

NEWS • REPORT

JULY-SEPTEMBER 2015

VOL. 30 NO. 3

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Thank You!!!!

Issues for NDABA News Report

Issue	Copy Deadline	Printing Date
February-March	Mar. 1	Mar. 15
<i>(Note: Dates for the pre-convention issue may vary.)</i>		
May-June	June 1	June 15
August-September	Sept. 1	Sept. 15
November-December	Dec. 1	Dec. 15

CLASSIFIED ADS: Classified ads are divided into two categories - member and nonmember. Each member is allowed 5 lines, 25 characters per line, plus name & phone number. If you’d like to put your address in, please include that within the 5 line, 25 character portion. FREE to members only. For nonmembers the charge is 50 cents a word, including the words, “For Sale” and name, address and phone number. Initials and numbers count as words. All ad copy must be received by the 15th of the month prior to publication. See ad elsewhere in this magazine.

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PRESIDENT'S LETTER



Time flies by when you're having fun. It was not that long ago we were anticipating the arrival of spring and now we are getting ready to say hello to fall. With that said, where did summer go? It seems like you get up and go to work on a Monday and the next thing you know Friday is here, which is normally a good thing. Then the weekend goes by way too fast and then we start the Monday thing again. I am open for suggestions on how to slow down time a little bit.

Hopefully our industry has been good to you all this summer. It appears that Mother Nature has made a few visits across the state and spread a little work for us all. After talking with a few member shops throughout the state everybody has had a busy summer.

The NDABA could use your help, so please mark your calendar for October 3rd, 2015, to attend our next member meeting.

Scott Heintzman,
President, NDABA

P.S.: Some very interesting articles from SCRS at the following sites.

<http://www.repairerdrivennews.com/2015/07/09/take-the-cic-aluminum-test/>

<http://www.repairerdrivennews.com/>

<http://www.repairerdrivennews.com/2015/07/30/sitting-insurance-commissioners-raised-millions-from-insurance-industry/>

<http://www.repairerdrivennews.com/2015/07/29/deg-5-more-tips-for-auto-body-shops-using-audatex-ccc-mitchell/>

<http://www.repairerdrivennews.com/2015/07/29/heres-the-kind-of-future-crash-tests-your-repairs-might-have-to-withstand/>

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Clip out the form and mail to: Clyde Nelson, NDABA Classifieds, 1507 19th St. NW, Turtle Lake, ND

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Meeting Minutes — May 2, 2015

VIA Conference Call with Miles Doll, Ed Barnhardt, Scott Heintzman, Clyde Nelson, Verla Rostad and Dennis Neameyer.

President Scott Heintzman called meeting to order.

Convention report – Miles talked about convention report. Miles reported that it looked good to him in his report as chairman and Verla had the report from the convention as we went over the report via emailing everybody on conference call the report from the convention.

Great job, Miles. Thank you! From the association.

Convention follow up was to send thank you letters to vendors of this year's Convention 2015.

Secretary's report was read and was accepted as read.

Treasure's Report – Verla discussed convention and other financial statements she had in her report. Verla is going to write up an article about her position as treasure and what it all entails so we can have it printed in the next magazine when it comes out.

Dollars For Scholars – Was talked about and an invitation is to be sent to them to joining at September meeting to learn more about their program and how it works.

Magazine Report – Deadline for magazine is May 29th, 2015 for the summer magazine. If you have any articles, get them to Clyde.

SCRS membership was talked about

and discussed that it will help us in our association.

Convention 2017 – Ed Barnhardt is going to contact Craig Amiot of Grand Forks in seeing what may be available in 2017.

Miles Doll's wife Bernie has made a survey of what the association is about to get some feedback to help us out to see what the results are.

Verla was going to send it out to shops and Clyde was going to put in the magazine.

Next meeting is September 26th, 2015 at 11:00 am at the Chieftain in Carrington.

Ed made motion to adjourn meeting. Miles 2nd.

Secretary Kent Meidinger

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NEXT MEETING
Saturday, October 3,
2015 at 11:00 am at
The Chieftain, Carrington

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Now is the time to work together for our future!

I hereby apply for membership in the North Dakota Auto Body Association. I promise to abide by the Association's By-Laws and Code of Ethics. I understand that any signs, decals or emblems provided by the Association remain the property of the Association, and agree to return them to the Association upon termination of membership. I understand that use of Association logo and identification is authorized only as long as my membership is maintained.

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Opening for the Position of Treasurer of the North Dakota Auto Body Association

and expenses by making the deposits and paying the bills, and reconciling the bank statement. An annual review of the treasurer's records is done by a committee of NDABA members each year at the convention.

There are a few transactions throughout the year related to the *News Report Magazine*. I work closely with the *News Report* editor, Clyde Nelson, to make sure my records reconcile with his.

Most of the other activity is in the first half of the year relating to the convention and membership renewals. I have been keeping the membership roster on an Excel spreadsheet, but it could be set up to be kept on QuickBooks as well.

The Board of Directors has not required me to attend the meetings, but I have been submitting a written

treasurer's report and made myself available for questions. I do try to attend the annual meeting at the convention.

The treasurer of the NDABA is the registered agent with the ND Secretary of State, so there is an annual report that must be filed each year. It is a very simple form, similar to the forms filed by a corporation or LLC.

The treasurer is also responsible for filing the annual 990-N e-Postcard, which is filed on-line with the IRS because we are a tax-exempt organization. It is filed on-line, and simply involves verifying our gross receipts are under \$50,000.

If you have any questions about what is involved, you can contact me at 701-833-1655. If you are interested in the position, contact Scott Heintzman at 701-293-1266.

You may have heard, or read, that there is an opening for the position of treasurer of the North Dakota Auto Body Association. I have served in this paid position since 2009, and have decided it is time for another person to hold the position.

If you are interested in the position, it is only fair that you understand what is involved.

The bookkeeping, which is done with QuickBooks, involves tracking income

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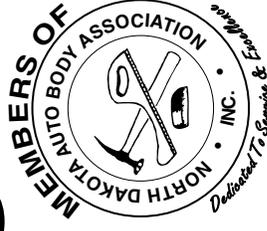
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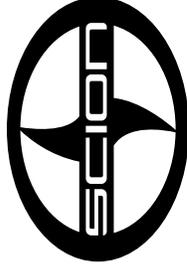
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- * A good exercise for the heart is to bend down and help another up.
- * Life is what you make of it...kinda like Play-Doh
- * The bubbling brook would lose its song if you removed the rocks.
- * If all my friends jumped off a cliff, I wouldn't jump with them. I would be at the bottom to catch them.
- * Happiness comes through doors you didn't even know you left open.
- * Everything is always okay in the end, if it's not, then it's not the end.
- * A girl on the street is pointing up at the sky. 'Look an Angel' she yells. Passerby laughs, 'You fool, that is only a cloud.' How wonderful it would be to see Angels where there are only clouds. How sad it would be to see clouds where there are Angels.
- * Here is a test to find whether your mission on earth is finished: If you're alive, it isn't.

So be happy! Don't let anything burst your balloon! Boogie through life!

ARE YOU SEEING DOUBLE?

The *News Report* mailing list was created through the help of distributors, associations, and suppliers. As with many lists, there is always the chance of duplication. So, if you get more than one copy of the *News Report*, please let us know. It will save us the cost of mailing something that you don't need two of.

On the other hand, we want to reach every possible person we can that is part of the Auto Body profession. We include owners, service technicians, brokers, distributors and suppliers. So, if you know of someone that is not receiving the *News Report*, please provide us with their name and address below. Thank you!!

DO YOU WANT TO BE ADDED TO OR REMOVED FROM OUR MAILING LIST? DO YOU HAVE A CHANGE OF ADDRESS? CHECK YOUR ADDRESS LABEL. IS IT CORRECT?

Please add the following name to the mailing list for the ND Auto Body News Report. (Please print)

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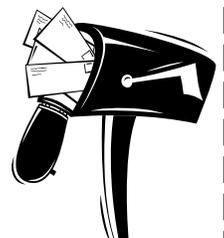
_____ City, State, Zip Code

If this is an address change, what was the old address?
(Or you can attach the mailing label.)

Please remove the name on the attached mailing label from the ND Auto Body News Report.

Please cut and tape mailing label here.

Please mail this notice to:
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1507 19th St. NW
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or ndabnews@westriv.com



ATTENTION NDABA MEMBERS!!

We would like to keep our email address list up to date. Also, if you have an employee who would like to know about association's happenings, please supply us with an email address, so that can happen. You can contact Clyde @ 701-448-2568 or ndabnews@westriv.com. Please let us know if you have an addition or change to our list.

THANKS!!

Don't waste your time and energy setting the hopes for your children higher than your example.

The factory that produces the most important product is the home.

Some folks succeed because they are destined to, but most succeed because they are determined to.

The three ages of a person are youth, middle age and "My, but you're looking well."

You can never do a kindness too soon, because you never know how soon it will be too late.

Gossip is that which goes in both ears and comes out of the mouth greatly enlarged.

The shortest words, "yes" and "no", often require the longest thought.

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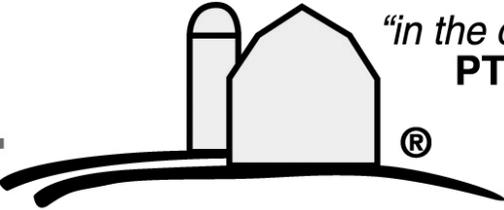
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Technical: Making a Business Decision on Single-Sided Spot Welds

by Mitch Becker - July 16, 2015

Reprinted with permission from *BodyShop Business*, a Babcox Media publication



This technician has access to both sides of the panel and thus can produce a structurally sound spot weld. But what happens when you cannot access both sides?

In recent months conducting I-CAR classes, a question keeps popping up: Why can't we use single-sided spot welds? I've heard this question before from techs and managers, but lately I've been hearing it more as more shops are using and becoming dependent on squeeze type resistance spot welding (STRSW). Shops that have purchased these welders have found that they're faster, cleaner and make money for them. The slower plug weld process has been replaced by better and more powerful spot welders. Don't get me wrong, we still need to plug weld in many situations, but techs have found STRSW to be much faster and more consistent in that there are no holes to drill or dressing to be done. So why is single-sided spot welding not approved?

Not Allowed » To answer the question, I will make a simple statement: most vehicle manufacturers do not allow single-sided spot welding to be used as it does not meet the

strength requirements of a structural weld. If the car manufacturer has published a statement allowing the use in certain repairs, then it's allowed.

It seems simple as a statement, but there is more to the answer. First, as an I-CAR instructor, I will always defer to manufacturer procedures. But the statements don't tell you "why" it is not recommended. I-CAR has gone the extra mile in the new classes to provide manufacturer procedures in classes but also to answer why we conduct certain procedures. I-CAR's WCS04 class answers and explains STRSW technology and uses.

STRSW Basics » I understand why techs want to do single-sided spot welds. For example, a technician doing STRSW is replacing a panel and gets to where he does not have access to both sides for the welder electrodes. Now he must resort to an alternative such as a plug weld with steel or a MIG braze weld required by some vehicle manufacturers, which

requires more time and prep than doing STRSW. It would be easier and take less time if he could switch and use a single-sided spot weld. Many of the new machines have that feature on them. I can see where it would be tempting. The weld will look similar to the STRSW, but...that's the issue. It may look good, but it isn't the same.

STRSW is a structural weld. In simple terms, when the electricity is going through the metal, it creates resistance and thus causes heat. This heat melts the steels, and the pressure of the electrodes pushes the molten metal together to form the weld nugget. This pressure and the resistance created by the high amperage electricity between the electrodes is controlled and uniform so as to not have an arcing effect in the weld zone that would cause metal blowout and contamination in the weld itself. This arcing is why fit-up of metal is so critical to STRSW. Failure to get good metal fit-up will cause a variety of issues that will cause the weld to fail by either lack of penetration or strength, porosity or contamination. With the new three-phase or higher power spot welders, STRSW is consistent in producing high quality welds and duplicating manufacturer procedures. The power and speed at which the weld occurs with the new technologies prevents damaging of the surrounding metal.

Past vs. Present » A single-sided spot weld does not create the same strength as STRSW for a number of reasons, strength being a major concern. Without pressure from both sides, the penetration of metal combining is much lower. This does not allow a proper size nugget to form. The size and penetration is basically the strength of the weld. To see this demonstrated, take two pieces of steel and do a one-sided weld. Then,

(Continued on page 15)

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Single-Sided Spot Welds...

(Continued from page 13)

do a peel test. The top piece of steel should tear a hole, leaving metal on the bottom as an STRSW weld does. You do not see this consistently when doing a destructive test of a single-sided weld.

When doing destructive testing, always weld using actual or similar metal. Although it's a cosmetic repair, you need to be sure the metal being tested is the same as for the repair being done. To use anything else is an apples-to-oranges comparison.

The other part of strength is caused by a limitation of power at times. On a single-sided weld, the electrode and ground must be on opposite panels to work. The panel fit-up may be complete, but contact may be limited. Even with a technician pushing on the electrode, enough pressure to push the metal together may not occur, which causes arcing to occur between the panels. Although there may be some contact and melting of metal, the strength is severely compromised. Another result of arcing is contamination by the rapid heating

of the air and elements in metal, contaminating the area and causing porosity in the weld and a corrosion hot spot.

Another concern is the corrosion of the weld. Because of the gaps and lack of ability to control arcing during the weld, corrosion is a possibility. This could lead to complications and failure later down the road.

This is a short list of issues that may happen while trying to use a single-sided weld. If the work to be done is purely cosmetic, the use of this type of weld may have some benefits. Discipline will be required to do all steps correctly. Please remember that to do single-side welds is a business decision that brings all liability to you.

New Technologies » New technologies in welders have me rethinking some of the aforementioned drawbacks. Today's welders have a much better current control than past versions. They obviously have a great deal more power, too. This can make the process more viable. With better

heat comes more strength to the weld, along with consistency.

Please note: If a vehicle manufacturer calls for specific welds to be done in a repair process, we as repair professionals must follow their procedures. In the absence of instructions, if you make the business decision to use this welding process, please be sure to verify, check and validate a test weld before doing so. In no circumstances should this type of weld be used to replace a structural weld.

Mitch Becker is a technical instructor for ABRA Auto Body & Glass. Contact him at (763) 585-6411 or mbecker@abraauto.com.

BodyShop Business is dedicated to empowering shop owners with the knowledge they need to run successful businesses. The magazine provides not only technical editorial content, but also market information and analysis of trends along with shop management and shop efficiency information to help shop owners make more informed decisions regarding their facilities. BodyShop Business's award-winning editorial is structured to assist collision repair shop owners in becoming more efficient and more profitable.

The views expressed in articles throughout this issue are those of the writers, and do not necessarily reflect views of NDABA.

Readers are welcome to react to views expressed here or elsewhere in the magazine by writing:

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Defining Government by Football

Socialist Football: After you score, the state takes half your points and redistributes them to the opposing team.

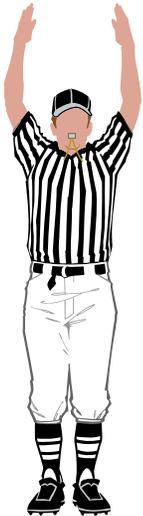
Communist Football: After you score, the state takes away all your points and gives you back what the Central Bureau of Points designates as appropriate (according to your needs).

Fascist Football: After you score, the state takes away all your points and sells them back to you.

Nazi Football: After you score, the state takes away all your points and shoots your team.

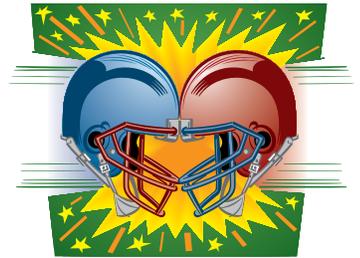
Bureaucratic Football: After you score, a tax of 80% will be imposed on the points. 10% of your points will be given to the scoring disadvantaged, 10% of the points will be given to the opposing team as an incentive "not to score," while 60% of the points will be used by the state for administration.

Capitalist Football: The Super Bowl — Winner Take All!



Football Humor

1. Where do quarterbacks go when they get old?
2. What do you call a lineman's kids?
3. What football player should you be suspicious of?
4. What did the football coach say to the broken vending machine?
5. What do you call a 350 pound Packer fan?



1. Out to pasture. 2. Chips off the old blocker. 3. The quarterback sneak. 4. "Give me my quarterback!" 5. An anorexic.

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