



**COLLISION INDUSTRY**  
C O N F E R E N C E



## **Governmental Committee**

Presented by:

**Darrell Amberson, Chair – Panel Moderator**

**Bob Redding, Vice-Chair**

**Janet Chaney, Vice-Chair**

## Governmental Committee Members



- Darrell Amberson, Chair, Lamettry's Collision
- Bob Redding, Vice Chair, Automotive Service Association
- Janet Chaney, Vice Chair, Cave Creek Business Development
- Brandon Thomas, GMG EnviroSafe, Inc
- Jeanne Silver, CARSTAR Mundelein
- John Eck, General Motors
- Russell Thrall, Collision Week
- Stephan Regan, Regan Strategies
- Steve Daniel, Lamettry's Collision
- Chad Sulkala, Allstate





# **COLLISION INDUSTRY**

## **C O N F E R E N C E**



# **OEM Repair Procedure Legislation, Review and Projections**

Presented by:  
Governmental Committee



# **COLLISION INDUSTRY**

C O N F E R E N C E



**Moderator:**  
**Bob Redding**  
**ASA**

# Panelists



- Wayne Weikel
  - **Alliance of Automobile Manufacturers**
  
- Janet Chaney
  - **Cave Creek Business Development**
  
- John Eck
  - **General Motors**
  
- Darrell Amberson
  - **LaMettry's Collision**

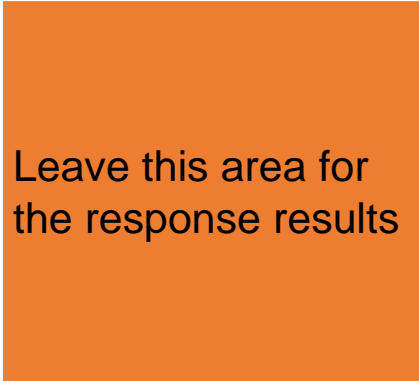


**COLLISION INDUSTRY**  
CONFERENCE

# AUDIENCE RESPONSE QUESTION:

Please indicate which stakeholder group you represent:

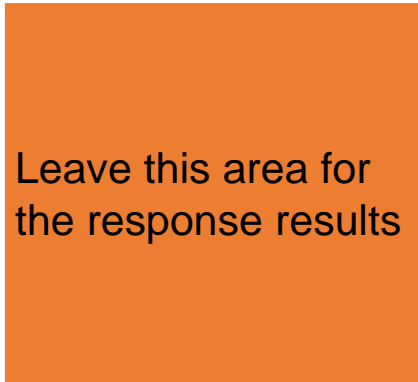
1. Repairer
2. Insurance
3. OEM
4. Supplier
5. Salvage
6. Consultant
7. Education
8. Associations
9. Trade Press
10. Other



Leave this area for  
the response results

# AUDIENCE RESPONSE QUESTION:

- Who benefits from repair procedure legislation?
- 1. Consumer
- 2. Repairer
- 3. OE
- 4. All of the above
- 5. None of the above



Leave this area for  
the response results

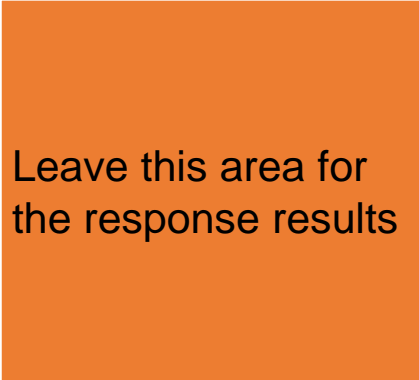
# AUDIENCE RESPONSE

## QUESTION:

- Should repair procedure legislation include recycled OEM parts as acceptable alternatives to OE? :

1. Agree

2. Disagree



Leave this area for  
the response results

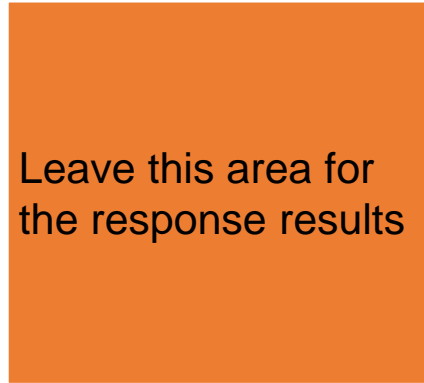


# AUDIENCE RESPONSE

## QUESTION:

Which is most indicative of how you perceive legislating the use of factory repair procedures?

1. Don't like gov't intervention. We can regulate ourselves.
2. We need it to get compliance and avoid risk of litigation.
3. Why should I care what procedures auto companies use to repair their factories?



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the response results

## Legislative Update, Federal



- **AV START Act - The U.S. Senate Committee on Commerce, Science, and Transportation has approved S. 1885, the American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act**
  - The Senate bill contains language addressing data access and cybersecurity. The House previously passed their version, H.R. 3388, the SELF DRIVE Act.
  - FAA Reauthorization



## OEM REPAIR PROCEDURE LEGISLATION



- **Indiana SB 164-** Includes language that would allow a work-around by recommending adherence to “industry standards” as an alternative to the vehicle manufacturer’s repair procedures. The bill stalled in conference in early March.
- **Rhode Island SB 2679-** Prohibits insurance companies from mandating the use of aftermarket parts without consent of vehicle owner in a collision-damaged part of a vehicle less than 48 months beyond manufacture date. The bill also contains language regarding OEM repair procedures.

○ \*Amended version applied to OEM parts only.



## OEM Repair Procedures State Legislation



- **Illinois HB 4926 – The estimate shall include the use of repair specifications by the original equipment manufacturer for those parts, and no repair facility or installer may use repair specifications or procedures that are not in compliance with the original equipment manufacturer for those parts authorized by the customer in writing.**



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