NEW CALIFORNIA BRAKE PAD LAW

As you may know from following AMRA’s monthly Directions Legislation/Regulation Update, the new California Brake pad law (SB 346) is beginning its implementation.

As brake pads wear down, copper and other metals are deposited on roadways, where they are washed into our streams and rivers. In urban areas, brake pads account for up to half of the copper entering our waterways.

Effective January 1, 2014 - SB 346 prohibits the sale of any motor vehicle brake friction materials containing more than trace amounts of copper, certain heavy metals and asbestos, specifically those exceeding the following concentrations:

- Cadmium exceeding 0.01% by weight
- Chromium (VI) salts exceeding 0.1% by weight
- Lead exceeding 0.1% by weight
- Mercury exceeding 0.1% by weight
- Asbestiform fibers exceeding 0.1% by weight

The law requires brake friction material manufacturers to “certify and mark” that their products meet the prohibitions listed above by the restriction date. The only way to currently identify that the pad is compliant — is that the brake pad itself must have an SAE environmental marking of “A”. The box or package containing the brake pads may or may not be marked. This may cause confusion and frustration for repair shops. Importantly, shops may be subjected to fines and penalties for non-compliance.

Some brake pads also meet future, more stringent guidelines and may display an SAE marking of “B” or “N”. These symbols indicate the friction material also meets the requirements listed for the "A" environmental marking. For more details on all markings and all dates, link to California's Department of Toxic Substances Control (DTSC) [http://www.dtsc.ca.gov/PollutionPrevention/BrakePads.cfm](http://www.dtsc.ca.gov/PollutionPrevention/BrakePads.cfm)

For questions regarding the California Brake Pad law, please contact Evelia Rodriguez, 916-327-6104 evelia.rodriguez@dtsc.ca.gov. or Suzanne Davis, 916-327-4206, suzanne.davis@dtsc.ca.gov.

For questions regarding the Washington State Better Brakes law, please contact Ian Wesley, 360-407-6747, iwares461@ecy.wa.gov.

AMRA/MAP Members can receive our Directions Legislation/Regulation Update directly via email. Please send us your Member contact information to be added to our distribution list and receive the updates automatically.
BRAKE FLUID FAILURE

Do you understand MAP’s UICS recommendation to require brake fluid replacement if the fluid’s copper content measures 200 parts per million (ppm) or greater? Excessive copper content is an indicator that a brake fluid’s corrosion inhibitors have become depleted. Even though the brake fluid may still transmit hydraulic pressure, the fluid can no longer protect any brakes system metal components it contacts (internally) from corrosion and possible premature failure. As evidence and reinforcement of MAP’s Uniform Inspection and Communication Standard, note the information below from Edmunds.com regarding a NHTSA safety recall for some Hyundai vehicles due to brake fluid concerns.

Hyundai expands Genesis recall over brake fluid

Existing brake fluid does not protect against corrosion of hydraulic electronic control unit.

Hyundai is expanding a U.S. recall of 2009-'12 Hyundai Genesis sedans to replace the brake fluid, according to the National Highway Traffic Safety Administration, reported Edmunds.com. The expanded recall covers an additional 16,000 cars to bring the total number of Genesis models affected to 43,500. The cars contain brake fluid that does not protect against corrosion of the hydraulic electronic control unit, NHTSA said.

In late October, Hyundai recalled 27,500 Genesis sedans in the U.S. to address the problem. "If the module corrodes, reduced brake effectiveness may result, increasing the risk of a crash," said NHTSA in its summary of the expanded recall. The cars were built from April 30, 2008 through March 28, 2012. Hyundai dealers will inspect the HECU module for proper operation and will replace the modules as necessary. Hyundai will replace the factory brake fluid in those vehicles that have not previously had the factory brake fluid replaced.

The recall is expected to begin in December. Owners can contact Hyundai at 1-800-633-5151. Previously, NHTSA opened a probe into 40,000 Genesis sedans after receiving 23 consumer complaints alleging reduced brake effectiveness. One reported crash was linked to the investigation. No injuries or fatalities were linked to the investigation.

SOURCE: EDMUNDS.COM, INC. (/COMPANY/10734793/EDMUNDSCOM-INC) NOVEMBER 11, 2013

New Members!
Since October 31, 2013

NORTHSTAR BATTERY, LLC
Springfield, MO
630-699-8924
Contact: Jeremy Cordray

Upcoming Events

Mobile Air Conditioning Society (MACS) January 16-18, 2014 New Orleans, LA

MAP Technical Committee Winter Meeting January 21-22, 2014 New Orleans, LA


ATMC Annual Conference April 07-09, 2014 Atlanta, GA

MAP Technical Committee Spring Meeting April 15-16, 2014 Chicago, IL

AMRA Spring Board Meeting May 2014 Chicago, IL Suburbs

725 E. Dundee Road • Suite 206 • Arlington Heights, IL 60004 • 847-947-2650
Send Questions or Comments to: map@motorist.org

The Motorist Assurance Program is a consumer outreach program of the Automobile Maintenance & Repair Association
AMRA/MAP Participates in Developing New TPMS Protocol

As announced in a recent NSF Press Release:

NSF International Launches First and Only Certification Program for Tire Pressure Monitoring Sensors

New testing and certification program specifies safety and quality requirements for tire pressure monitoring sensors in passenger vehicles and light trucks

U.S. Congress passed the Transportation Recall Enhancement Accountability and Documentation (TREAD) Act in 2000. The Act mandates the use of a tire pressure monitoring systems technology in all light motor vehicles (under 10,000 pounds) to alert drivers about underinflated tires.

Consistent with this Act, NSF International’s Tire Pressure Monitoring Certification Program requires independent review and testing against original equipment (OE) service parts to ensure the highest level of performance from NSF Certified sensors. Additionally, NSF International audits the manufacturing facilities and quality systems to ensure that they meet or exceed NSF’s stringent protocol requirements for the manufacture of automotive tire pressure monitoring sensors.

To maintain certification, manufacturers of NSF Certified tire pressure monitoring system sensors will undergo quarterly facility audits and in-market parts testing to validate the quality and integrity of the NSF Certified sensors.

Engineers, regulators, manufacturers and industry associations developed the NSF Tire Pressure Monitoring Certification Program to respond to growing concerns that ineffective tire monitoring sensors are being installed in vehicles. The following companies helped developed the protocol in which the certification program is based: the Automotive Maintenance and Repair Association, Belle Tire, ATEQ, the Tire Industry Association, Tiremetrix LLC, Orange Electronics, F3 Labs and NSF International.

The program fills a void as certification for tire pressure sensors was not available until now.

NSF Protocol P436 for Automotive Tire Pressure Monitoring Sensors (TPMS) is scheduled for release during December, 2013. For more information, contact NSF International info@nsf.org.

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AMRA/MAP

Membership Profile

(as of October 31st, 2013)

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<th>Member Companies</th>
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<tr>
<td>MAP Qualified Assoc.</td>
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Tell a Colleague!

If you are aware of another automotive professional who would be interested in receiving this newsletter, please tell her/him to send an e-mail request to map@motorist.org with SUBSCRIBE in the subject line.

Her/his e-mail address will not be used for any other purpose, nor will it be shared with anyone else.