

Concise Explanatory Statement

Rhode Island Government Register

In accordance with the Administrative Procedures Act, R.I. Gen. Laws § 42-35-2.6, following is a concise explanatory statement:

AGENCY: Rhode Island Department of Business Regulation
DIVISION: Commercial Licensing
RULE IDENTIFIER: 230-RICR-30-05-2
REGULATION TITLE: **Motor Vehicle Body and Salvage Vehicle Repair**
RULEMAKING ACTION: Full rulemaking, Amendment
COMMENT PERIOD: May 26, 2026, to June 25, 2026

A. Statement of Purpose of the Amendments

Advances in motor vehicle technology have made a significant impact on the motor vehicle body repair and salvage vehicle repair industry. Significantly, most new cars now have Advanced Drivers' Assistance Systems ("ADAS"), which are safety features that alert the driver in situations where immediate action may be necessary. ADAS systems use electronic and technological features which communicate with the car's driver alert system, making noises or signals to the driver when the driver's vehicle is in danger, for example driving too close to another object or leaving its lane of travel. Because most vehicles now have these interrelated and interconnected safety features on which drivers depend, all auto body technicians should have a minimum level of knowledge and education in ADAS functionality and repairs. The following is a list of the changes proposed in the amended regulation:

- §§ 2.1 and 2.2 adds "A" to the paragraph style.
- § 2.3(A)(2) adds an "Advanced Driver Assistance System" definition, consistent with the definition added to the Auto Glass regulation's recent amendment, and consequently renumbered (3)-(23).
- §§ 2.5(A)(4), 2.8(A)(4), 2.9(A)(4), 2.10(B)(2)(c), and 2.12(D) were also amended to reflect the additional ADAS certification course and the eight categories of technician certification now required.
- § 2.8(4) specifies that ADAS certification is not required for the Limited Heavy Truck license.
- § 2.9(A)(4) specifies that ADAS certification is not required for the Limited Paint, Restoration, and Customization license.
- §§ 2.12(A)(8) adds ADAS as a category in which technicians must be certified, and (C) and (D) update the total categories required to 8.

B. Summary of the Regulatory Analysis

The proposed amendments benefit all occupants of all vehicles and pedestrians in Rhode Island, and beyond. Technician certification in ADAS is crucial for the industry to stay knowledgeable regarding the use and repair of vehicle safety technology, and in so doing keeps all repaired ADAS systems working properly. Consistent with the recommendations regarding auto glass licensees, the cost of certification for auto body licensees is minimal; two classes will be recommended, one of which is sixty-two dollars and the other is forty-five dollars, and which together total two hours. All auto body technician certifications need recertification every three years.

Many auto body repair and salvage repair licensees' technicians are already ADAS certified, and in those circumstances the amendment will not pose any additional burden. Additionally, the Department has already placed ADAS classes on the list of recommended, not required, technician classes.

In the development of the proposed amendment consideration was given to: (1) alternative approaches; (2) overlap or duplication with other statutory and regulatory provisions; and (3) significant economic impact on small business. No alternative approach, duplication, or overlap was identified based upon available information.

C. Summary of Comments Not Resulting in Regulatory Language Changes

Below is a summary of other public comments received that did not result in changes to the text of the Regulation and a brief description of the Department's reasons for not making any such changes after due consideration.

1. 230-RICR-20-40-2, Unfair Property/Casualty Claims Settlement Practices

Commentary was received regarding the addition of proposed language to the above-cited insurance regulation to exclude ADAS calibrations from the categorization of "specialty or unique services" as understood in its use pursuant to R.I. Gen. Laws § 27-9.1-4(31), the *Unfair Claims Settlement Practices Act* (the "Act").

Neither the above-cited regulation, nor the Act, are subjects of this proposed amended regulation. None of the proposed changes to 230-RICR-30-05-3 in any way implicate the Act. Accordingly, the Department declines to make a change in response to this comment.