

10 Automakers Commit to Automatic Emergency Braking on All New Vehicles, Over 50% of New Cars

Ten major vehicle manufacturers have committed to making automatic emergency braking (AEB) a standard feature on all new vehicles built, the U.S. Department of Transportation, its National Highway Traffic Safety Administration (NHTSA) and the Insurance Institute for Highway Safety (IIHS) announced Sept. 11.

“We are entering a new era of vehicle safety, focused on preventing crashes from ever occurring, rather than just protecting occupants when crashes happen,” said U.S. Transportation Secretary **Anthony Foxx**. “But if technologies such as automatic

emergency braking are only available as options or on the most expensive models, too few Americans will see the benefits of this new era. These 10 companies are committing to making AEB available to all new-car buyers.”

The announcement, made at the dedication of IIHS’s newly expanded Vehicle Research Center, represents a major step toward making crash-prevention technologies more widely available to consumers. The 10 companies – Audi, BMW, Ford, General Motors, Mazda, Mercedes Benz, Tesla, Toyota, Volkswagen and Volvo
See Automatic Braking, Page 26

Wedge Clamp Systems Opens U.S. Location After 30 Years of International Distribution

by **Victoria Antonelli**, Online Editor



Wedge Clamp’s Chief Operating Officer for the United States, **Peter Allan**

Craftsman Collision, an MSO with 36 shops in Canada and owner of *Wedge Clamp Systems*, opened its first U.S. location in Long Beach, CA. On August 20, a grand opening was

held for both Craftsman Collision USA and Wedge Clamp Systems. During the opening day luncheon, car dealers, body shop owners and insurance company representatives had the opportunity to tour the 30,000-square-foot-facility, and learn about the centerpiece equipment, Wedge Clamp Systems, which consists of lightweight, portable anchoring, measuring, and pulling tools.

See Wedge Clamp, Page 52

October 2015 **SHOP and PRODUCT SHOWCASE** Featuring 23 Successful Products **INSIDE**

New Survey Results Show Insurers ‘Who Pays For What’ in Terms of Frame/Mechanical Procedures

by **John Yoswick**

Just under 61 percent of shops surveyed said they are paid “always” or “most of the time” for removing coatings from pinchwelds prior to mounting the vehicle on a frame machine when it is required for the repair.

But industry trainer and consultant **Mike Anderson** said that percentage—from the latest “Who Pays for What?” survey results available now—isn’t high enough.

“In my opinion, that 61 percent should be 100 percent,” said Anderson, president of Collision Advice and cre-



ator of the survey.

Anderson noted that some automakers do not approve mounting or anchoring in the pinchweld area at all, and said shops should always follow manufacturers recommendations. But when mounting using the pinchwelds,

See New survey results, Page 12

Toby Chess and David Luehr Offer RDE Talks at SEMA
see Hey Toby! p. 70, 72 and David Luehr p. 56, 57

Undercover State Farm Employee Reveals Suppression of Labor Rates

by **Stacey Phillips**, Assistant Editor

A year and a half after the first complaint was filed by body shops in Mississippi against the nation’s top insurers, the plaintiffs’ claims were dismissed yet again by a Florida judge on August 17. Although it can be viewed

as a set back by some, Eaves Law Firm continues to gather more information to help its case, including comments from a State Farm employee.

There are now more than 500 body shops in 19 states part of the multi-district lawsuit in Florida, alleging the sup-

See Labor Rate Dispute, Page 14



See p. 50 for SCRS Repairer Driven Education at SEMA

See p. 62 for I-CAR Collision Repair Training



See p. 24 for Three-part OEM Collision Repair Technology Summit at SEMA

Automatic Braking

– will work with IIHS and NHTSA in the coming months on the details of implementing their historic commitment, including the timeline for making AEB a standard feature. The Department and IIHS encourage all other light-vehicle and trucking manufacturers to bring automated vehicle technology to all vehicles on U.S. roadways as soon as possible.

Automatic emergency braking includes a range of systems designed to address the large number of crashes, especially rear-end crashes, in which drivers do not apply the brakes or fail to apply sufficient braking power to avoid or mitigate a crash. AEB systems use on-vehicle sensors such as radar, cameras or lasers to detect an imminent crash, warn the driver and, if the driver does not take sufficient action, engage the brakes.

“The evidence is mounting that AEB is making a difference,” said IIHS President **Adrian Lund**. “Most crashes involve driver error. This technology can compensate for the mistakes every driver makes because the

systems are always on alert, monitoring the road ahead and never getting tired or distracted.”

AEB technology is already showing benefits in the real world. Several studies, including a recent report from IIHS, show that AEB technology can reduce insurance injury claims by as much as 35 percent. The 10 manufacturers committing to across-the-board AEB represented 57 percent of U.S. light-duty vehicle sales in 2014.

The expanded IIHS facility opened today, made possible by special funding provided by IIHS’s insurance company sponsors, provides IIHS with the capabilities needed to test evolving crash-avoidance technology.

In January, NHTSA announced its proposal to add automatic emergency braking to the list of recommended advanced safety features included in its New Car Assessment Program. In May, Secretary Foxx announced a series of steps DOT and NHTSA will take to accelerate the development of advanced safety technologies such as vehicle-to-vehicle communications and autonomous driving.

“Secretary Foxx’s direction to NHTSA is clear: We must work to expedite the implementation of advanced technologies to save lives at every opportunity,” said NHTSA Administrator **Mark Rosekind**. “These 10 manufacturers have committed to an important principle: AEB is a life-saving technology that should be available to every vehicle owner. In the months ahead, NHTSA will work closely with IIHS and the auto industry to carry out that commitment, and we encourage every other manufacturer to join this effort.”

The DOT and IIHS have long-standing commitments to promoting life-saving technology innovations. Moving forward, IIHS and NHTSA will set specific performance criteria for manufacturers to meet their commitment, and will determine how soon consumers can expect to see AEB technology as standard equipment. In order for a vehicle to earn IIHS’s highest safety award, ‘Top Safety Pick’, IIHS requires the vehicle to have an automatic braking system.

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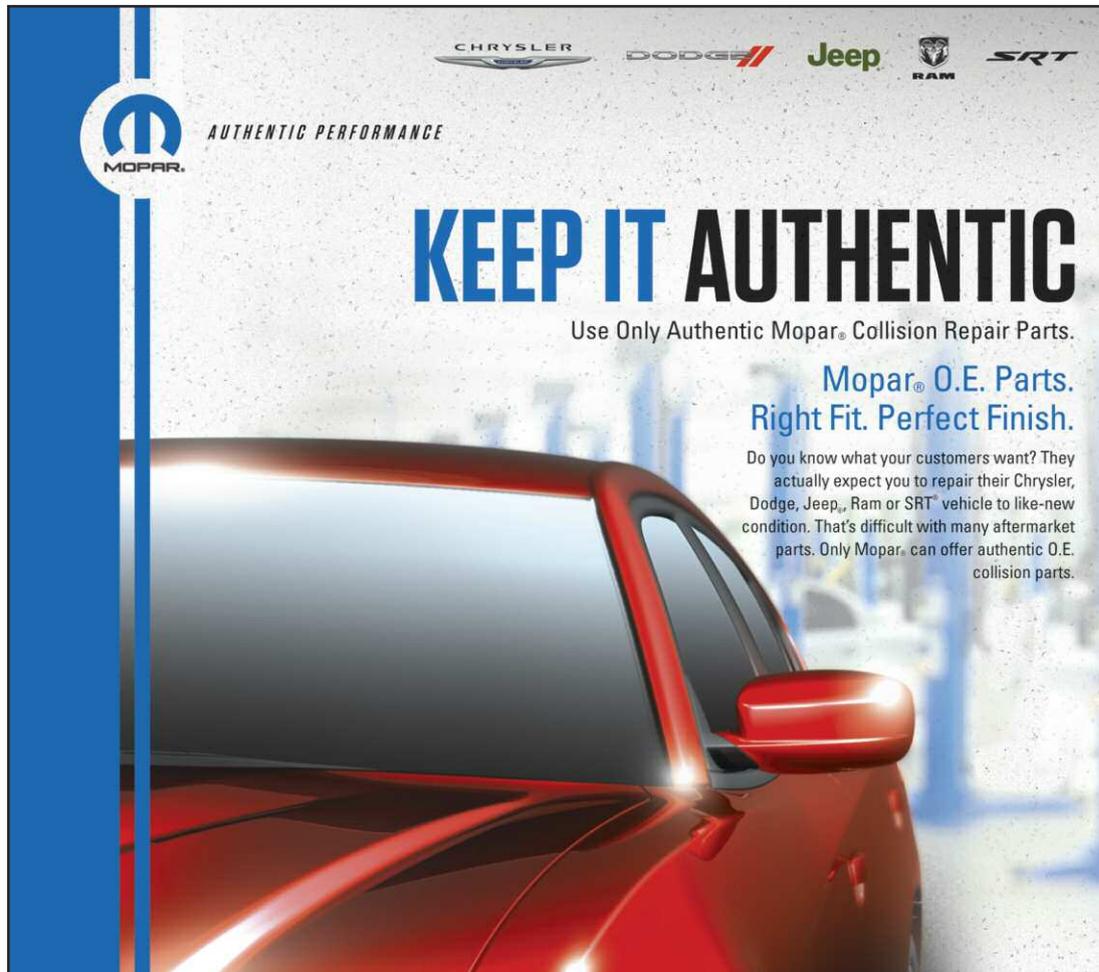
Technology Summit

foreseeable future; although, not necessarily the same steel that that the industry is accustomed to. Following the presentation, a panel of automakers known for their use of steel will join onstage to discuss the real world application of steel structures in vehicle design, vehicle safety and vehicle repairability.

Both afternoon sessions will include detailed presentations on technological developments in each of the featured substrate markets, and then transition to panels of automakers known for their use of the featured materials to discuss real-world applications in vehicular structural design, safety and repairability.

All sessions are in Upper North Hall, N241 at LVCC

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