

away thinking that the tire dealer is on the ball, that he or she provided consumer information.

As this Report is being written, the California Tire Dealers Association has not yet formulated its position on AB 323. If you have any thoughts on this issue, please contact your Executive Director.

Regulations:

1) The State Fire Marshal's Office (SFM) proposed amendments to the fire code that would require a 50-foot buffer between tires stored outside and buildings and 50-feet between tires and

lot lines. Initially, the SFM included tire dealers in the amendments. However, when I talked with the Fire Marshal, he realized that tire dealers should not be included in the amendments. It turns out that he was focused on tire recyclers and waste tire processors, and inadvertently included tire dealers.

2) The California Air Resources Board is again circulating proposed regulations that would require tire inflation service on all passenger vehicles that are brought into a tire dealer for service or repair. The official title is "Regulation to Reduce Greenhouse Gas Emissions from Vehicles Operating with Under Inflated Tires."

The regulation would affect all tire and automobile dealers, as well as lube/oil and smog check businesses. After inflating a customer's tires to the recommended psi, tire dealers will have to indicate the following on the service invoice: 1) that the check and inflate service was performed, and 2) the correct psi number for the tires.

All tire service shops will be required to have tire gauges (they allow pen-type gauges) that are accurate within ± 2 psi, and a recent (within three years) industry-recognized tire inflation reference manual or electronic access to tire pressure inflation specifications. Invoices must be kept for at least three years.

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