

**RHODE ISLAND GOVERNMENT REGISTER  
PUBLIC NOTICE OF PROPOSED RULEMAKING**

**DEPARTMENT OF BUSINESS REGULATION (INCLUDES THE OFFICE OF THE  
HEALTH INSURANCE COMMISSIONER)**

**Title of Rule:** Motor Vehicle Body and Salvage Vehicle Repair

**Rule Identifier:** 230-RICR-30-05-2

**Rulemaking Action:** Proposed Amendment

**Important Dates:**

Date of Public Notice: May 26, 2026

End of Public Comment: June 25, 2026

**Rulemaking Authority:**

R.I. Gen. Laws § 5-38-2

5-38-5

31-46-7

**Summary of Rulemaking Action:**

The Department is proposing amendments to this regulation to reflect advances in motor vehicle technology that 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:

- § 2.3(A)(2) adds an "Advanced Driver Assistance System" definition, consistent with the definition proposed in the Auto Glass regulation amendments (posted concurrently for public comment).
- §§ 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.

**Additional Information and Public Comments:**

All interested parties are invited to request additional information or submit written or oral comments concerning the proposed amendment until June 25, 2026 by contacting the appropriate party at the address listed below:

Sara Tindall-Woodman, Esq.

Department of Business Regulation (includes the Office of the Health Insurance Commissioner)

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In accordance with R.I. Gen. Laws § 42-35-2.8, an oral hearing will be granted if requested by twenty-five (25) persons, by a governmental agency or by an association having at least twenty-five (25) members. A request for an oral hearing must be made within ten (10) days of the publication of this notice.

**Regulatory Analysis Summary and Supporting Documentation:**

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.

For full regulatory analysis or supporting documentation contact the agency staffperson listed above.