



CRB Newsletter

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A word from the Chairman

About 126th Ohio General Assembly

It is imperative that each and every one of us is familiar with our state representatives and state senators and knows how to contact them. The Collision Repair Board (CRB) publishes a current list of active legislation in each quarterly newsletter that may impact the collision repair industry in Ohio. It is each collision repair operator's responsibility to familiarize themselves with the text and intention of the legislation. Then, if warranted, contact your state representative and/or state senator to let your voice be heard.

A link has been placed on the Board website for the Ohio House of Representatives and the Ohio Senate. You can access the CRB website at www.collisionboard.ohio.gov. Click on the Auto Body Shops link and then select Helpful Links, scroll down and click on the 126th Ohio General Assembly link. A list of senators and representatives will appear and when you click on the desired legislator, their picture and biographical information will be displayed, including sponsored bills. You will have access to their mailing address, phone number, fax number, and e-mail address.

I recommend that each of you take time from your busy schedules to contact your state senators and representatives to introduce yourselves, voice your primary concerns, and to open an effective line of communication. It is important that they know who we are, and it provides them with the ability to put a face with a name when we call soliciting their support in the future. We will all reap benefits from these contacts, and as you know, "there is strength in numbers, and the squeaky wheel gets the grease."

Ralph C. Emus

Mission Statement

Promote consumer protection through oversight and enforcement of Ohio laws requiring registration of motor vehicle collision repair operators and facilities in the state of Ohio.

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Comprehensive Pre-Trip Checkup Can Pay Off

Tow truck operators in resort areas or along interstate highways see all too many travelers forced to return home ahead of schedule. Car trouble, usually due to neglected preventive maintenance, brings an abrupt end to vacation plans.

The situation usually means more than just a repair bill. It can involve towing charges, lodging, and possibly a rental car. Add to that the cost of extra phone calls, meals and general inconvenience, and the ordeal becomes expensive.

The scenario usually can be avoided with a pre-vacation inspection performed by a qualified automotive technician. This "physical" for your automobile should address the following systems:

- Cooling
- Braking
- Emission control
- Steering/suspension
- Fuel
- Electrical and ignition

In addition, the tech should evaluate engine performance, tires/wheels, A.C./heater/defroster, instruments/gauges, windshield wipers, horns/lights/mirrors, seat belts and the car's body, inside and out.

Not only can a pre-trip inspection help reduce chances of costly and possibly dangerous road trouble, it also provides an opportunity to have repairs made at home, with one's own technician who knows the vehicle. Especially important, it provides peace of mind. While no inspection can guarantee a car's performance, it's comforting to know proper precautions were taken.

Courtesy Car Care Council

How to teach your teen to handle the highway

You can teach your teen to drive in 14 easy lessons. The hard part is making sure your student is comfortable with what he or she has learned and can do it in a stressful situation.

That comes with experience and will take far more than 14 lessons. But the time you spend on the road with your teen, whether prescribed by your state's laws or not, is an investment in your child's safety.

For tips, we turned to the Ohio Department of Public Safety. Since, 1999, the state requires parents or guardians to certify that their teen received 50 hours of behind-the-wheel experience, including 10 hours of night driving as part of its graduated license program.

As you go through these lessons, start in a vacant parking lot, then move on to light traffic and then heavy traffic. Experience on two-lane roads can build to multi-lane highways, then interstates. Remember, you should repeat or prolong these lessons as necessary. Stay calm and be positive.

1. **Vehicle Readiness** – Get to know your mirrors, check blind spots, look around

New Board Members Appointed

Governor Bob Taft has appointed Nicholas C. Lahni and Paul N. Duncan Jr. to replace outgoing Board Members, Dean P. DeRolph and Dennis N Sterwerf. Their first term will run from February 17, 2006 through the close of business on January 1, 2009.

Paul N. Duncan Jr. is the owner of **Duncan's Collision** located at 5801 Southern Boulevard, Boardman, Ohio. He is a member of the Automotive Service Association of Ohio (ASA), represents the Youngstown ASA Chapter as a Board Delegate and Legislative Committee Member, and is a member of the Better Business Bureau. The city of Boardman is located in Mahoning County, in Northeast Ohio.

Nicholas C. Lahni is the owner of **Precision Auto Body**, 4333 Mayhew Avenue, Cincinnati, Ohio. He is a member of the Automotive Service Association of Ohio (ASA), Delhi Riverview Kiwanis, Delhi Business Association, and is very active in his local community. Nick's shop is located in Hamilton County, in Southwest Ohio.

Paul and Nick bring extensive experience to the Board along with new perspectives. They will be welcome additions to the Ohio Board of Motor Vehicle Collision Repair Registration.

the car for anything blocking it, and study the owner's manual. It's also a good idea before each session to review what your teen driver is learning in a more formal driver-training course.

2. **Starting and Stopping** – Practice starting and stopping at different speeds in a parking lot. Many newer vehicles have anti-lock braking systems that perform differently than power or standard brakes. Make sure you know what brakes your car has and how to properly use them in all types of weather.

3. **Parking** – Go from easy to tough – angle, straight in, backing in, and parallel parking.

4. **Laws** – Review state and local traffic laws by leading your teen through them in unusual traffic conditions. Ask them:

- What to do when an emergency vehicle approaches.
- What to do at a yield sign.
- What to do when a traffic light is out or flashing.
- How to approach an unloading school bus.

5. **Drive** – Drive on rural or lightly traveled roads. Avoid residential areas at first because kids and other distractions could impair a new driver's judgment and ability to handle the car. Keep to roads with traffic speeds lower than 45 mph until you and your new driver feel comfortable. This should take more than one lesson to master. Vary your traffic routes and build in more complex situations, as you and your new driver are ready.

6. **Scanning traffic** – Practice scanning techniques in traffic situations. Your new driver should always be prepared for what's ahead and should always know where the car will be in 8 to 12 seconds. That's called scanning. This includes awareness of objects and other vehicles around the car, too. Its purpose is to build a cushion of safety around your car so that you can react to changing situations and conditions.

7. **Stopping Distances** – Practice driving, checking stopping distances, and looking in all directions before proceeding at a stoplight or stop sign. Make sure your new driver understands the importance of these actions.

8. **30-minute trip** – Have your teen plan a 30-minute road trip in light traffic, perhaps to a shopping center for parking experience. Add errands during your trip, as you feel comfortable, including a trip to the gas station. (Perhaps, have your new driver pump and pay for gas.)

9. **Multilane highways** – Make sure to review proper passing procedures, lane changing, and merging into traffic. At this point, practice passing only on four-lane roads.

10. **City driving** – Pick areas that provide different types of situations, speeds, and traffic flows. Practice left and right turns, parking on the street and pulling into traffic, crossing busy intersections, school zones, center turn-lane situations, one-way street patterns, and narrow and wide streets. This can be an exhausting experience for both parent and teen, so take this in several doses. Try at different times of day so that your new driver understands how traffic conditions can vary. Add errands to break up the monotony or stress buildup.

11. **Highway driving** – Add one of the most dreaded ingredients - speed – when you feel your new driver is ready. Highway driving is extremely diverse and will require several sessions. Two-way rural highways, multiple lane highways, expressways, and interstates require different skills. Incorporate them through the help of a state or local map. One session should include a long highway drive, perhaps to visit a relative or friend, or even tied into a family vacation. Addressing the proper methods of entering and exiting a highway and the importance of maintaining the speed limit are also important.

12. **After dark** – Set the stage by covering how to drive within the headlights, how to turn on low and high beams, when to use them, and how to properly adjust the rear-view mirror. Night-vision adjustments might not come easy. Suggest that your driver look slightly the right side of the road if oncoming car lights seem too bright. Build in various weather and road conditions as you both become more comfortable.

13. **Foul Weather** – Start to practice in heavy rain, fog, snow and ice only when your teen driver becomes experienced. Since it's almost like relearning to drive, revisit the vacant parking lot where your lessons began. Stress that under hazardous road conditions it's important to slow down and use windshield wipers and headlights.

Daimler Chrysler Recalls 269,000 Vehicles

Auburn Hills, Michigan (AP) – Chrysler is recalling nearly 269,000 vehicles from the 2005-2006 model years. The company says it will replace a faulty front windshield wiper motor.

The recall involves the Dodge Durango, Dodge Caravan and Grand Caravan, and Chrysler Town and Country. The defect can disable the wiper.

Chrysler, a unit of Daimler Chrysler, says it has notified the National Highway Traffic Safety Administration of the voluntary recall. Owners will be notified when parts are available.

The company says no accidents or injuries have been reported related to the problem.

GM Recalls About 900,000 Pickup Trucks

Washington – General Motors Corporation said it is recalling about 900,000 pickup trucks worldwide to fix tailgate cables that can corrode and break when loads are placed on them.

The recall involves 1999-2000 models of the Chevrolet Silverado and GMC Sierra trucks.

Occasionally check the wear on tires and wiper blades. Also, make sure you understand how to properly apply the brakes. (Anti-lock brakes are used differently on icy surfaces than conventional brakes.)

14. **Tricky driving situations** – Driving in hilly country can be fun but also dangerous. A number of warning signs are posted on winding roads that a new driver should become familiar with. Passing on a two-lane winding road is one of driving's most dangerous maneuvers.

Courtesy Gannett News Service

Tips For Saving on Your Auto Insurance

Here are some tips from the Ohio Department of Insurance on how to get the best value for your insurance dollar.

Maintain a good driving record

Companies charge safe drivers (i.e., free of at-fault accidents or violations) lower rates for automobile insurance. Each company has different guidelines to determine what price an individual will be charged.

Comparison shop

It pays to shop around before buying insurance, since prices can differ among companies. In addition to cost, you should also carefully consider other factors such as service, dependability and the financial condition of the insurance company.

Give complete, correct information

When you call for a quote or fill out an application, give complete and correct information. Since your premium quote will be based on this information be accurate and complete as possible.

Ask about discounts

Ask your agency or company if you are eligible for any discounts. Here are some discounts that may be offered:

- Two or more cars on policy
- Participation in driver education classes
- Good student driver under age 25
- Mature driver (between 50 and 65 years of age)
- Airbags or other safety equipment
- Anti-theft devices
- Auto/home insurance on same policy or with same company

Verify your information, policy

When you receive your insurance policy, check that the information used to determine your premium is correct. In particular, you should verify that:

- Your mailing and/or home address is correct
- Each vehicle is properly classified
- All discounts to which you are entitled are applied
- Your vehicle(s) make and model are correct
- All drivers' age/birth date(s) are correct

Investigator's Report

By Michael R. Greene

The first few months of 2006 have been very productive. The rapport between the various shops and myself continues to grow. Almost daily, I receive leads on illegitimate shops operating throughout the state. This makes my job much easier and I truly appreciate the open communications. I will continue to take each complaint seriously and investigate them in a timely manner.

I have put in place an effective follow-up system that has allowed for noncompliant shops to be entered into the prosecution process more swiftly, should they continue to ignore registration requirements.

The following is a **2006** year-to-date recap of activities:

Complaints Received 35
Notices of Violation Issued 113
New Shop Applications Issued 37
Renewal Reminders Issued 8
Prosecution Proceedings Initiated 157

Total Shop Visits 347

Consider revising coverage, deductibles

You may reduce your auto insurance costs by raising the deductibles on physical damage (collision and comprehensive) coverages. Be sure to review your current deductibles to determine whether you can afford to absorb a larger portion of your loss in the event of an accident. Also, consider lowering or eliminating physical damage coverages on older vehicles – unless a lien holder, such as a bank requires it.

Consider cost of insurance probe before buying a car

Insurance companies usually charge higher premiums for cars that cost more to repair or offers occupants less protection from accidents. Companies may also charge more for cars that tend to cause more damage when involved in accidents, such as certain sport utility vehicles (SUVs).

Regularly review your policy; update accordingly

Regularly review your policy to make sure the basis for your premium is accurate as possible. Here are some factors that can affect your premium:

- Adding or removing a vehicle from your policy
- Replacing an older vehicle with a newer one
- Adding or removing a driver
- Increasing or decreasing the number of miles driven each year

Deputy Director Hoening Graduates

On Friday, March 24, 2006 Deputy Director Diane L. Hoening graduated from the Ohio Certified Public Manager Program (OCPM), during ceremonies held at the William Green Building in Columbus, Ohio.

In 1997, the Ohio Department of Administrative Services (DAS), Human Resources Division took the lead in establishing the Ohio Certified Public Manager program. The National Certified Public Manager Consortium includes 27 states.

The State of Ohio collaborates with the twelve state universities associated with the Ohio Board of Regents' Urban and Rural University Program (UUP and RUP). The purpose of the collaboration is to design, develop, and continually improve a statewide certified public manager program for managers in Ohio governments.

The Ohio Certified Public Manager program is a nationally accredited, comprehensive training program for mid and upper-level public managers. Participants who successfully complete the challenging two-year program are equipped with the expertise and competencies to maximize performance and effectiveness within their organizations and earn official designation as a Certified Public Manager.

Congratulations to Diane for staying the course during the past two years while effectively balancing family, professional, and personal commitments.

Legislative Update

House Bill 150, Junk Yards/Secondhand dealers: Introduced in the House on March 24, 2005, by Representative Gibbs, would require penalties to be imposed if a junk yard owner fails to make required changes or improvements. Permits a licensee to sell junk while the licensee's license is suspended. Requires license to be revoked if licensee fails to make changes or improvements during 90-day suspension. Increases the tax imposed on owner, up to \$100.00 per day while the violation continues. **Last hearing was in the Senate on 10/27/05. No new hearings scheduled at this time.**

House Bill 198, Glass Technicians: Introduced by Representative Blessing on 4/14/05 in the House of Representatives. Would establish the State Board of Glass Technicians. The Board would regulate automotive glass repair technicians and glazers. This would be a licensing board that would evaluate qualifications, prescribe standards, adopt rules as necessary, and establish continuing education curriculum. **There have been no hearings on the bill, to date.**

House Bill 208: Introduced on 4/20/05 by Representative Raga and was assigned to the House Transportation, Public Safety, and Homeland Security Committee. **Allows** salvage motor vehicle auctions and salvage motor vehicle pools to sell salvage motor vehicles to certain specified authorized purchasers instead of only to motor vehicle salvage dealers. Eliminates the restriction that provides that an insurer, repair facility, or installer may use a salvage motor vehicle part in the repair of a motor vehicle only if the part is removed from a salvage motor vehicle by a motor vehicle salvage dealer. **Increases** from five to nine the membership of the Motor Vehicle Salvage Dealer's Licensing Board. **Changes** the name of the current Board of Motor Vehicle Collision Repair Registration to the Board of Motor Vehicle Repair Registration. **Requires** the registration of motor vehicle mechanical repair facilities. **There are no new hearings scheduled at this time.**

House Bill 370, Bittering Agent: Introduced on 10/05/05 by Representative Skindell. Would require automobile antifreeze or coolant containing more than 10% ethylene glycol and manufactured after 12/1/05, to include a bittering agent making the engine coolant or antifreeze unpalatable. The bittering agent shall consist of not less than 30 parts per million and not more than 50 parts per million. **There have been no hearings scheduled on this bill.**

EPA Says Mercury Switch Agreement Soon, Recyclers Say Not So Fast

Environmental Protection Agency Administrator Stephen L. Johnson reaffirmed the agency's commitment to complete negotiations on a formal collaborative agreement with industry, government and non-governmental groups to solve the problem of mercury switches in end-of-life automobiles.

Administrator Johnson said, "As many of you know, we have made significant progress toward developing a national partnership program that will help remove mercury switches from scrap automobiles. This national program will substantially reduce airborne mercury emissions from steel mills, and will do so much faster than the EPA or states working on their own. The negotiating team includes representatives from the auto, steel, and recycling industries; state governments; environmental groups; and EPA. I want to thank them for a lot of hard work. They are actively working to hammer out the final details and seek agreement within their respective organizations. I fully anticipate we will have a national agreement in place within the coming weeks." EPA's Office of Policy, Economics, and Innovation is coordinating the negotiations.

The Institute of Scrap Recycling Industries (ISRI) took exception to Johnson's comments concerning the National Mercury Switch Recovery Program (NMSRP). "Administrator Johnson has clearly overstated the progress made by the parties discussing the NMSRP," said ISRI President Robin Wiener. "There are serious flaws in the memorandum of understanding that is proposed as a structure for future discussions."

Plan To Boost Strength of Vehicle Roofs Is Worthwhile But Goes Only Partway

A federal proposal to strengthen passenger vehicle roofs won't produce big benefits. The National Highway Traffic Safety Administration (NHTSA), which issued the proposal, estimates that fewer than 50 lives would be saved each year. Still the new standard would represent a step in the right direction.

There are two main aspects of NHTSA's proposal to upgrade Federal Motor Vehicle Safety Standard 216. One would require the roofs of passenger vehicles to withstand a force of 2.5 times the vehicle weight – up from 1.5 times under the current standard, without intruding too close to the occupant's heads. The other key aspect is that the new standard would apply to vehicles weighing up to 10,000 pounds, extending the requirements to bigger SUVs and pickups. The current standard only goes up to 6,000 pounds.

"The extension of the requirements to heavier vehicles is important because so many of these vehicles, which are used to drive families, are more prone than cars to rolling over. They need strong roofs to reduce the high proportion of occupant deaths that occur in rollover crashes," says Insurance Institute for Highway Safety president Adrian Lund.

Institute analyses of motor vehicle deaths in 2004 indicate that almost half of all SUV occupant deaths, compared with about 20 percent of car occupant deaths, occurred in single-vehicle rollovers. Strengthening vehicle roofs helps to reduce these deaths by keeping the tops of rolling vehicles from collapsing and intruding into the space around the occupants.

Ensure adequate headroom: The Institute supports NHTSA's proposal to require occupant compartments to retain enough headroom to accommodate an average-size man. But in some cases what the agency proposes could lead to the weakening, not the strengthening, of vehicle roofs. To address this, the Institute has advised NHTSA to modify its proposed rule to guarantee that complying vehicles also would meet the older rule. Then roofs couldn't be weakened and still comply with the new standard.

Another concern is that NHTSA is considering relaxed requirements for vehicles with low rooflines and, hence, limited headroom. The Institute advises the agency to abandon this idea. It wouldn't make a sense for NHTSA to ease the requirements for the very vehicles with the greatest need for stronger roofs – those with rooflines deroofted the lowest and therefore closest to occupant's heads.

Modify the test procedures too: The static test that applies force to vehicle roofs also needs to be changed. The Institute recommends specifying a range of angles, not just one, under which a roof would have to hold up under the force.

"Another important change would be to test vehicles without their windshields because it's unclear how often windshields remain in place during rollover crashes and how much a windshield helps to reduce roof crush." Lund explains. "Applying the test force to the tops of vehicles without their windshields would encourage automakers to design stronger roofs."

Critics take note of the modest gains: NHTSA estimates that 13 to 44 lives would be saved each year. This benefit is modest in part because more than half of all vehicles that would be subject to the new standard already meet its

In 2002, ISRI helped form the Partnership for Mercury Free Vehicles, a collection of associations representing environmental groups, auto dismantlers, scrap recyclers, and the steel industry. ISRI and the partnership have worked to establish switch removal programs that are now operating in several states.

“We welcomed the opportunity to address this issue on the national level,” Wiener Said. “ And, we are committed to finding a solution to the problem of mercury emissions resulting from automobile applications including a sound and effective mercury switch removal program. However, we have grave concerns that the NMSRP, as currently outlined in the working memorandum of understanding, will not achieve the important goal: protection of human health and the environment.”

Courtesy Collision Week

requirements.

Critics say the proposal won't accomplish much of anything. One safety advocate dubs it “virtually a nothing burger.”

Lund counters, “There's substance to NHTSA's current proposal, although it's true this isn't all the agency needs to do. The problem is that there's not enough empirical evidence to justify more stringent roof strength requirements. We suggested some changes NHTSA could make to the static test that's used to assess roof strength, but what's really needed is a dynamic test.”

Need new test of vehicle roof strength: A major impediment to establishing a dynamic test is the absence of good research to guide the development of a repeatable rollover test. Another problem is that researchers aren't yet able to estimate the benefits of designing passenger vehicles to comply with a dynamic test. Plus, the test itself won't be easy to develop.

“Rollovers are complicated. Many factors influence their outcomes,” Lund says. “It will be a challenge to develop a dynamic test that will assess the interactions of a vehicle's structure, restraint systems, and occupant kinematics. NHTSA needs to get going on the research needed to meet this challenge.”

In the meantime, the agency reports that its current proposal to upgrade roof crush resistance, based on static testing, could become a final rule this year. The current standard has been in effect since 1971.

Courtesy Woman Motorist

Shattering Facts About Your Car's Safety

Aside from its obvious benefits like protection from wind and road debris the windshield is a critical part of your vehicle's safety. In fact, the windshield is classified as a safety device and is part of every vehicle's structural safety system. In an accident, the windshield enables the passenger air bag to function properly and minimizes roof collapse.

According to the Insurance Institute for Highway Safety, more than nine percent of all accidents are from rollovers. Passengers who remain in the vehicle during a rollover accident are 25 times more likely to escape injury. To ensure a windshield will remain intact during a collision, it must be installed properly. Proper installation of a windshield involves more than 20 steps and can take anywhere from 40 minutes to more than two hours, said Steve Zweig, Director, PPG PROSTARS®, a nation-wide network of industry-certified auto glass technicians. There are proper techniques and federal regulations governing auto glass installation; therefore, it is imperative that when you need your windshield to be repaired or replaced, you find a professional repair center that is dedicated to upholding the highest standards in the auto glass industry.

There are four elements of a quality windshield replacement; a professional technician, the right glass, the right adhesive, and a warranty. Reputable auto glass shops will always stand behind their work.

Not all auto replacement glass is the same. Original Equipment Manufacturers (OEM), like PPG, make replacement auto glass parts following the same quality procedures used to make glass for car manufacturers. As a result, PPG replacement windshields look and fit more like original equipment and meet the same safety requirements as original equipment. A properly fitted windshield reduces the likelihood of wind noise, leakage, and appearance problems.

Always ensure the technician who worked on your vehicle clearly defines the safe drive-away time. A windshield is secured into a vehicle with sophisticated adhesive systems. Safe drive-away times may vary depending on the adhesive system used and the manufacturer's recommended curing or drying time. This information should be obtained as part of written instructions to the car owner, which can also include pre-inspection results and the type of glass, primers, and urethanes that were used.

Weather dictates when a technician can perform repair or replacement work outdoors. Quality repair/replacement facilities will always try to make any service work convenient for customers, but will advise you when indoor work is necessary to adhere to all safe windshield installation and repair practices.

Courtesy The Weekly