



ARA Attends 15th International Automobile Recycling Congress

On March 25-27, the 15th International Automobile Recycling Congress (IARC) was held in Berlin, Germany, and the Automotive Recyclers Association (ARA) interests were represented by ARA CEO Michael Wilson and ARA Past President Ed MacDonald.

Because ARA represents over 4500 professional automotive recyclers through direct and affiliated chapters in the US and 15 countries internationally, "an ARA presence at international automotive recycling events is important," Wilson states. "The IARC is an opportunity to hear directly from our international members and grow ARA's voice internationally. While ARA members' business facilities differ from facility to facility, there is significant commonality in the global issues facing the professional automotive recycling industry. Additionally, the automotive industry worldwide is becoming more and more integrated. Specific automotive recycling activity is no different, with a number of entities within the industry expanding internationally."

Conference sessions at the IARC focused in detail on the 95 percent recycling target rate set under the European Union End-of-Life Directive for 2015. The subject was widely discussed both in and out of the educational seminars.

Wilson notes, "Given the January 1, 2015 deadline for countries to achieve a 95 percent recycling rate established by the European Union's End-of-Life Directive, it was expected that this would be a topic of much discussion. Many of the countries have met these targets but there are several that have to yet to do so. Revised guidelines and improved scrutiny are to be put in place so that all EU members meet the required targets. These events also allow us to see into the future of recycling for North America where more and more stringent regulations are expected on the reuse of the final elements within the automobile, including carbon fiber, nickel, plastics etc. These meetings give us a window of opportunity and knowledge in developing processes for the extraction of these products from the automobile. At the same time we continue to promote our North American recycling model

that is the reutilization of the component parts of the automobile, total reuse. A higher sale and reutilization of recycled OEM automotive parts as in North America by Europe and Asia and



ARA Past President **Ed MacDonald** speaks at the 15th International Automobile Recycling Congress in Germany

more 'urban mining' of the component parts by the North American recycling process would certainly be a target to strive for in the future."

For over 250 automotive recycling professionals in attendance, IARC 2015 offered educational sessions on a variety of topics, including how manufacturers and the recycling industry close the recycling loop; best available recycling technologies; auto manufacturer feedback from Asia, the USA and Europe; next-generation recycling processes and equipment; and recycling challenges presented by new automotive materials, such as nickel metal hydride, lithium-ion batteries, carbon fiber, glass, lamps and catalysis.

While participating in a panel discussion with speakers from Mexico and India, MacDonald shared an overview of the North American automotive recycling model, detailing the Automotive Recyclers of Canada's activities. Special focused was placed on their "Take Back the Tundra" pilot end-of-life vehicle processing program in the Canadian arctic.

MacDonald said his presentation "emphasized the differentiation between the European/Asian automotive recycling process, generally defined as 'urban mining,' which stresses and relies on a far deeper extraction process of the vehicles elemental properties such as copper, aluminum, steel rare elements, magnets, etc. than in North America which utilizes a very robust, active and profitable parts resale indus-

try through our professional recyclers." The presentation was well-received and many follow-up questions were asked during the remainder of the conference.

The event's keynote speaker was Erik Jonnaert, Secretary General of the European Automobile Manufacturers' Association, who addressed the automotive industry's role in the context of end-of-life vehicle recycling. Wilson recounts, "During his presentation, Jonnaert alluded to the need to focus on the planet, profits and people as well as the importance of keeping environmental goals in proper perspective. Jonnaert remarked that recycling targets should be balanced versus targets set to reduce the bigger environmental footprint of vehicles during use. He stated that there was not a need for new legislation in Europe regarding end-of-life vehicles and thought further cooperation between stakeholders would produce more beneficial outcomes."

Following Jonnaert's presentation, Wilson referenced ARA's call for OEM parts data that was the topic of an ARA presentation at the 2014 IARC, and asked about ACEA's commitment to providing this information which is required under European regulations.

Although Jonnaert's response was vague, Wilson followed up with the Secretary General of ACEA to engage in further dialogue on this imperative matter.

In reference to this initiative, Wilson states, "ARA is calling on the automakers to adhere to European Commission regulations that require manufacturers to provide independent operators 'information on all parts of the vehicle, with which the vehicle, as identified by the vehicle identification number (VIN) and any additional criteria such as wheelbase, engine output, trim level or options, is equipped by the vehicle manufacturer.' This data must be made available in a database easily ac-

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cessible to independent operators and should include the VIN, Original Equipment (OE) parts numbers, OE naming of the parts, validity attributes (valid-from and valid-to dates), fitting and where applicable structuring characteristics. Without access to parts information, the identification of economic and safe alternatives to new OE parts will become increasingly challenging. Different regulations among the European Commission members and the United

States do not support the efficient and safe global marketplace of recycled OEM automotive parts.

The automakers in the United States must embrace European requirements regarding access to automotive parts information that is critical to enhance the safety of the global vehicle owner, the sustainability of the worldwide environment and ensuring fair and efficient competition in the automotive parts replacement marketplace.”

Owner of El Paso, TX Body Shop Guilty of Deceptive Trade Practices; Ordered to Pay \$2,000 to Victims

The owner of *Formula One Auto Collision* in East El Paso, TX, **Cesar Lopez**, was found guilty of deceptive trade practices on March 17 in a jury trial in county court. KFOX14 reported that after going to trial on March 23, he pleaded guilty to another charge of deceptive trade practices. He was sentenced to 365 days in jail and ordered to pay \$2,000 in restitution to each of the victims. He was also ordered to pay a \$3,000 fine that is a suspended sentence. If he fails to pay the victims, he will have to go to jail and pay the fine, according to KFOX14.

The charges stem from a case in 2011, when Lopez owned *CRL Colli-*

sion. In 2011, KFOX14 reported numerous stories where owners claimed Lopez was holding their cars hostage. Some owners said they spotted other people driving their cars around town, reported kfoxtv.com. Lopez had recently been the subject of several KFOX14 investigations after more owners contacted the station with similar problems to those in 2011.

Owners have contacted KFOX14 claiming Lopez has had their vehicles for more than six months and in some cases more than a year. Lopez has also been accused of misusing insurance money, forging signatures, and not completing the work he was paid to do.

Fantasy Collision & Customs Focuses on 2010 Camaro

After 12 months and nearly 4,000 hours, *Fantasy Collision & Customs* unveiled a special project they had been working on: a revamped Dodge Charger coupe. That was just two years ago. Since then, the Warren, MI, shop has worked on multiple customization projects.

Owned by **Nick Kizi**, the business specializes in automotive restoration and customizing and is currently focusing its efforts on a 2010 Camaro with a '72 Nova body scheduled to be unveiled at Autorama 2016 in March. The project involved taking the body off of a brand new 2010 Camaro and replacing it with a 1972 Nova. “It’s going to look like a ‘72 Nova with all of the brand new technology,” said Kizi.

This includes a Camaro engine, supercharger, Airbag suspension, side airbags. ABS and a new computer system. “It’s going to be one really cool car when it’s done.”

When Kizi opened the shop with three other employees in 2010, they initially focused their efforts on collision repair. They soon realized they wanted to show their customers some of the other things they could do. Their first customization project was a 2010 Mustang. After receiving a second-place trophy in 2012 at Autorama in Detroit, MI, Kizi decided to continue focusing on

customization alongside the collision repair work they were doing. The customized Dodge Charger was the next project on their list.

“In the late ‘60s and ‘70s, they built two-door chargers. They don’t make them anymore,” said Kizi. “They



The award-winning Dodge Charger two-door wide-body vehicle customized by *Fantasy Collision & Customs*

build only four doors so we decided to do a two door just like they used to do back in the day.” The company purchased a new two-door 2013 Dodge Charger from the dealership with the intent of making it a wide body with a glass roof. “We decided to do a computer rendering on the vehicle so we could see how it would look,” said Kizi. After a second rendering, they shortened the wheel base by eight inches.

For more information about *Fantasy Collision & Customs*, contact Nick Kizi at (586) 872-2064

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