

**Class A Collision Repair Facility Definitions:**

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.



CIC Minimum Recommended Requirements for a Class A Collision Repair Facility

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		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, including suspension alignment, 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 fixture system type frame bench. All operators must have evidence of current training available for the type of measuring device being used.
	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.



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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.
			*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.



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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 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.
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