

Department of Consumer Affairs  
Bureau of Automotive Repair

# STAR Program Update

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BAR Advisory Group Meeting

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# Current Status

- Q1 2015 STAR scores released
  - Short term measures included OIS data for first time
  - Second half 2014 Follow-up Pass Rate (FPR) scores (reported January, 2015) included OIS data
  - Beta tests excluded from STAR calculations

# Effects of OIS Data

- BAR-97 sample sizes shrunk toward end of 2014 as more stations performed OIS tests
  - Older vehicles, still inspected using the BAR-97, represented larger portion of BAR-97 inspections, thus driving expected and achieved failure rates up
  - May create, for some stations, the perception of a discontinuity between Q4, 2014 and Q1, 2015
- “Like vehicles” comparison accounts for previous and current test procedures

# Effects of OIS Data

- OIS data only used for the calculation of SVFR, FPR, Max Readiness
  - Stations don't need score for each short term performance measure to be eligible for STAR. Similar Vehicle Failure Rate (SVFR) alone is sufficient.
  - BAR-97 inspections will continue to feed into the other STAR performance measures.

# Proposed Regulations

- Performance measures
  - Max Unset Readiness Monitors
    - To be removed as a STAR performance criterion
    - Max Unset Readiness percentages will still be reported on STAR Report Card for informational purposes only

# Proposed Regulations

- Performance measures (continued)
  - Similar Vehicle Failure Rate (SVFR)
    - Standard to be relaxed
  - Follow-up Pass Rate (FPR)
    - “No score / No score” no longer allowed for stations seeking certification or bringing a new inspector on board at an existing STAR station. Either the station or the inspector must have a score of 0.4 or higher.

# Proposed Regulations

- Technicians with low FPR scores will be able to perform repairs at STAR stations
  - Still may not perform inspections at STAR stations or be entered into either the EIS or OIS.

# Questions and Comments

Submit additional questions and/or comments to:

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