



# NEWS • REPORT

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FROM THE EDITOR

It’s kind of a sad day for me to think this issue is the last I will have anything to do with the industry that made a decent living for me and my family, since 1965. Unless of course, my driving skills deteriorate.

After my retirement I really wondered if I would be able to continue doing the job with the magazine because I didn’t really have a feel as to what was happening in the field, but thanks to Ed Barnhardt, Scott Heintzman and others that have passed, I was able to keep the articles interesting and informative, at least I hope they were. And, I mustn’t forget Nancy from “The Printers” organization. She was more the editor than I. Thank You, Nancy!

Also, I would hope that you would continue supporting the advertisers that we have had through most of the years. They are some very good/generous easy to work with people and without them we wouldn’t have had a magazine.

Clyde

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# PRESIDENT'S LETTER



The NDABA will be having a meeting on Saturday January 21st, 2023, in Jamestown at the Gladstone Inn at 11:00 am. I hope you all can find time in your busy schedules to attend as we will be discussing new member activity and the direction we want the NDABA to continue in.

They say all good things must come to an end and sadly this will be the last issue of the NDABA News Report. Clyde & Bonnie Nelson have decided it's time to retire from being the editors of our magazine.

Clyde took over the magazine duties in the fall of 1987 and has been in charge ever since. Years ago he sold

his shop but still stayed on to produce the magazine. He and Bonnie have put a lot heart and soul into to putting out a quality product that represents our Association and our industry. We thank you for all your hard work and determination all these years.

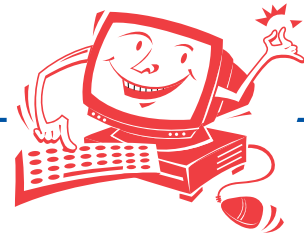
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Scott Heintzman, NDABA President

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# UK research finds use of 6 ADAS features would reduce crashes by nearly 24%

By Lurah Lowery on November 30, 2022

Reprinted with permission from SCRS Repairer Driven News

If all vehicles in the United Kingdom were to have adaptive cruise control, automatic emergency braking, blindspot warning, electronic stability control, forward collision warning, and lane departure warning advanced driver assistance systems (ADAS) installed and in regular use by drivers, a group of researchers believe crashes would be reduced by nearly 24%.

Similar research conducted in the U.S. by the AAA Foundation in 2018 found that the combined use of forward collision warning (FCW), automatic emergency braking (AEB), lane departure warning (LDW), lane keeping assistance (LKA), and blind spot monitoring (BSM) systems have the potential to prevent 40% of all passenger vehicle crashes, 37% of injuries that occur in crashes involving passenger vehicles, and 29% of all deaths in crashes that involve passenger vehicles.

The latest UK research by Lero, the Science Foundation Ireland Research Centre for Software at the University of Limerick (UL), Ireland, and Motion-S, Luxembourg, found AEB is the most impactful technology by reducing three out of the four most frequent accident categories – intersection (28%), rear-end (27.7%), and pedestrian (28.4%).

“It is encouraged that future road safety campaigns include the vehicle’s level of autonomy or ADAS equipment to allow for a more accurate estimation,” the researchers wrote. “Additionally, the level of reductions achieved in this paper assumes a full market penetration of ADAS in which all vehicles involved in the accident reports have the studied technologies. ... Even though the safety benefits of ADAS are notable, a potential limitation is that their functionality and proper application depend on human drivers and their trust in these systems. ... Vehicles enabled with Advanced Driver Assistance Systems (ADAS) provide significant societal benefits,

but there is a lack of comprehensive literature on their potential accident reductions across various driving contexts.”

However, the research notes that environmental and infrastructural conditions influence the performance of ADAS, and accident reductions vary across geographical regions. The most severe accidents occur in dark

conditions on rural roads or highways.

German Castignani, co-author and CEO of Motion-S S.A., said road safety reports are a fundamental source of information for the continuous development of the car industry as they help study the distribution of accidents’ environmental conditions.

“They provide information about the vehicles and casualties involved

---

**Seventy-seven percent of U.S. consumers want auto manufacturers to focus their efforts on improving existing ADAS features rather than developing self-driving cars, according to a recent survey by AAA.**

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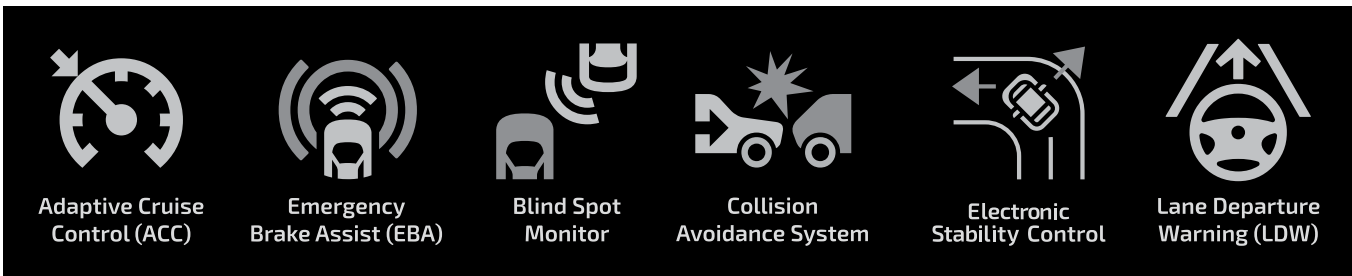
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and the accident circumstances (e.g., geographical, temporal, and road information). Our work leverages such data to estimate the potential reductions in accidents that ADAS can mitigate.”

AEB is the most impactful technology, according to the research, which shows that three out of the four most frequent accident categories were reduced; intersection by 28%, rear-end by 27.7%, and pedestrian accidents by 28.4%.

In general, clear weather and lighting conditions relate to good performance in most technologies, and motorways with well-maintained lane markings lead to good performance of technologies that rely on lane boundary detection. On the other hand, their high-speed ranges imply a constraint on technologies that depend on the braking system, like AEB, according to the research.

“We suggest that road safety organisations and research teams follow a systematic approach to optimising road safety with ADAS,” the researchers wrote. “Road safety reports of the target region might be used to prioritise resources according to the current accident loss tied to accident types and contexts. Thus, stakeholders might focus on accident contexts above a specific average loss, and put forward road safety policies, incentivising ADAS development to mitigate particular accident types. For example, accidents on rural roads and in dark conditions are associated with a high expected loss. Then, road safety policies can promote further usage of intelligent systems to increase safety in those contexts, such as a higher deployment of infrared cameras.”

Seventy-seven percent of U.S. consumers want auto manufacturers to focus their efforts on improving existing ADAS features rather than developing self-driving cars, according to a recent survey by AAA.

ADAS features performed inconsistently across a variety of makes and models in AAA’s most recent round of testing resulting in crashes with a foam car and a dummy cyclist.

“You can’t sell consumers on the future if they don’t trust the present,” Greg Brannon, director of AAA’s automotive engineering, said in a statement. “And drivers tell us they expect their current driving assistance technology to perform safely all the time. But unfortunately, our testing demonstrates spotty performance is the norm rather than the exception.”

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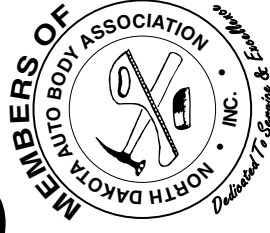
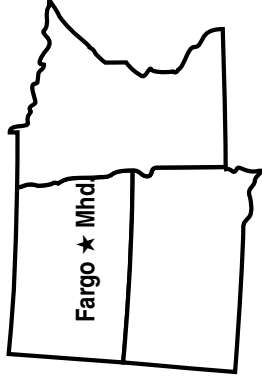
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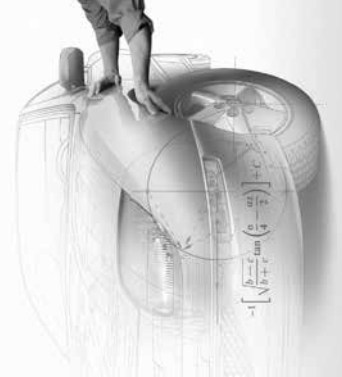


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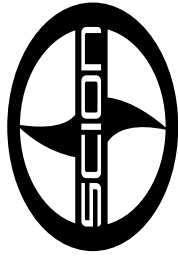
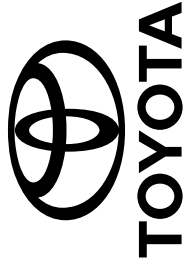
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# SCRS research concludes blend time is greater than full refinish

The full Blend Study Report: A comparative analysis between full refinish and blend operations can be downloaded at [www.scrs.com/blendstudy](http://www.scrs.com/blendstudy).

By Dave LaChance on November 2, 2022

Reprinted with permission from SCRS Repairer Driven News

Blending a panel takes more than 30% more time than a full refinish of the same panel, on average, rather than the 50% less time allocated in the three estimating systems, a week-long research project organized by the Society of Collision Repair Specialists (SCRS) has determined.

The results, reached in collaboration with the five primary North American coatings companies and presented Tuesday at the Collision Industry Conference (CIC) quarterly meeting in Las Vegas, confirm what collision repair professionals have long contended: Blending a panel takes much more skill and time to achieve an invisible transition than the existing formulas reflect.

“The overall average when looking at all colors, all companies, all variations, was 31.59% greater than the full refinish value. That’s certainly different than 50% less than” the full refinish value, said Aaron Schulenburg, executive director of SCRS and chair of the CIC Parts & Materials Committee. “These results very clearly establish that performing the processes necessary to blend a panel does not take less labor than the processes to fully refinish a panel.”

Blending is defined as the application of color to a portion of an undamaged adjacent panel for the purpose of facilitating the appearance of color match into the area, followed by an application of clearcoat to the entire blended panel.

The estimating databases produced by Audatex, Mitchell, and CCC (MOTOR) establish unique refinish values for collision parts. All three estimating products identify a formula for blending outer surfaces as 50%, or 0.5 per refinish hour, of the unique full refinish operation value they have developed on

panels using two-stage paint.

Because the information providers [IPs] express the operation of blending as a percentage of the estimated refinish time assigned to a component, SCRS organized its research as a “comparative analysis between the two operations, rather than a refinish time study seeking to refute or validate the published refinish time established by each company,” the Society said in its white paper.

Schulenburg emphasized that the choices made in the research were data-driven. Body panels from the Ford F-150 were chosen because the F-150 is the most frequently appraised truck in 2021, according to CCC Intelligent Solutions. Similarly, the choice of three different finishes — a white solid, a silver metallic, and a white tri-coat — was based on the most popular colors for the F-150.

Ford Motor Co. agreed to donate new hoods, right fenders and right front door shells for the study. Those panels were chosen because, according to data from Mitchell, these are the most common blend panels. The largest refinish companies in North America — AkzoNobel Vehicle Refinishes, Axalta Coating Systems, BASF Automotive

Refinish, PPG Industries, and Sherwin-Williams Automotive Finishes — supplied the paint materials, as well as the expert technicians who applied them.

The research was carried out in August at the Global Finishing Solutions (GFS) Center for Excellence in Osseo, Wisconsin, monitored and audited by DEKRA North America, the world’s largest unlisted expert organization in the TIC (testing, inspection, certification) industry.

At the conclusion of the test, the 45 parts donated by Ford, the 10 part stands donated by 3M and SCRS, and miscellaneous materials from the research project were all donated to the Chippewa Valley Technical College (CVTC), in Eau Claire, Wisconsin.

Schulenburg said the organizers were “looking for credible data. So that is the synopsis of what we identified. We identified that from our test, with 45 different parts and five different companies and three different colors, replicating the processes expected by the paint companies, that the blending operation was 31.59% greater than full refinish.”

He remarked on the consistency of

*(Continued on next page 11)*



SCRS Executive Director Aaron Schulenburg and panelists discuss the results of the SCRS blend study Tuesday during the Collision Industry Conference meeting in Las Vegas. (Dave LaChance/Repairer Driven News)

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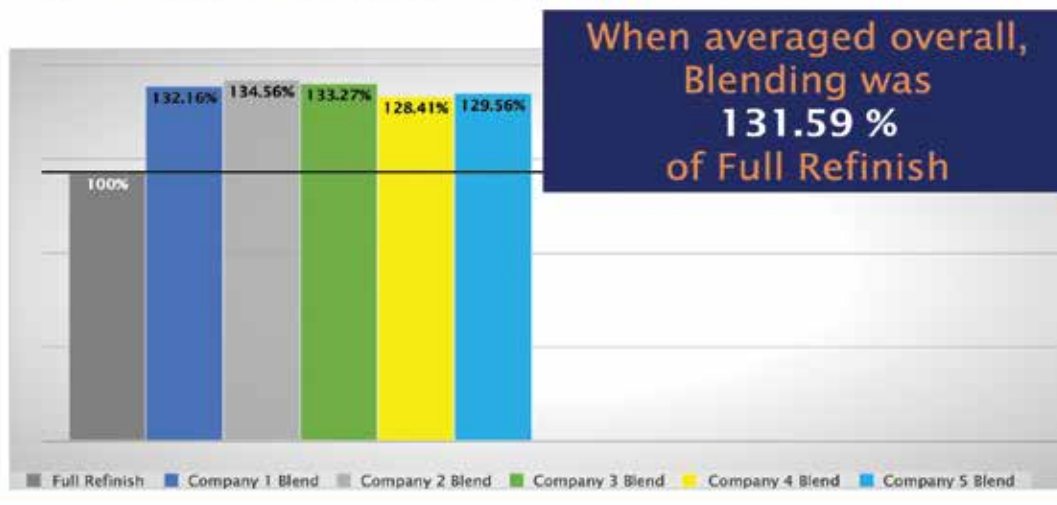
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## RESULTS – OVERALL AVERAGE



### SCRS research... (Continued from page 9)

the results: Among the five participating companies, there was a difference of just six percentage points.

The separate results for the three colors ranged from 24.60% above full refinish for white platinum tri-coat, 29.61% for solid white, and 42.69% for silver metallic.

Nick Saltamanikas, collision operations manager with DEKRA, confirmed the accuracy of the results. "I can confirm all the data here today has been validated by us ... throughout the whole process I was there, from the minute they started until the minute they finished, and everything is accurate," Saltamanikas said.

Robb Power, the senior manager for auto refinish solutions for PPG, said the overall results were similar to those produced by research PPG had conducted earlier.

"Some of the elements of the study — the way that it was conducted, the fact that we all use the same exact panels, we all spray with our own brands, the same exact colors — those actually create a control. That helps us get more consistent results," Power said. "What's remarkable to me with all the different companies and some different processes, how close the deltas are between each of the companies ... to me, that adds validity to what we see in those results."

Gary Kilby, curriculum designer for Sherwin-Williams, said he suspected that blending would take more time, based on his 20 years as a painter in a

shop. "But when I started listing our SOPs to prepare my panel, the light bulb went off," he said. "I said, 'This is going to be a lot more than full refinish.'"

Responding to an audience member's question, Schulenburg said all three IPs were invited to send representatives to observe the research, and that none did so. Other interested parties, including insurers and OEMs, were not invited.

Kilby said Sherwin-Williams chose to participate in the study because "it's very important for our customers to make sure they're getting adequately compensated for what they do.... To actually get involved as a member, and actually doing some studies that yield real-time data, we're extremely excited and we look forward to helping you anytime we can."

SCRS Chairman Bruce Halcro said his shop, Capital Collision Center of Helena, Montana, does blends every day. "Unless we're just doing a simple bumper, we're blending, and so it's a constant," Halcro said. "I think we're at a point where we need to look at this seriously and make some corrective adjustments."

CIC members applauded the study, and wondered at what next steps could be taken.

"That was incredible, great piece of work, and it's been something that's been talked about as long as I can remember," said 2021-2022 CIC Chairman Darrell Amberson. He praised the study's "precision and independence."

"The preparation, the presentation

and cooperation by all of the paint manufacturers is something that we have looked for for the past 40 years at CIC," said Chuck Sulkala, the retired former executive director of the National Auto Body Council (NABC). He called the session "the most outstanding presentation that I have seen at CIC."

In response to an audience member's question, Schulenburg said he does not consider the Database Enhancement Gateway (DEG) to be the appropriate mechanism for addressing the issue. "This is not a vehicle-specific issue. This is a macro issue because it is a standardized formula across the board, which is why the association performed the study rather than the DEG performing the study," he said.

Addressing next steps, "I won't speak for CIC," Schulenburg said. "I do believe that if the Parts & Materials Committee wish to continue the conversation, that would be an appropriate place to do so.

"I can tell you that from an association standpoint, from SCRS's perspective, I think we are certainly interested in engaging in continued conversations about how we take this data and what we do with it on behalf of our members to help reevaluate what we're doing in the field. That was the goal from the onset, to capture credible data, to have real conversation that helps motivate positive change in the industry."

*For more information about SCRS, or to join as a member, visit [www.scrs.com](http://www.scrs.com), call 877-841-0660 or email [info@scrs.com](mailto:info@scrs.com).*



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