

# **Overbeck Auto Services, Inc.**

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**Ohio Senate Transportation, Commerce and Labor Committee**  
**Matt Overbeck**  
**Founder of Cincinnati Hybrid and General Manager at Overbeck Auto**  
**Services**  
**Proponent Testimony – SB 37**  
**October 7, 2015**

Chairwoman Manning, Ranking Member Cafaro, and members of the Committee, my name is Matt Overbeck and I appreciate the opportunity to testify today in support of SB 37. I am the General Manager of Overbeck Auto Services, a company my father started over 30 years ago, and am also the founder of Cincinnati Hybrid. Overbeck Auto has always been on the cutting edge of automotive technology, which is what pushed us to specialize in the care of hybrids. The advancement in car technology has required us to adapt over the years. Cars today are so much more advanced than they were 30 years ago. Automotive technicians who refuse to adapt simply cannot properly repair the advanced vehicles that are on the road today. Unfortunately, many repair shops continue to try to repair vehicles, when they are not equipped or qualified to do so. This can result in improper repairs, which puts everyone on Ohio's roadways in danger. This is also why I come before you today in support of SB 37. If passed this legislation will help businesses and more importantly protect the consumers from entities who blatantly violate laws and regulations.

The Motor Vehicle Repair Board was created in the late 1990's in an effort to improve Ohio's collision repair industry and protect the customers they serve. At that time, the industry's image was tarnished by backyard businesses that openly violated Ohio's laws and regulations. These shops simply ignored EPA regulations, failed to meet OSHA requirements, paid employees under the table, and lacked proper insurance should an accident occur at their facility. The lack of enforcement of these standards and inability to identify the illegal operators resulted in a wave of fly-by-night operators who cut corners and put Ohio's customers at risk. Additionally, these illegal entities had a competitive advantage over those law-abiding collision repair facilities who put went through the expense to be a law-abiding business in the state. Back then, legitimate collision repair operators saw a need for a professional board and successfully advocated before the General Assembly for its creation. Since that time the Motor Vehicle Repair Board has helped improve the image of the collision repair industry and more importantly has help ensure that automotive repair facilities adhere to all

state and federal laws, benefiting both the consumer and other repair shops in Ohio.

Today, mechanical repair operators are encountering the same problems that the collision repair industry faced before the Board was created. In spite of the efforts by most in the industry to gain compliance with current laws and regulations, numerous safety and environmental protection violations persist with little repercussion for those breaking the law. SB 37 would simply require mechanical repair facilities to demonstrate to the Board their compliance with the state's taxation laws, workers' compensation requirements, environmental regulations and other standards required to operate a business in the state. If the board finds that a shop is violating one of these laws, it will work with that shop owner to become compliant. In many cases a repair facility may not even know he or she is violating a law. If identified, the Board can work with these facilities and help them become compliant. If the shop owner continues to violate the law, the Board would then have the ability to report them to the agency charged with enforcing the regulation. SB 37 would help level the playing field for those like myself in the mechanical repair industry.

SB 37 is also an important consumer protection measure. By registering mechanical repair facilities with the Board, consumers will be able to identify those service centers that have met the minimum standard to conduct business in Ohio. Often a consumer is unable to identify if a repair was done correctly, or in some cases done at all. By the time the consumer discovers that the repair was done poorly it is too late and further damage has already occurred. Unscrupulous repair facilities likely will not stand by their work, leaving the consumer responsible for the additional damage. By ensuring that all shops are meeting the standard to do business in this state, Ohio's lawmakers will be able to protect citizens from those repair shops that knowingly take advantage of an unsuspecting customer. Furthermore, the Motor Vehicle Repair Board also serves as a resource for consumer who have concerns with their repairs. The Board is able to follow-up with complaints and often resolve them.

I think it is important to note that SB 37 calls for a self-funded registration program, does not create a new Board, nor does it establish new burdensome standards. The bill simply requires mechanical repair shops to demonstrate their compliance with the laws currently established to protect the consumer and promote fair competition. I, along with countless other legitimate mechanical repair operators, urge your support for this important piece of legislation.

Sincerely,

Matt Overbeck  
Overbeck Auto