



CRB Newsletter

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A word from the Chairman

About the newsletter

I am honored to have this opportunity to introduce the inaugural issue of the "CRB Newsletter" which is published by the Ohio Board of Motor Vehicle Collision Repair Registration. The newsletter will be available commencing October 2005 on our web page at CollisionBoard.com or upon request, through the U.S. Mail. The newsletter will be published quarterly in January, April, July, and October.

The purpose of the CRB Newsletter is to provide current, useful information to collision repair operators and the consumer regarding important industry, legislative, and Board issues. The information will include recent recalls, educational opportunities, business trends and other pertinent information.

We value your input and sincerely ask that you take the time to contact the Board office to provide your comments about the first issue, pro and con. Let us know what subjects you'd like to see addressed in future issues of the CRB Newsletter. We are excited about the positive potential of the newsletter and look forward to hearing your constructive comments.


Dean DeRolph

Mission Statement

Promote consumer protection through oversight and enforcement of Ohio laws requiring registration of motor vehicle collision repair operators and facilities in the state of Ohio.

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Next
Board
Meeting Date

December 14, 2005, 10 a.m.

The meeting will be held at the Ohio Department of Public Safety, Shipley Building, 1970 West Broad Street, Columbus, Ohio 43215, On the 3rd Floor, in Training Rooms 11 and 12. The Shipley Building is located on West Broad Street, approximately ¼ mile west of Interstate 70. Photo identification is required for entry.

Windshield Safety

The windshield provides a significant amount of strength to the structural support in the cabin of the vehicle. For instance, in a front end collision the windshield provides up to 45% of the structural integrity of the cabin of the vehicle and in a rollover, up to 60%.

Think about that for just a moment. How would you like for over half of the force of a collision to be absorbed by you because your windshield flew out in an accident? It happens more times than most of us are aware.

The windshield is an integral part of the safety restraint system in your car. It keeps the roof from crushing in on you in a rollover, it allows airbags to deploy in the correct position

Registered Shop Verification

Current registrants, consumers, and insurance companies now have the ability to verify if a collision repair facility is registered with the Ohio Board of Motor Vehicle Collision Repair Registration. Go to the Board website at <http://collisionboard.ohio.gov/> and click on the License Verification link. The Ohio License Center page will be displayed, as shown below. The information can be accessed by entering the business name, registration number, shop owner's name, city and state, or zip code. The site is updated daily and is available 24 hours a day.



Further information about the board can be found at <http://collisionboard.ohio.gov/>. This on-line registration status is provided as a public service and no user may claim detrimental reliance thereon. Please contact the board office at (614) 995-0714 or email for verification or questions regarding status.

Division	<input type="text" value="Collision Repair Board"/>
Profession/Institution	<input type="text" value="- DISPLAY ALL -"/>
Business Name/DBA	<input type="text"/>
-or- License Number	<input type="text"/> <input type="text"/> <input type="text"/>
-or- Name (Last, First)	<input type="text"/> , <input type="text"/>
City, State Zip	<input type="text"/> <input type="text" value="- DISPLAY ALL -"/> <input type="text"/>
County	<input type="text" value="- DISPLAY ALL -"/>
Status	<input type="text" value="- DISPLAY ALL -"/>
	<input type="button" value="Search"/>

Following are codes to be used for the Profession Institute Field:
COL. Collision Shop
DLR. Dealer - Voluntary Registration
EXMT.CLSD Business Closure-Exempted from Registration
EXMT.DLRN Exempted from Registration - Dealership (New Car)
EXMT.DLRS Exempted from Registration - Dealership

to cushion passengers, and prevents you and your family from being ejected in a serious collision. It's important to your family's safety that the auto glass in your vehicle be installed properly.

Courtesy Auto Glass
Replacement Safety Standards
Council, AGRSS

Most seat/head restraints
receive inadequate grades
from testing

Sep 20, 2005

ARLINGTON, VA — Evaluations by the Insurance Institute for Highway Safety revealed that seat/head restraints in most current minivan models are marginal or poor, indicating they wouldn't provide adequate protection from whiplash injuries for many people in rear-end collisions. The ratings are for seat/head restraint designs available in 14 current minivan models.

Starting points for the ratings are measurements of head restraint geometry — the height of a restraint and its horizontal distance behind the back of the head of an average-size man. Seats with good or acceptable restraint geometry then are tested dynamically using a dummy that measures forces on the neck. This test simulates a collision in which a stationary vehicle is struck in the rear at 20 mph. Seats without good or acceptable geometry are rated poor overall because they cannot be positioned to protect many people.

EXMT.DLRU Exempted From Registration - Dealership (Used Car)
EXMT.FABR Exempted from Registration - Part Repair/Fabrication
EXMT.LEAS Exempted from Registration - Vehicle Leasing
EXMT.MECH Exempted from Registration - Mechanical
EXMT.NOT5 Exempted from Registration - Less Than 5 Repairs in 1 Year
EXMT.TRUK Exempted from Registration - Trucking Company
EXMT.UNST Exempted from Registration - Unstated
EXMT.UPHO Exempted from Registration - Upholstery

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Registration Renewals

A shop will receive a Registration Renewal approximately thirty (30) days prior to expiration. Each renewal form is reviewed for missing required items prior to mailing. A highlighter is used to bring your attention to the missing item. The completed renewal form and payment of \$150.00 are due by the expiration of the registration.

Upon receipt of the renewal documents, completion is verified and signed off by two staff members. The renewal is not accepted if any items are missing that are required for registration.

The most common omitted item is the Certificate of Insurance (COI). The reason the Board is listed as a holder is mainly because it makes it easier for the shop owner to keep up with the requirement. If the insured has any changes in policy or coverage the Board will be notified by the insurance company. This is easier for the shop because "usually" the office is notified of any changes to the policy and upon renewal is likely to have a current coverage form already on file.

The second most common omitted item is the fee of \$150.00 and third is the notary. If a registration is received with items missing the shop is routinely notified. Email notification is used when applicable and email address is available. The fee of \$150.00 is returned with a letter identifying the missing items.

Thirty (30) days after expiration a Failure to Renew letter is generated. This letter also includes the renewal form reminding the shop their registration has expired. If within another thirty (30) days, a total of ninety (90) days from expiration a Notice of Violation letter is generated. The Notice of Violation does not include the renewal form.

If registration is not completed by this time the debt information is forwarded to The Attorney General Collections Enforcement Section. This section of the Attorney General's office collects delinquent debts owed to the state of Ohio. Information about this office can be found at http://www.ag.state.oh.us/sections/collections_enforcement/.

When a file is sent to the Attorney General's office, the Board is unable to register a shop until the file is closed by the Attorney General's office in accordance with ORC 131.

The seat/head restraint combinations in the Ford Freestar and its twin Mercury Monterey earned good overall ratings, while those in Dodge Grand Caravan/Chrysler Town & Country models are rated acceptable.

Among the seat/head restraints that were tested dynamically, those in the Honda Odyssey are rated marginal overall. All seats in the Chevrolet Uplander (also sold as Buick Terazza, Pontiac Montana SV6, and Saturn Relay) and some in the Grand Caravan/Town & Country and Toyota Sienna are rated poor. These ratings are in addition to the good overall rating for the seats in the Freestar/Monterey and the acceptable rating for the seats in some Grand Caravan/Town & Country models. All of these seat/head restraint combinations earn overall ratings based on both geometry and dynamic test results.

Another minivan, the Kia Sedona, has been redesigned for the 2006 model year but isn't yet available. Results for the Sedona will be released early next year.

"Automakers are improving the geometry of their head restraints, compared with the last time we evaluated them," says Institute Chief Operating Officer Adrian Lund. "Still, in this group of minivans the Fords are the only models with good

Investigator's Report

On April 1, 2005 Michael R. Greene was hired to fill our vacant investigator position. Mike had recently retired after spending 26 years as a uniform member of the Ohio State Highway Patrol. He began his career at the Jackson Patrol Post in 1979 as a trooper, and served at Lebanon, Granville, State Fairgrounds, Capital Operations, and finished his career as a staff lieutenant in the Office of Field Operations in Columbus.

Investigator Greene has made it one of his goals to visit every collision repair shop in the state to introduce himself, and to open an effective dialogue. To date, he has visited over 600 collision repair shops. Mike indicated that he has been received warmly and has developed several positive leads regarding unregistered shops during his visits.

When Investigator Greene visits your shop take advantage of the opportunity to ask questions and to provide any recommendations you may have. If he does not have the answer, he will research your inquiry and provide a thorough, timely response. Your valuable input and participation helps us better serve you and improves our overall effectiveness and efficiency.

Fatal Crash Facts

- **Speeding** is a contributing factor in 31% of all fatal crashes – with 13,192 lives lost in such crashes during 2004. The economic cost of speeding-related crashes in the U.S. is estimated to be \$40.4 billion per year.
- Everyone needs to **buckle up**, but parents need to talk to their teens especially. Teenagers have the highest death rate in motor vehicle crashes of any age group. Although driving inexperience and engagement in high-risk behavior play a role in this, a major reason for the high teen death rate is failure to use seat belts. Motor vehicle crashes are the leading cause of death for 16 to 20 year-olds in the U.S., and in 2004 5,135 drivers/passengers in the aforementioned age group were killed in passenger vehicles. Two-thirds of those who died were not buckled up.
- **Drunk** driving continues to be a serious problem in the United States. Alcohol was involved in an estimated 400,000 crashes in 2004, killing 16,694 people and injuring an estimated 248,000 others.
- **Drowsy** driving is a condition that contributes to approximately 1,500 fatalities per year. Young male drivers ages 16-29, people whose jobs require night work, and people with undiagnosed sleep-linked conditions are the highest risk groups.
- In 2004, about 1,189 fatalities occurred in crashes involving alcohol-involved driver(s) and motorcycle operators who had at least one previous DWI conviction.

Source *** NHTSA's 2004 Annual Assessment of Motor Vehicle Crashes

TECHNICAL FEATURE

dynamic performance for all of their seat designs. Many of the seat/head restraints we evaluated didn't even get to the testing stage because of marginal or poor geometry. These cannot begin to protect most people in rear-end crashes."

Some seats automatically earn poor ratings: The Institute doesn't test seats with head restraints that are rated marginal or poor for geometry because such seats cannot be positioned to protect many taller people. The seats that weren't tested in this group include all of those in the Chevrolet Astro, GMC Safari, Mazda MPV, and Nissan Quest plus some seats in the Grand Caravan and Toyota Sienna.

"It's disappointing that so many minivan seats are rated poor for rear impact protection," Lund says. "Drivers of minivans spend a lot of time on urban and suburban roads where rear-end collisions are common in stop-and-go traffic. Moms often are behind the wheel, and women are more vulnerable to whiplash injuries so they especially need good seats and head restraints."

Neck injuries are the most common kind reported in automobile crashes and are most likely to occur in rear impacts. Whiplash is the most serious injury reported in about 2 million insurance claims each year, which cost at least \$8.5 billion. Such injuries aren't life-threatening, but they can be

Play It Safe

Establish a "culture of safety" in your shop and insist your techs wear (and properly use) safety equipment. Their families will thank you.

by Mark Clark

If your shop never drapes a burlap bag over a stretched frame chain, hasn't seen the #10 green welding helmet for months now or has a painter who punches a hole in the center of his dust respirator so he can smoke while he paints, stop reading this. You'll save time by skipping the following shop safety advice. Why not use that time to program 9-1-1 into all your shop's phones?

Well youngsters," he says in a quaky voice, "the last time I wrote about shop safety in these pages was December of 1993. We had indoor plumbing most places and electric lights darn near everywhere."

OK, so I'm not quite that old (and 1993 wasn't quite that archaic). But it has been a while since I last wrote about this topic.



This painter is dressed for both safety and productivity. The overspray stays off the covered painter, and the dirt on the painter stays out of the job. Photo courtesy of SATA USA.

In researching this article, I conducted a personal, not-even-slightly-scientific shop survey to see if today's body shop techs are taking better care of themselves than they did 12 years ago.

I'm pleased to report that it does appear they're more often wearing safety gear of all kinds. Consistently in my recent shop visits, techs were doing a good job of

preserving their personal health and well-being.

Unfortunately, not every body shop and not every technician dress for success.

Sadly the "manly man doesn't need no safety protection" attitude is still alive in some body shops. The shops that practiced poor safety habits (or no safety habits) told me they didn't have time to fool with "it," whichever safety gear "it" was. They were too busy fixing cars and anyway, real men go to the hospital to have something dug out of their eye every couple of months anyway. Right?

The positive results I observed were in shops that exhibited a "culture of safety." By that I mean those body shops that both expected and required their employees to wear the safety gear the shop provided. These shops were also focused on fixing cars. However, they realized that keeping everyone healthy and at work produced more completed repairs at year end. The moments spent donning the safety glasses or ear muffs were insignificant. Not to mention, being in compliance with those humorless federal inspectors.

I'm pleased to say that I also saw many individual techs who wisely chose to protect their own health by wearing appropriate gear even in shops where other techs didn't. Good for those folks.

Hey, at the end of the day, it isn't about complying with federal workplace laws - it's about staying healthy enough to play with your grandkids.

Curious about what I observed in the most productive and prosperous

painful and debilitating.

"The key to reducing neck injury risk is to keep the head and torso moving together," Lund explains. "To ensure this happens, a seat and head restraint have to work in concert to support the head, accelerating it with the torso as the vehicle is driven forward in a rear impact. This means the geometry of a head restraint has to be adequate, and so do the stiffness characteristics of the vehicle seat and head restraint."

A head restraint should extend at least as high as the top of the ears of the tallest expected occupant. A restraint also should be positioned close to the back of an occupant's head so it can contact the head and support it early in a rear-end crash.

Courtesy of Automotive Body Repair News www.abrn.com

shops I visited? Here we go ...

The Greatest Safety Hazard: Fire

I'll start where I started 12 years ago. It still looks to me like the greatest safety hazard body and paint shops face is fire. Clean production areas are the mark of a well-run body shop in my experience. Not that you can't do quality work in a pigpen (I've seen it done), but clean, well-lit and regularly maintained work areas are a win all around. The customer is impressed with your careful housekeeping (and is reassured about leaving his car with you), the employees can find what they're looking for quickly and there's little chance of setting a big pile of solvent-soaked masking paper on fire.

That said, let's take a look at how you can reduce your chances of a serious shop fire:

Properly placed fire extinguishers and fire drills - Do you think it's more likely that any given body shop will catch fire (they all weld and spray) or your child's grade school (very few arc welders or electric grinders) will burn up? I agree. And yet the grade school has a drill every few months to establish exactly what will happen in the unlikely event of a fire. Most body shops have never had a meeting about what happens in the event of a fire.

The model shops in my informal survey all had properly located (local fire department regulations) and fully charged and tagged fire extinguishers. In many cases, the fire extinguisher service company had trained the shop's employees on how to properly aim and discharge the fire extinguishers. But seldom did I find anyone who had held an actual shop fire drill. Perhaps that might be a good action item for your shop today. If everyone knew what to do in a fire or explosion emergency before the actual emergency, it would be a good thing.

Implement a no-smoking policy and enforce it - There's no shortage of sources of ignition in a body shop. Sparks from any number of operations will work just fine. However, I believe the fire inspector will tell you that smokers still set off the majority of fires. Make sure your shop has an enforced smoking policy and eliminate the most likely source of ignition.

Think ... and be careful - Take extra precautions when welding or cutting since the spark from molten metal (that's hot!) is just itching to combine with collected flammable vapors and start a toasty fire. An ounce of prevention is worth more than a pound of cure!

Don't tolerate a shop "idiot" - Safety conscious shops try to avoid having a "designated idiot." This person used to be standard fare in body shops; every shop had a guy with little common sense and a warped sense of humor. You know the guy. He's the one forever filling balloons or rubber gloves from one of the welding tanks and exploding it in the washroom, or he's blowing cigar smoke into the intake of the oil-less air supply compressor. Ha ha.

I remember visiting a shop in about 1970, and the new guy was unbolting a gigantic chrome bumper on a Desoto. Unknown to him, the shop prankster had already unbolted one end so that when the new tech pulled his first bolt on his end, the whole bumper fell off and pinned him to the ground. In genuine pain, he lay writhing on the floor while the rest of the shop stood around laughing. His broken ribs slowed him down the rest of the summer but hey, it was funny right? Hopefully, that same designated bolt-pullin' idiot is no longer part of the team at your shop.

Other Things Safety-Conscious Shops Do

My favorite shops practiced safety as a matter of course. Lifts were locked solid, jack stands were employed, floors were kept clear and dry.

Sloppy housekeeping causes lots of falls and sprains. Safety-conscious shops also:

Invest in lighting - Good shops worked hard to keep walkways clear and all areas well-lit. In some of the less careful shops, I saw painters mixing paint in the virtual dark as the one bulb in their mixing room dimly lit their scale. Plentiful lighting is not only a safety issue, but a work quality one as well. If you can't see well throughout the repair process, prior uncaught mistakes show up too late to be fixed easily, causing expensive re-dos and lost production. Any money you spend on better lighting is well-spent.

Dress appropriately - You can do body work in shorts and a T-shirt, but it doesn't make it safe. The best shops I saw had technicians dressed like they worked in a body shop. They weren't wearing tennis shoes or flip flops (saw it!); they were wearing work shoes or boots. Few painters need steel-toed boots, but heavy collision guys would be foolish not to wear them. Dress like you could get hurt at work.

You'll find long pants, work boots, gloves, respirators and eye protection a must to protect yourself. The best shops had techs dressed like they meant it.

Wear safety glasses - Compliant safety glasses for our industry must meet federal standard Z87, which sets performance criteria for impact resistance, among other things. Aren't you glad someone tested and approved the pair you'll wear? Wouldn't you be sorry if the lens shattered on impact? Wouldn't you be sorrier still if you weren't wearing them?

Come on folks, this is the most likely injury you'll receive while at work. All you have to do is wear safety glasses all the time. Choose a pair that's not only compliant but comfortable to wear. Options like side panels and UV protection make the glasses even safer.

Note that when wearing both a respirator and eye protection (glasses, goggles, face shield), the respirator must fit first. There must be no obstructions between you and the respirator seal. Glasses, goggles, spray socks or hoods must fit over the respirator straps, never under them.

Wear noise protection when necessary - Workplace noise levels are exactly defined in the Code of Federal Regulations (CFR). When the decibel level in your shop exceeds the established limits, the employer must provide ear protection. Whether ear plugs or ear muffs, they won't protect you if you don't wear them. Some body shop operations are inherently noisy, an air chisel being the most obvious but a whining, too high RPM D/A makes a lot of noise too. No doubt many bodymen and painters have had their hearing ruined willingly at various rock concerts over the years. Save what you have. I said, "Save what you have!" by wearing noise protection when necessary. You can still hear them call you for lunch.

Wear protective gear when welding and cutting - Common sense suggests that wearing leather welding capes and heat-resistant gloves with gauntlet cuffs would keep you from being burned while welding or cutting. Evidently not if you don't wear them, as I saw from the many welding-scarred arms various techs showed me. In the best shops, I saw techs remind each other to dress right if they saw coworkers without proper gear. The uncovered tech usually said something like, "What are you, my mother?" but I watched them stop and protect themselves several times in my travels. That's the kind of shop culture I'm talking about.

Does your shop have a team who'll be laughing at the guy pinned under the bumper or a team who'll remind the guy who's welding without a dark shield to use one? There's your shop's safety culture right there.

Keep hands clean - Inhaling solvent isn't the only way to get it into your bloodstream. Many chemicals used in autobody repair will be absorbed through your skin on contact and can enter easily through any cuts or scrapes. Disposable gloves of one material or another have become common in every shop I visited. Not only is that good news on the health front, but good news on the production front, too. It's faster to peel off a glove than to scrub your hands in lacquer thinner.

I also saw lots of bodymen wearing mechanics gloves; grippy palms and abrasion-resistant backs both seem like good ideas to me.

Suit up - Paint suits were employed at most of the shops I visited - although there did seem to be a falling off on the hottest summer days (duh). Either paper or plastic suits will keep the harmful chemicals off your sensitive body.

But the best reason to use paint suits in my book isn't painter safety but job quality. The painter can wear jeans, a long-sleeved tee, rubber gloves, a respirator, eye protection and a spray sock and be safe. But the painter in the clean suit will get a cleaner paint job every time. Keeping the dirt stuck to the painter from falling into the paint work is reason enough to wear clean, cover-all paint suits. And throw them away or wash them frequently. The buck you save by wearing it one more time will soon be gone at \$0.70 per minute additional buffing time.

Use the right respirator for the job - Three types of respirators are commonly prescribed for collision repair: 1. Dust mask, which protects against the hazards from sanding dust. 2. Negative pressure, cartridge-type air-purifying respirator, which protects against the hazards from vapors and spray mists. 3. Positive pressure, air-supply respirator, which protects from isocyanate catalyzed paints.

1. Approved dust masks have two rubber bands to help locate the mask to your face. Even the best possible filtering system is useless if the mask doesn't fit well. Air will take the path of least resistance. It would rather rush around a poorly fitting nosepiece than enter through restrictive filter media. Approved dust masks are rated for both their ability to resist oil and their filtering efficiency at a certain particle size. A mask rated N would not be resistant to deterioration when exposed to oil vapors. A mask rated R would be somewhat resistant to oil, and a mask rated P would be oil proof. In addition, the mask must be 95, 99 or 99.97 percent efficient at trapping airborne particles of a specified size. A shop-legal dust mask should meet at least N95 for sanding operations and may need to be R or P rated if the work environment has oil vapors (paints contain oils). No dust mask with a single rubber band head strap is approved for any autobody use.

2. The most popular shop respirator is a negative pressure, cartridge-type air-purifying respirator. These devices are approved to a standard spelled out in the CFR. If they meet requirement TC-23C for vapors and spray mists, they're issued an approval number in the order in which they were inspected. A mask with a printed rating of TC23C-100 would be the 100th mask issued an approval number. But they're not approved for paints that contain isocyanate since there's no way to tell when they've stopped working. Period.

3. The standard for positive pressure, air-supply respirators is marked TC-19C. Once again, the approval numbers are issued in the order they were approved. Among the many health benefits of an air supply

respirator is that it minimizes the issue of proper fit. If a negative pressure (you breathe in, the mask collapses against your face) doesn't seat perfectly to your face, it'll leak. Positive air pressure masks have an excess of air pumped into the mask, and air is constantly escaping around the edges. Escaping air will push the iso vapors and mists away from the painter's face. Negative pressure masks draw in the air and try to filter it.

Anyone with facial hair must wear a positive pressure air-supply mask. No dust or vapor mask will work if it doesn't seal tightly and directly to the wearer's face. Air will pass through the painter's beard much more easily than through the charcoal cartridge. (A professional industrial hygiene testing company will refuse to fit test anyone with facial hair. They know they won't pass.)

Positive pressure, air-supplied respirators provide the safest spray environment for any of the shop hazards. The air supply keeps sanding dusts, spray vapors and harmful isocyanates away from your lungs. The hazards can't intrude because the escaping air from the air supply sweeps them away.

Conduct and document fit tests - Don't mistake a fit check for a fit test. A prudent technician will always fit check a cartridge respirator. Strap the device on in the position you'll wear it during the actual work task. Then plug the intake holes and inhale. The mask should collapse. Next, plug the exhale valves and exhale. The mask should balloon up and not leak at the edge in either case. This quick check will identify any missing valves or gaskets on a recently cleaned respirator.

An actual, legally required fit test is much more structured. Be sure to document the entire process when you conduct fit tests. While that serious-minded federal inspector would like to believe you when you say, "Sure we did that testing," he'll require written proof of your compliance.

As always, ignorance of the law is no excuse. Ask your jobber to help you get all your respirator ducks in a row. Several fit testing kits are available. Typically, they contain instructions on how to conduct and document the program, and a videotape of correct respirator selection and wear. They'll include a method to atomize either a sweet- or bitter-smelling vapor. If you can smell the agent, the mask doesn't fit. You can also have an outside firm conduct all the testing and complete all the paperwork.

Provide an approved air-supply respirator system - The most important part of the air-supply system is the air source. The CFR calls for Grade D breathable air. The air taken directly from your air compressor is unlikely to be Grade D clean. Even if it were, you're still required to have an alarm for any air compressor that has oil as a lubricant.

If your compressor has poorly fitting piston rings (surely not your 20-year-old compressor) and some oil were to blow by the rings, it runs the risk of partial combustion when it reaches the scorching hot cylinder walls. Any compressor with oil runs the risk, hence the carbon monoxide (CO) monitor requirement. An oil-less, diaphragm or rotary compressor doesn't need a monitor since there's no lubricating oil present.

A system using the shop compressor to generate Grade D air will also need a sophisticated moisture trap and multi-stage filter attachment to ensure dry, clean, Grade D air. One very cool option is a humidifier that makes the dry compressed air easier to breathe.

Once your shop is capable of producing Grade D air, the final step is an approved respirator. Either a tight-fitting, half-mask respirator or a tight-

fitting full-face respirator require an air source that will provide at least 4 cubic feet of air (CFM) every minute. Loose-fitting air-supply respirators like hoods or face shield/neck cape devices require 6 CFM of Grade D air to legally supply them. Do not mix components from different manufacturers even if they're both TC-19C approved. The NIOSH approval was issued to a particular set of components (air supply line, breathing tube, face piece).

Sadly, in many shops, the owner is in compliance by providing an approved air-supply respirator system to protect employees against the hazards of isocyanate catalyzed resins, but the manly-man techs won't wear it. The story I hear is that dragging the extra hose around is a hassle and they can't see clearly through the goggles or face piece. So rather than take minimal and simple steps to protect their own health, they take their chances.

On behalf of your current or future grandchildren, show a little common sense and do what you can to stay healthy in a dirty, dusty business. Establish a "culture of safety" in your shop and insist your techs wear the properly chosen and fitted safety equipment. Their families thank you.

Writer Mark Clark, owner of Professional PBE Systems in Waterloo, Iowa, is a well-known industry speaker and consultant. He's been a contributing editor to BodyShop Business since 1988.

Comments? Fax them to (330) 670-0874 or e-mail them to BSB editor Georgina K. Carson at gcarson@babcox.com.

Courtesy of Body Shop Business <http://www.bodyshopbusiness.com/>

Technical Talent Now a High School Issue

Sep 16, 2005

By: [Mark Johnson](#)

Automotive Body Repair News

Creative techniques for finding first-rate technicians aren't limited to collision repair shops. Technical schools are also using a range of methods to attract and introduce students to their programs, including collision repair.

Setting up a hands-on technical education "camp" is one way schools are spreading the word to students about their technical education programs. "Our goal is to have kids exposed to offerings at the career center, one being the collision repair services that we have," says Jack Brown, associate principal at the Capital Area Career Center in Mason, Mich.

The camp at Capital Area Career Center takes place after the school year ends and is open to eighth-graders from middle schools throughout Ingham County. "What we do is send out information to all the middle schools in the area and the kids sign up on their own," says Brown. "For the past three years we've averaged about 75 students for the entire camp and for the collision repair portion we've had eight for each of the sessions—about 16 students."

Kids who sign up for the camp get their hands dirty in their chosen area at Capital Area and students with an interest in auto body get a real sense of

what their classes may be like if they decided to sign up. “We repaired a small dent using filler, hammers and grinders. The second day we gave them a crash course in how to use a paint gun. We painted using automotive paint and we used all of our safety equipment—respirators, gloves, safety glasses, all of that. We painted a panel that I put on an easel. We picked the color, showed them how to make the paint color and then we painted the panel,” says Bob Smith, collision repair instructor at Capital Area.

The goal of the camp, says Brown, is to introduce students to the career center before their freshman year so they are aware of it and can use their freshman and sophomore years to prepare for the center if they are interested in it. The camp seems to be meeting that goal, “About 25 percent of the students who have come out here to camp are returning as regular students as juniors and seniors. We have 15 students in the morning and 15 in the afternoon in our collision repair program. We have an outstanding instructor and we have a waiting list as a result of what he does with the kids,” says Brown.

J.D. Patton Area Technology Center in Mitchell, Ky., has a similar program—a week-long camp where students try different career class offerings—but the Patton program is a little different from Capital Area. Instead of inviting all the eighth-graders from the area, students visiting the camp are recommended by their teachers.

“We wanted to target students who had an interest in the things that we do—the traditional vocational students—but we also wanted to target some of the upper-level math and science students to show them that the things they could learn here would help them or can be tied to what they plan to do on the next level,” says Ray Stanley, principal at Patton.

Stanley used a state grant to fund this year’s “summer technology academy” and he and the teachers were worried that few students would show up for the first-time event. Those concerns faded when 57 students attended. “After we completed it all the teachers were so excited about it. They were able to really connect with these students,” Stanley says.

That connection is the key to Patton’s plans. Like Capital Area, Patton is a two-year, junior/senior technical education program where students attend in the morning or afternoon and go to their neighborhood high school during the other half of the day. Kids attending the Patton camp spent each morning and afternoon in a different area so they were exposed to almost the full range of offerings at the school. That opportunity gives students a good sense of what they could do at Patton if they are interested. It also shows them that Patton isn’t the old-fashioned vocational school. The school also creates goodwill by letting the kids take home something they worked on that day. “They really liked the program—every one of them got their hands on something and got to take something home,” says Jim Wietholter, collision repair instructor at Patton.

Once those eighth-graders reach Patton they will find that the school takes another unusual step to help retain them. “We were losing a lot of our students because they were failing math or language arts or were behind in credits and the [school district] and the teachers got together and said what we really need is some reinforcement of those math and language arts skills,” says Stanley. As a result, Patton is one of the few technology centers in Kentucky that has a full-time math and language arts teacher, and a full-time guidance counselor, which has led to a 50 percent decline in the number of students who return to their home high schools, he says.

Like Patton and Capital Area, the schools in Pinellas Co., Fla., give eighth-graders a peek at their technology programs, but the county’s real focus is on student retention and expanding students’ post-graduation horizons. In addition to offering a variety of technical and career programs at high schools throughout the county, Pinellas schools has a career academy that

students apply to attend. The unusual aspect is that the academy is a four-year "full service" school. "What we do in the academy is that we also teach English, math, science and social studies, with an English, math, science and social studies teacher as it relates to the auto industry," says Jerry Ditty, who is in charge of career academies for the district. Math classes, for example would take aspects of auto body measurements and incorporate them into the class.

Rachel Minard, guidance counselor at the Coudersport Junior Senior High School in Coudersport, Pa., is trying another method to help students prepare for life after high school. She has put together a group of students she calls ambassadors who will study the needs of employers and the kinds of jobs available and then inform the school's students about those and other job issues. "This is kind of unique. I've given the students the framework and at the beginning of the school year we're going to start having meetings about the standards for career education and work. The students will develop the program, they will do the research, they will get out into the community and spend some time with employers," says Minard.

The ambassador program is aimed at giving students general job information, but Minard hopes it will open student's eyes to the variety of jobs available, including technical jobs such as collision repair. "One of the things that kids don't realize is that technical jobs like collision repair aren't your old time dirty garage kind of job, but it's highly technical and there's good money there," she says. Minard hopes that receiving information about employers from their peers will help students to prepare for careers both in the classroom and out.

Each person that ABRN interviewed for this article pointed out that business involvement is a part of their career education program. Perhaps the lesson for the collision repair industry is that working with your local school can be part of the answer to the technician shortage. "It's not that I am better teacher, it's that I have better resources," says Bob Smith of Capital Area, explaining how the assistance and equipment in his program turns out top-notch technicians.

Courtesy of Automotive Body Repair News <http://www.abrn.com/abrn/>