



A Look at Post-Repair Inspections

Governmental Committee

Presented by:

Bob Redding

Janet Chaney



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- **Robert Redding, Chair, Automotive Service Association**
- **Janet Chaney, Co-Chair, Cave Creek Business Development**
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- **Fred Iantorno, VeriFacts**
- **Linden Wicklund, Alliance of Automotive Service Providers, Minnesota**



GOVERNMENTAL COMMITTEE UPDATE: DRUGGED DRIVING

- Read the following new study released by the Insurance Institute for Highway Safety here:

Changes in Traffic Crash Rates After Legalization of Marijuana: Results by Crash Severity

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^a*Insurance Institute for Highway Safety, Ruckersville, Virginia*

ABSTRACT. Objective: The objective of this study was to estimate the effects of marijuana legalization and the subsequent onset of retail sales on injury and fatal traffic crash rates in the United States during the period 2009–2019. **Method:** State-by-state quarterly crash rates per mile of travel were modeled as a function of time, unemployment rate, maximum posted speed limit, seat belt use rate, alcohol use rate, percent of miles driven on rural roads, and indicators of legalized recreational marijuana use and sales. **Results:** Legalization of the recreational use of marijuana was associated with a 6.5% increase in injury crash rates and a 2.3% increase in fatal crash rates, but the subsequent onset of retail

marijuana sales did not elicit additional substantial changes. Thus, the combined effect of legalization and retail sales was a 5.8% increase in injury crash rates and a 4.1% increase in fatal crash rates. Across states, the effects on injury crash rates ranged from a 7% decrease to an 18% increase. The effects on fatal crash rates ranged from a 10% decrease to a 4% increase. **Conclusions:** The estimated increases in injury and fatal crash rates after recreational marijuana legalization are consistent with earlier studies, but the effects varied across states. Because this is an early look at the time trends, researchers and policymakers need to continue monitoring the data. (*J. Stud. Alcohol Drugs*, 83, 494–501, 2022)



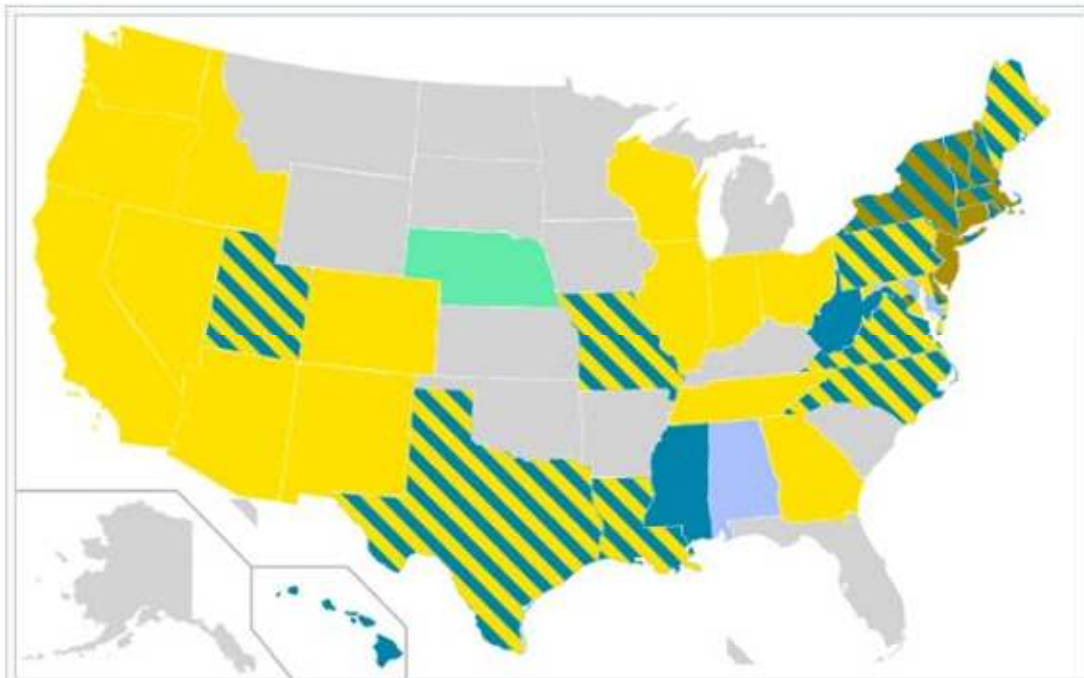
Overview of Vehicle Inspection Programs

- **Fifteen states currently require a periodic (annual or biennial) vehicle safety inspection**
- **An additional sixteen states require emissions testing**
- **Multiple studies (Pennsylvania, Texas) have shown that vehicle safety inspection programs significantly decrease traffic accidents and injuries**
- **Pennsylvania Senate Bill 965**
 - **Will inspection requirements apply to AVs?**





Overview of Vehicle Inspection Programs



- Vehicle inspection laws by state:
- Periodic safety inspection required
 - Safety inspection required upon sale or transfer
 - Safety inspection required when registering a vehicle from another jurisdiction
 - Emissions testing required in some areas
 - Emissions testing required in all areas
 - No inspection required
 - Striped: Both safety and emissions testing required





Post-Repair Inspection

- **Post-repair inspection refers to an evaluation that is performed by a qualified third-party to evaluate the quality of the repairs.**
 - **Includes ensuring the proper parts were used and the proper manufacturer guidelines and procedures were followed.**





Post-Repair Inspection

- **New Mexico Used Car Inspection Regulation**
 - **Requires vehicles to be inspected at the point of sale to inspect for any damages and proper repair**
 - **Seller is required to provide a “reasonable inspection” of the vehicles on items such as quality of paint, replacement of vehicle panels, signs of corrosion, and much more**





Panelists

- **Bob Redding**, Moderator
- **Ron Reichen**, Precision Body and Paint
- **Mark Olson**, VECO Experts
- **John Eck**, General Motors
- **Gabe Morley**, VeriFacts





Questions?



Governmental Committee Membership

- To join the CIC Governmental Committee, please contact Janet Chaney.

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