NEW VEHICLE TECHNOLOGY & OEM POSITION STATEMENTS

DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

GENE LOPEZ, DIRECTOR OF DEVELOPMENT AND TRAINING
SEIDNER'S COLLISION CENTERS

BAR ADVISORY GROUP MEETING

JULY 12, 2018

INTERPRETATION OF CCRS WITH TODAY'S ADVANCED VEHICLE TECHNOLOGY

- CCR §3303 and §3365
- New Vehicle Technology
- OEM Position Statements

CCR §3303 AND §3365

§ 3303. Definitions.

(m) "Section" or "Sectioning" means the replacement of less than a whole part or component by splicing the part or component at non-factory seams.

§ 3365. Auto Body and Frame Repairs.

The accepted trade standards for good and workmanlike auto body and frame repairs shall include, but not be limited to, the following:

(a) Repair procedures including but not limited to the sectioning of component parts, shall be performed in accordance with OEM service specifications or nationally distributed and periodically updated service specifications that are generally accepted by the autobody repair industry.

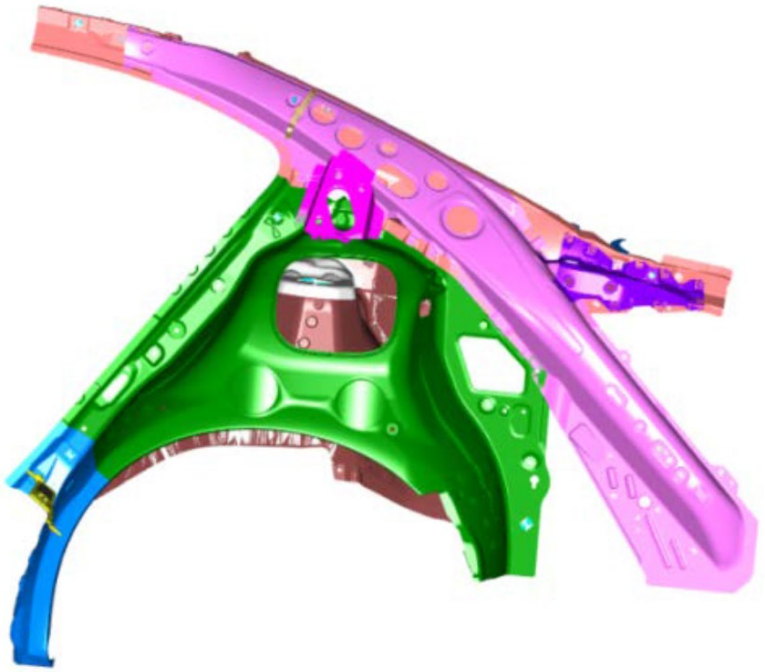
BODY REPAIR NEWS – JULY 2017

PARTIAL PANEL REPLACEMENT AT FACTORY SEAMS vs NON-FACTORY SEAMS

Replacement of body service parts as supplied at factory seams is the preferred repair method, except when it may cause unnecessary or excessive intrusion into the body structure.

REAR WHEELHOUSE REAR INNER PANEL SERVICE PART EXAMPLE

https://www.youtube.com/watch?v=QS6ywFGcLSk

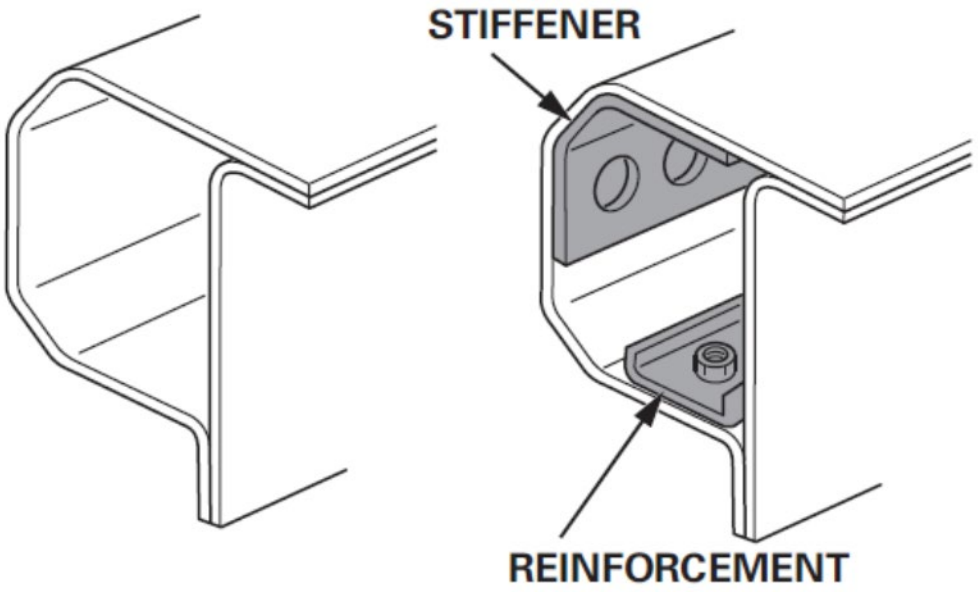


BODY REPAIR NEWS – JULY 2017 (CONTINUED)

STEEL PARTS SECTIONING GUIDELINES Replacement of steel parts at factory seams and matching the replacement part configuration remain the preferred repair methods. However, these methods alone are not always practical nor cost effective …

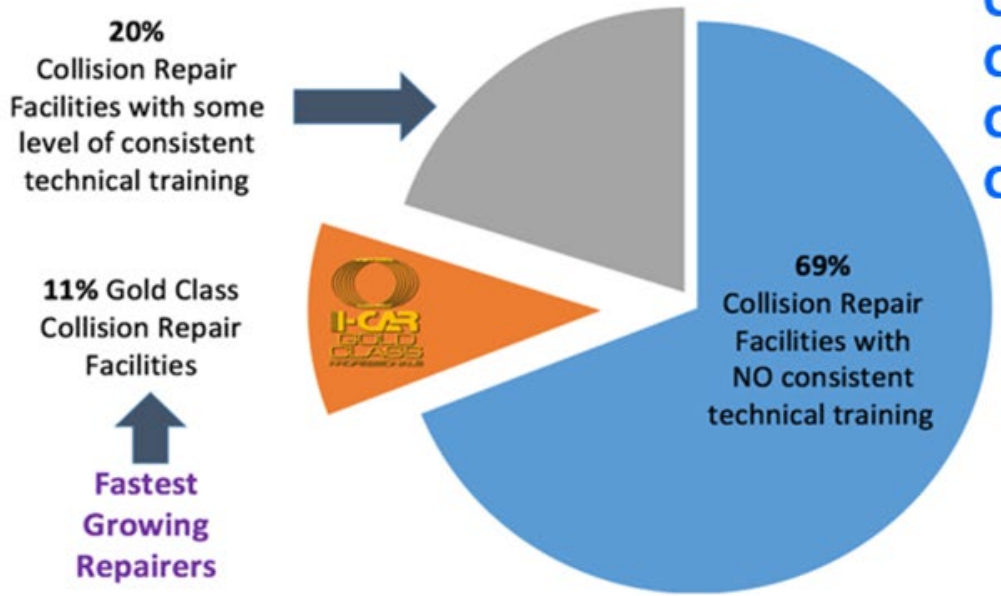
The revised guidelines detailed below are intended as “basic rules” for properly trained collision repair professionals to use when sectioning steel parts on Honda and Acura vehicles…

STEEL PARTS SECTIONING GUIDELINES



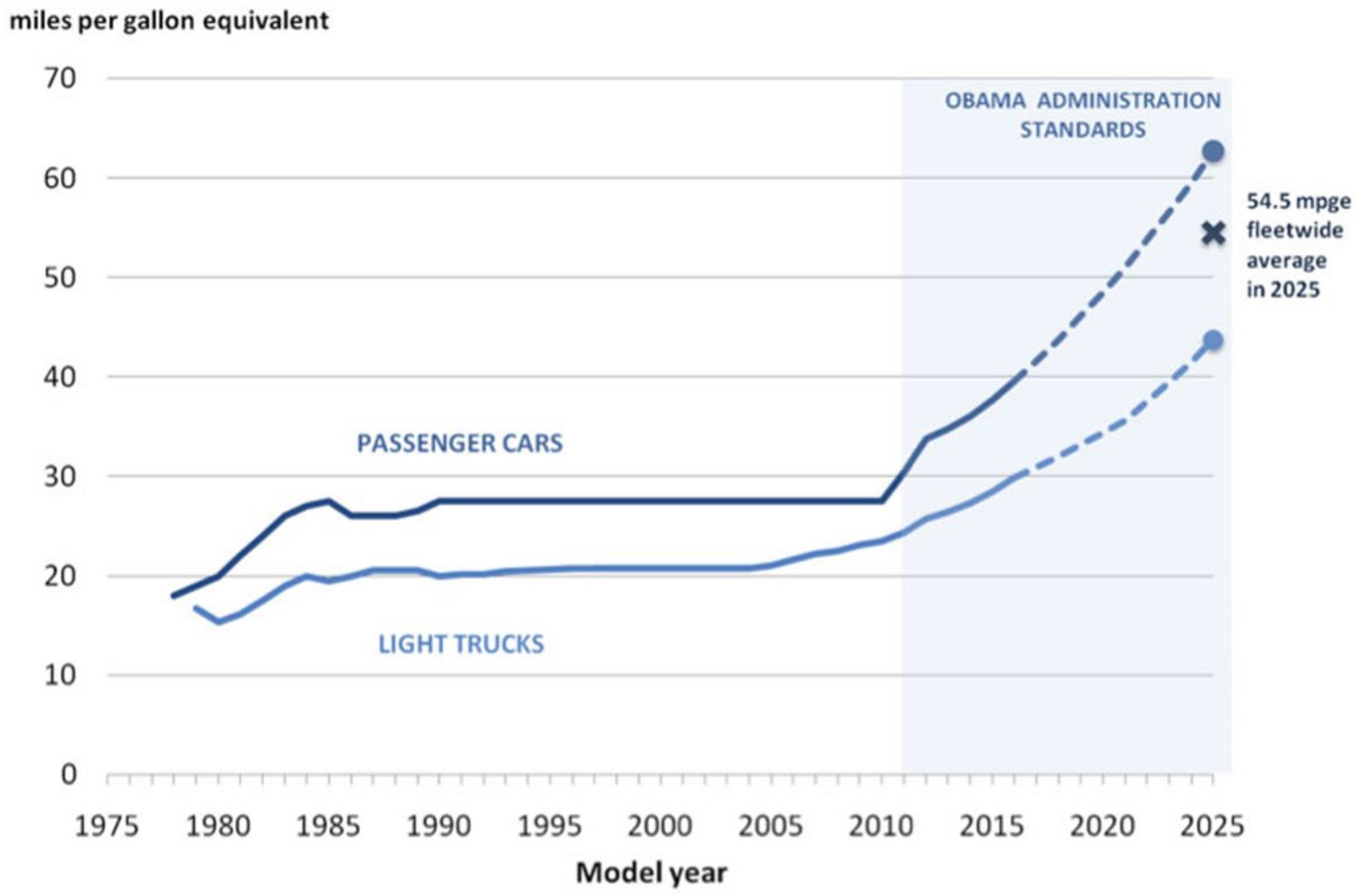
NO CONSISTENT TECHNICAL TRAINING IN THE COLLISION REPAIR INDUSTRY

Sobering Industry Metrics



CA Gold Class = 23%;
CA consistent training = 4.3%
CA shops = 3,913
CA shops = 30% are training

MILES PER GALLON EQUIVALENT GRAPH



MY1978-2011 figures are NHTSA Corporate Average Fuel Economy (CAFE) standards in miles per gallon. Standards for MY2012-2025 are EPA greenhouse gas emission standards in miles per gallon equivalent, incorporating air conditioning improvements. Dashed lines denote that standards for MY2017-2025 reflect percentage increases in Notice of Intent.

OEM USED PART POSITION STATEMENTS

- Fiat Chrysler Automotive- does not approve of or recognize structural repair procedures where Authentic Mopar Parts are not used.
- Ford - Salvage collision parts are not covered by Ford Motor Company's new vehicle service part or corrosion warranty.
- Kia Motors America - cannot recommend the use of aftermarket body parts nor the use of body parts and components obtained from recycled salvage vehicles.
- Nissan North America – does not approve of the repair of our vehicles with salvage parts or assemblies.

BENEFITS OF USED/AFTER MARKET “BOLT-ON” PARTS; CREATE AN ECONOMIC DECISION

- Use of Aftermarket (AM) or Used/Recycled parts may save the vehicle from becoming a total loss.
- According to some OEMs, structural and suspension parts must be OEM.
- Some insurers dictate via policies that Used or AM parts must be used, even on late model vehicles.

POSITION STATEMENTS FOR PARTS VS. PROCEDURES

- Position statements for Used/Aftermarket (AM) Parts are difficult to follow.
  - Current position statements are a printed representation of the OEM's philosophy.
  - Unless the OEM Used/AM position statement uses terms like "prohibited or not authorized" then their position statement is just expressing their preference.
- Position statements for specific repair procedures must be followed.

OEM PROCEDURES VS. I-CAR

- Always follow vehicle maker procedures!
- OEM procedures are service specifications, NOT recommendations.

1. First and foremost, always refer to the body repair manual for the make, model, year, and part in question.
2. If the information doesn't exist, the next step would be to refer to any OEM-specific published position statement or general procedure.
3. If there is no vehicle-specific repair information and no OEM published position statement or general procedure, the last step would be to look for I-CAR published best practices. Published I-CAR best practices are inter-industry developed and vetted guidelines.

EFFECTS OF NOT FOLLOWING OEM PROCEDURES AND GUIDELINES

- John Eagle Collision Dallas Lawsuit
- “From a jury perspective – from the perspective of the ordinary public – the maker of any auto is the expert on everything about the vehicle, including how it should be repaired.” - E. L. Eversman, J.D.*

*As reported in Body Shop Business

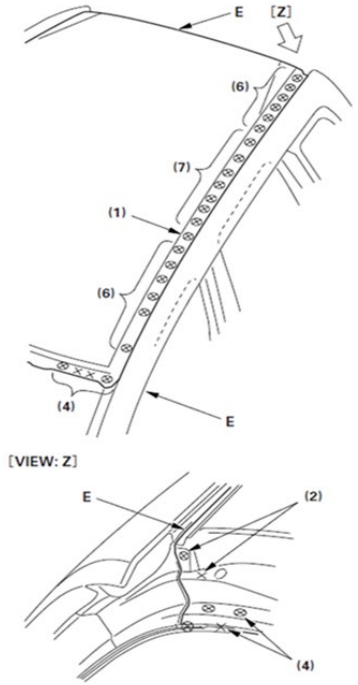
EFFECTS OF NOT FOLLOWING OEM PROCEDURES AND GUIDELINES (CONTINUED)

EFFECTS OF NOT FOLLOWING OEM PROCEDURES AND GUIDELINES (CONTINUED 2)

Installation

NOTE:
- Welding symbols
  - ×: 2-Plate spot welding
  - ⊗: 3-Plate spot welding
  - ⊠: 4-Plate spot welding
  - ●: MIG plug welding
  - ⬬: MIG welding
  - L= Welding length Unit: mm (in.)
- ( ): The number of welds

1. Clamp the new roof panel and install the roof arch gusset.
2. Check the body dimensions.
   - Windshield and door opening (see page 4-10)
   - Tailgate opening (see page 4-11)
   - Rear pillar gutter position (see page 4-9)
   - Passenger's compartment (see page 4-7)
   - Door hinge position (see page 4-6)
3. Tack weld the front and rear corner edges of the roof panel.
4. Temporarily install the roof molding, the windshield, the tailgate and the door, then check for differences in level and clearance. Check the external parts fitting position (see page 4-12). Make sure the body lines flow smoothly.
5. Do the main welding.
   - From inside the vehicle, weld the front roof rail (A) and the inner upper extension (B).
   - Fix the rear roof rail (C) with the mounting bolts (D).
   - Weld the front, rear, and side flange of the roof panel (E).
   - The roof area must be free of burrs and/or sharp edges to prevent damage to the side curtain airbag during deployment.



SUMMARY

- Current regulations do not align with late model vehicles.
- Repairers may not be consistently trained.
- Generally Accepted may lead to poor repairs
- Used/Aftermarket Parts Position Statements are hard to follow.
- Guidelines and Procedures must be followed.
- Workshop and Taskforce development are needed.

QUESTIONS AND COMMENTS

Submit questions and/or comments to:

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