

ASA Submits Comments on OSHA's Hexavalent Chromium Rule

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has issued a proposed rule for occupational exposure to hexavalent chromium. OSHA has proposed three separate standards that cover exposure to hexavalent chromium in general industry, construction and shipyards.

"The risks involved in the occupational use of hexavalent chromium can be serious and potentially life threatening," said John Henshaw, OSHA administrator. "This proposed rule is both economically and technologically feasible and will substantially reduce the risk to workers potentially exposed to hexavalent chromium."

Hexavalent chromium compounds are widely used in the chemical industry in pigments, metal painting and chemical synthesis. Hexavalent chromium can also be produced when welding on stainless steel or painted surfaces.

The Automotive Service Association has submitted comments on the proposed regulation. ASA's collision members use refinishing products in the repair of vehicles. Sanding of some vehicle parts, grinding and limited welding could also present opportu-

nities for the proposed new exposure standard to be triggered.

As stated in the comments, ASA asks the agency to re-evaluate the potential economic burdens for collision repairers if this proposed regulation were to move forward in its current form. What is not entirely clear in the economic impact analysis of the proposal is whether the agency considered the cost of new equipment, cost of physical alterations/additions, cost of additional technical training, and the cost of additional staff hours to comply with the proposed regulations; i.e. recordkeeping and medical monitoring.

Collision repairers have taken a leadership role in establishing a voluntary national training organization, the Inter-Industry Conference on Auto Collision Repair (I-CAR), to ensure technical staffers have the most up-to-date repair and safety information available. ASA is the founder of the Automotive Management Institute (AMI), which encourages best management practices and workplace safety.

"ASA encourages the agency to fully evaluate the economic burdens placed on automotive repairers by this proposed regulation."

2005 National Elections ... Exercise Your Right to Vote

The official ballot for the 2005 elections for the ASA national board of directors has been posted. Candidates are seeking election for two positions as general director.

All regular members in good standing with ASA are eligible to cast their votes by using a touch-tone telephone or a secured Web site (Internet access is required). The voting line is open 24 hours a day, seven days a week.

All regular members of ASA who reside in the United States, including Hawaii and Alaska, may vote by calling (800) 868-3272 or by visiting www.vres.us/asa/html. (International members will receive a ballot to vote by mail.) Members may vote anytime between Jan. 3 and Feb. 28, 2005.

Hear from the candidates by visiting the ASA Web site, www.asashop.org. Also, read more about the candidates in the January and February 2005 issues of AUTOINC. Members vote by entering their six-digit member number and three-digit security code number found on the mailing label of AUTOINC. The numbers are printed directly above your name and are enclosed by () parentheses. You must

have these numbers to vote, and you must complete the entire voting process to register your vote. After you access the voting line, you will be asked to enter your member number and three-digit security code. After you enter this information, you will be directed through the voting process. If at any time you experience a problem, call ASA at (800) 272-7467, ext. 213, for assistance.

Take a few minutes to cast your vote and be an integral partner not just in the process, but also in ASA. The voting line is open from Jan. 3 to Feb. 28. Election results will be announced during the 2005 ASA Annual Business Meeting, April 20-23, in Fort Worth, Texas.

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Learn More About OEM Web Sites

At the Collision Division Operations Committee meeting in May 2004, the committee decided each member would evaluate one or more OEM Web sites. The information gathered from these evaluations will be used to encourage and educate others in the collision industry to use the OEM Web sites.



Mike West

Future issues of the Collision Repair Report will include interviews from committee and subcommittee members who have reviewed the OEM sites.

Mike West from Southtowne Auto Rebuild, Inc. in Tukwila, Wash. provides this evaluation.

OEM Web Site Evaluation: Saturn www.gmtechinfo.com; www.gmgoodwrench.com

Mike West reviewed the Web sites Aug. 10, 2004.

Q: How much time was spent viewing the Web sites?

A: About 1.3 hours total.

Q: Were the Web sites easy to access?

A: www.gmtechinfo.com – No.
www.gmgoodwrench.com – Yes.

Q: Did the Web sites have a table of contents?

A: Yes.

Q: Were you able to easily find the areas pertaining to collision repair?

A: www.gmtechinfo.com – No.
www.gmgoodwrench.com – No: I had to go to "For Dealers & Retailers" > Body Shop Owners > GM Technical Repair Info Online.

Q: Are you able to retrieve OEM recommendations for sectioning or installing a frame rail?

A: Yes – Only one vehicle (2003 Saturn Ion).

Q: Are you able to get frame/unibody dimensions?

A: Yes – Under "Specifications."

Q: Are you able to look up any parts descriptions and/or print any of these?

A: Yes – Only major and structural parts replacement (ex: tie bar, rail, pillar, battery tray, etc.).

Q: Did the Web sites tell you how to perform any disassembly procedures?

A: Only general removal of all panels/parts necessary to repair, disconnect negative battery cable.

Q: What was the cost to use the Web sites if applicable?

A: No charge.

Q: Did the Web sites give you any welding instructions or guidelines?

A: Yes.

Q: Did the Web sites provide you with any refinish technical data (paint codes, procedures, etc.)?

A: Approved Refinish Materials took 18 minutes to download. Paint Reference Guide took eight minutes to download and covers problems (ex: blistering, discoloration, etc.).

Q: Do you have any general comments, suggestions or thoughts?

A: The Matrix does not list www.gmgoodwrench.com, where all of the information is located; www.gmtechinfo.com only has publications for purchase.

There is information on replacing and sectioning major panels but nothing on basic R&I procedures on other parts (ex: handles, tail lamps, latches, etc.). Also, there was only information on one Saturn vehicle.

VOLUNTARY RECALL

Aftermarket Replacement Hoods for 2001-2003 Hyundai Elantras

Yih Sheng Auto Parts Ind. Co. has issued a voluntary recall of their aftermarket replacement hoods for the Hyundai Elantra, model years 2001-2003. All suspect parts were sold under the Yih Sheng brand name and are being recalled because of a possible faulty hood latch assembly. The company is aware of two accident claims in which it appears the hood latch assemblies failed, allowing the hood to release during vehicle operation.

To ensure the safety of the motorist and public and avoid any further haz-

ards, Yih Sheng has elected to voluntarily recall and replace all suspect parts purchased or installed between January and December 2004. The manufacturer has requested that all members of the collision industry cooperate in this recall effort.

If your shop installed one of these aftermarket replacement hoods, contact the vehicle owner immediately to schedule an exchange for a new hood, at no cost to the customer or the collision shop. All exchanges and reimbursements – along with any questions or requests for more

information – should be coordinated with your aftermarket part distributor. If you need further assistance, a number of companies have agreed to assist Yih Sheng with the recall, providing services in accordance with the recall protocol. As needed, contact one of the following distributors: Across America Collision Parts (AACP), (800) 601-9222, ext. 234; Action Crash Parts, (800) 282-0380; or Keystone Automotive, (877) 539-7322.

Estimating System Tip of the Month

Tip No.10

Some Assemblies Required

By Craig Griffin

The use of alternate parts has

evolved from a repair option in certain situations to the first repair option for a lot of major insurers as a way to reduce claims costs (by alternate parts I mean aftermarket and/or salvage parts vs. new, original equipment parts; hence the term alternate). With more and more estimators dealing with more and more of these parts in the shop every day, it is important to understand the difference between the alternate part and the new original equipment part. For the purposes of this article I will concentrate on salvage parts. The most widely used term for salvage parts is Like Kind and Quality (LKQ).

There are quality LKQ parts available in the marketplace but that is not the point of this article. What we must remember, as estimators, is exactly what the crash guides take into consideration and what they do not. Mitchell International titles its book, "Replacement Assemblies Estimating & Reference Guide," and the section of their software for LKQ parts is abbreviated "ATG," which stands for Assemblies Time Guide. (My personal experience is with Mitchell International's crash guides; therefore, it's not that I'm biased, simply ignorant of the other options available.) The most important, and most overlooked, word in these titles is assemblies. The labor units for each assembly do not and will not coincide with the units for new, original equipment parts because the LKQ times are for assemblies. This is important to remember.

For instance, when replacing a door shell with an LKQ assembly, the labor units in the assembly guide will reflect the time needed to replace the door as an assembly, not as a naked shell as it would be new. What does that mean



Craig Griffin

for an estimator? We need to determine what is included in replacing that assembly and what may be required for replacement that is not included.

When refinishing the LKQ door shell assembly, is it necessary to remove and install (R&I) the glass run, the latch, the belt weatherstrip, the adhesive molding, the lock cylinder, the outside door handle and the outside mirror ... you get the idea. The question for the estimator is how much of this is included and how much is not.

As a general rule, the labor units in the assembly times guide for a door assembly include replacing the door as an assembly and R&I of the trim panel, lock cylinder and dust barrier. That's all. If any of the other R&I items mentioned above are necessary, they are additional to the units in the crash guide. Of course, the specifics for each make and model would have to be addressed individually, but again, you get the idea.

In the case of a quarter panel, the plot begins to thicken. I have seen numerous times, in my short existence, an estimator figure to replace a quarter panel with a salvage part. The difference between a salvage quarter panel and a new OE quarter panel comes down to two words – outer and assembly. The labor units in the crash guide for a new, OE part are for replacement of the part as it is serviced by the manufacturer – the outer panel. The labor units in the crash guide for an LKQ assembly are for the replacement of the quarter panel assembly – including the wheelhouse.

When estimating cost of repairs using LKQ parts, be sure to take all of the circumstances into consideration. Think about what labor actions will be required to produce the desired finished product, then see if it is included or not included and adjust accordingly. You may find that LKQ parts have a "Little Known Quality" – profit.

Craig Griffin is an estimator for Laney's Collision Centre in El Dorado, Ark.

ASA Offers Career Video

The ASA Collision Division has copies of the career track video, "Collision Repair & Refinish Technician," available for members to purchase. The video, produced by the National Institute for Automotive Service Excellence (ASE), may be used as a resource for shop owners and managers when they participate in school career fairs and similar events.

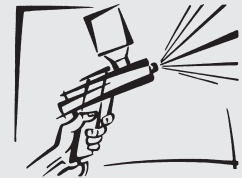
Some ASA members have purchased the video and then donated it to a local school so it's available for viewing by counselors, students and parents. What a great way to reach today's young people!

The 15-minute video provides information on technician education requirements and career opportunities. The cost of the video is \$22.95.

To order by mail, send a check for \$22.95 made payable to ASA, Attn: Collision Division, P.O. Box 929, Bedford, Texas 76095-0929. Credit card payments are accepted by phone. Call the Collision Division at (800) 272-7467, ext. 229.

ASE Tests for Collision Repair/ Refinish Technicians

Register by
March 25, 2005



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sign up for e-mail updates and legislative alerts. From time to time we will ask members to communicate with their congressional representatives and the best way for you to stay involved is through electronic communications.

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