CIECA-compliant computer generated estimates with digital imaging and electronic estimate transfer. |
| x | x | x | Management system to track accounting and shop management activities. |
| | x | x | Welding equipment and trained technicians qualified or certified in welding techniques to meet Original Equipment Manufacturer (OEM) specifications for the year, make and model of the vehicle(s) being repaired. Including but not limited to: <ul style="list-style-type: none"> • Gas metal arc (GMA/MIG) welder(s) capable of <ul style="list-style-type: none"> ○ Steel ○ Bronze ○ Aluminum • Squeeze type resistance spot welder |



| | | | |
|---|---|---|---|
| | | | Necessary inventory of proper consumables (wire and gas) to meet OEM specifications for the make/model being repaired. |
| | | x | Work separation area - can be an aluminum separation (curtain) system or a separate room compliant with OEM specification for the year, make and model of the vehicle(s) being repaired. Aluminum vehicle repairs must be able to be separated from vehicles undergoing steel repairs. Hand tool kit containing necessary tools dedicated to aluminum repair. |
| x | x | x | Ability to elevate a vehicle overhead for inspection. |
| x | x | x | Subscribe to a provider of OEM specifications/ <u>procedures</u> , including suspension alignment <u>and advanced safety system recalibration/initialization procedures</u> , with the most current updates available covering the vehicle structure for the year, make and model of the vehicle(s) being repaired. |
| | x | x | Computerized measuring system capable of measuring in three dimensions (symmetrical or asymmetrical unibody and full frame structures) for the year, make and model of the vehicle(s) being repaired and provide structural documentation such as a computer printout to support the repair process. Or have a dedicated <u>or universal</u> fixture system type frame bench. All operators must have evidence of current training available for the type of measuring device being used <u>and follow OEM Specification.</u> |
| | x | x | A minimum four-point anchoring system capable of securing a vehicle in a stationary position and electrical or hydraulic equipment capable of making simultaneous, multiple body or structural pulls. All operators must have evidence of current technical training on the type of equipment being used and follow OEM Specifications. |
| | x | x | Ability to complete or verify four-wheel alignment through computer printout either from an in-house alignment system, with at least one technician who is certified or qualified. Or, utilize *sublet vendor that meets all equipment, capabilities, training and certification requirements necessary for the year, make and model of the vehicle(s) being repaired. Provide documentation of repairs meeting OEM specification. |
| | x | x | Ability to remove and reinstall frame, suspension, engine and drive train components, or utilize *sublet vendor that meets all equipment, capabilities, training and certification requirements necessary for the year, make and |



| | | | |
|--------------|--------------|--------------|---|
| | | | model of the vehicle(s) being repaired. Provide documentation of repairs meeting OEM specification. |
| x | x | x | Pressurized spray booth equipped with a respirator system that meets current federal, state and local requirements. |
| x | x | x | Ability to accurately reproduce OEM-type coating finishes and colors. |
| x | x | x | Forced drying and curing paint application system that will produce an original equipment manufacturer-type finish. |
| x | x | x | Written limited lifetime warranty against defects in workmanship. |
| x | x | x | Documented on-going system for measuring, tracking and reporting customer satisfaction. |
| x | x | x | Equipment and consumables to restore corrosion protection. |
| x | x | x | <u>Scan tool and Diagnostic capability or utilize *sublet vendor that meets all equipment, capabilities, training and certification requirements necessary for the year, make and model of the vehicle(s) being repaired. Provide documentation of repairs meeting OEM specification.</u> |
| | x | x | <u>Rivet guns capable of self-piercing, blind and solid rivet installation.</u> |
| | | | *Note: Sublet to 3 rd party - Vendor must meet all equipment, capabilities, training and certification requirements necessary to repair year, make and model being repaired and provide documentation of repairs meeting OEM specification. |

Training and Certification

| Non Structural-Cosmetic | Structural | Structural Advanced Materials and Techniques | <u>Requirements</u> |
|-------------------------|------------|--|--|
| x | x | x | Office and management personnel have evidence of current and ongoing training relevant to the job functions being performed and have transcripts or certificates as proof of training. |



| | | | |
|---|---|---|--|
| x | x | x | Every refinish technician responsible for application of the final product must be certified by the manufacturer of the refinish product being used and use the complete system as prescribed by the paint manufacturer. |
| | x | x | Any individual that is diagnosing and/or repairing airbags and/or any restraint system components must be properly trained and adhere to the OEM procedures using the proper tools and equipment, and be able to produce documentation of all codes present and cleared. |
| x | x | x | Must access and adhere to OEM body, refinish, mechanical and structural repair procedures, recommendations and/or requirements and document compliance with the procedures. |
| | x | x | Must have the ability to perform weld bonding/rivet bonding as specified by the OEM. |
| x | x | x | Must achieve ongoing technical training benchmarks, such as I-CAR Gold Class and/or OEM certification or recognition, or equivalent, and maintain current technical certifications, such as ASE Blue Seal, etc. |
| | x | x | All technicians that perform welding procedures on vehicles must have current welding qualification(s) and <u>/or</u> certification(s) for the type of welding that is required/must be performed. |

Compliance and Sustainability

| | | | |
|---|---|---|--|
| x | x | x | All Class A Collision Repair Facilities must meet and comply with Federal, State and Local regulations for operating a collision repair business. The Class A Compliance and Sustainability (Link) is a resource that can assist relative to compliance. |
|---|---|---|--|



CIC Minimum Recommended Requirements for a Class A Collision Repair Facility

Draft - work in progress

www.ciccomplyandsustain.com/



Search Results


Select a City or County

Pasadena - Los Angeles County

Enter Business Type(s) [view all](#)

Ex. Dentist, Car Wash, Restaurant

Automotive Body Repair x

Interested in having a green business? [learn more about green businesses](#) 

Search

Business permits and other requirements in the City of Pasadena (Los Angeles County) for business types:

- Automotive Body Repair

any portable welders (over 50-hp) you operate (i.e. welding shops).

agency note:

For Agricultural Burning Please see:
<http://www.aqmd.gov/prdas/OpenBurn/Agricultural.html>

applies to:

Automotive Body Repair

Automobile Repair Dealer Registration state ↘

Required of any person or entity that performs automotive repairs, including mobile mechanics.

applies to:

Automotive Body Repair

Department of Consumer Affairs

Bureau of Automotive Repair
10949 North Mather Boulevard
P.O. BOX 989001 (West Sacramento, CA 95798)
Rancho Cordova, CA, 95670
Phone: 855-735-0462
Fax: 855-641-9982
[website](#)

Corporation, Company or Partnership Filings state ↘

If you are considering becoming a corporation, (either stock or nonprofit), a limited liability company or a partnership (limited, or limited liability), you must file with the Secretary of State's Office.

agency note:

Secretary of State

California Business Portal
1500 11th Street
Sacramento, CA, 95814
Phone: 916-657-5448
[website](#)

2015 “Class A” Initiative

- Las Vegas 2015 - Committee received comments relative to segmentation naming conventions and public consumption
- Since Las Vegas, committee received additional feedback that has prompted a desire for additional CIC Body input and direction...
- Please consider these questions...

2016 Class A Update

- Recap of discussion and impromptu polling done at January meeting in Palm Springs
- Committee received additional feedback over the last 3 months from participants that want to eliminate the document.
- The Committee reached out to key stakeholders this week for their opinions
- We have heard loud and clear that the Cosmetic segmentation must be removed from the document

2016 Class A Update

- The Committee has been asked by the Chairman to finalize the document and have it published by the August CIC meeting in Anaheim
- Open discussion for comments from the floor

Current Status: Active

- The Definitions Committee serves at the request and need of the CIC body. As the Industry evolves and new phrases or vernacular are introduced into our business conversations, the Definitions Committee is sometimes tasked with research to help set a baseline description to lend clarification.

2016 “Class A” Update

- Should CIC continue to update and publish the Class A Collision Repair Facility document?
 - ◆ A – Yes
 - ◆ B – NO

2016 Class A Update

- If CIC continues to update and publish the CIC Class A document, should it continue to be named, "CIC Minimum Recommended Requirements for a Class A Collision Repair Facility"?
- A = Yes
- B = No

2016 Class A Update

- If CIC moves forward with updating the document, should the word, "Recommended" be removed from the title?
- A = Yes
- B = No

2016 “Class A” Update

- Should the Proposed Class A Segments be renamed from Class A 1.) Non-Structural/Cosmetic, 2.) Structural, 3.) Structural Advanced Materials & Techniques to:
 - ◆ A – Class A, Class B & Class C (A=Structural Advanced Materials & Techniques)
 - ◆ B – Class A: Tier 1, Tier 2 and Tier 3 (1=Structural Advanced Materials & Techniques)
 - ◆ C – Do not Rename

2016 Class A Update

- If you are in favor of segmenting the document by complexity, how many categories do you feel there should be?
 - A = 2
 - B = 3
 - C = 4
 - D = Other

2016 Class A Update

- If you are in favor of segmenting the document by complexity, how many categories do you feel there should be?
 - A = 2
 - B = 3
 - C = 4
 - D = Other

2016 Class A Update

- Should the Non-Structural/Cosmetic Segment be eliminated?
- A = Yes
- B = No

2016 “Class A” Initiative

- Should the Proposed Class A Segments be eliminated and all current draft provisions apply to only one Class A?

- ◆ A – Yes

- ◆ B – NO



Sub Committee Chairs

- Equipment and Capabilities: Chris Evans
- Training and Certification: Rick Tuuri
- Compliance and Sustainability: Steve Schillinger



Interested In Helping the Committee?

We would welcome your involvement on the Definitions Committee. We usually meet through Go-to Meeting conference calls once or twice per month as needed.



Definitions Committee Contacts

Please Feel Free To Send Comments Or
Suggestions For The Committee to:

- ◆ Chris Evans
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- ◆ Ron Guilliams
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