

## PRESS RELEASE

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# Group Formed to Develop Guidelines for Green Service Standard

*Follows EPA's new Fuel Economy and Greenhouse Gas rating requirements*

January 7, 2015 – Steven Schillinger, Administrator for the National Green Garage Challenge campaign announced that a group of industry professionals has convened to develop guidelines for the vehicle service and repair industry to implement the new U.S. Department of Energy (DOE) and U.S. Environmental Protection Agency (EPA) Fuel Economy rating standards.

In connection with achieving its mission, the working group will take in to consideration the different types of automotive businesses that are effected by the vehicle rating system, including auto dealerships, parts distributors, collision shops, and tire, lube and mechanical centers, among others. The committee will consider a variety of options, including but not limited to accreditation, accessibility and transparency guidelines, uniformity in terminology and nomenclature, and recommendations on how to inform consumers of measurement methods. When exploring consumer protection and disclosure requirements, committee members will focus on several areas, including presentation, consumer comprehension, and methodology of employee training and testing procedures.

“Many shop owners today are struggling with countless new regulation and often do not know which rules are important or relevant to their business,” said Tom Piippo, Owner, Tri County Motors, . “Most successful businesses are based on training and we are excited to participate in this initiative to develop a green service standard learning solution.”

The EPA and the National Highway Traffic Safety Administration (NHTSA) unveiled the most dramatic overhaul to vehicle fuel economy labels (window stickers) since they were introduced more than 35 years ago.

“EPA’s Fuel Economy rating system is to cars and trucks what Energy Star is to buildings and appliances. The EPA now rates cars, trucks, and SUV’s annually for greenhouse gas and smog-forming emissions on a scale of 1-10,” said Joe Severt, Owner of I-70 Auto Service, a NAPA AutoCare center.

Car buyers can access vehicle performance information dating back to 1984 – including fuel economy, fuel costs, and environmental impacts such as smog and greenhouse gas ratings – for all vehicles, including advanced technologies such as electric cars and plug-in hybrids (PHEVs). See: [www.fueleconomy.gov](http://www.fueleconomy.gov)

“Consumers have the ability to compare a cars original manufacturer’s gas mileage and emissions rating. As the public becomes more aware of efficiency standards for vehicles, shop owners need to be knowledgeable about what is important to the consumer,” stated Jeff Peevy, I-CAR Sr. Director Field Operations & Segment Development and committee member.

“My goal as a small business owner is to make it simple for my service writer to explain the benefits of green vehicle ratings to our customers,” said Jessica Tinner of Sparks Tire & Auto in St. Charles, MO

“In establishing this committee, we are pledging to collaborate in green standards and efforts and apply the resources of our respective organizations toward a common goal,” said Dan Wittek, Technical Service Supervisor at 3M.

“Consumer guidance and support is critical, because it can lead to suppliers implementing the guidelines in the form of more earth-friendly products,” said Michael Koonsman, Technical Consultant for National Coatings & Supplies. “It’s also important that the working group leverage the manufacturer relations committee to establish appropriate linkages with vertical industry groups so that the standard reaches broad industry segments.”

“Committee members understand the importance of constructive engagement with our regulators,” said Kyle Holt, President, SP/2. “We support the group’s goal of providing transparency to consumers with an easily understood grading system simplified for both shop employees and the customers they serve.”

As part the Green Services Standard project to inform the automotive aftermarket on topics related to the guidelines, an independent website, [www.greenservicestandard.com](http://www.greenservicestandard.com), has been created to provide the an information hub focused on the development and progression of the standard. The website includes details pertaining to the background and purpose of the initiative; progress being made by the committees; next steps; and other regulatory and educational information.

**The final Green Score Standard guidelines are scheduled be adopted July 2015 at the Automotive Service Association NACE/CARS Conference and Expo in Detroit, MI.**

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