



Automotive Service Association®

# COLLISION OPS NEWS

*A bimonthly news update from ASA's Collision Division.*

May/June 2018



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**Recent activities of the ASA Collision  
Division Operations Committee ...**

The ASA Collision Operations Committee has had a productive year since January, and 2018 will continue to get busier as technological issues continue to drive and evolve the process and procedures necessary to perform a safe and proper collision repair. Notable achievements in the first quarter include updating the ASA Not-Included Charts on the website with the help of Mike Anderson. The charts have been reviewed by both Mike and the COC and are now posted in the Free Resources section of the ASA website. In addition, we continue to identify and post Position Statements from the OEM's on pre- and post-repair vehicle scanning as they are released.

- The COC also met with the ASA Board of Directors in March to define and identify topics and issues of importance to the collision repair industry. The goal is to help raise the level of awareness of the COC in the industry by putting forth position statements, press releases, white papers and other documents to add our voice to issues with the potential of having a direct impact on our membership. One example of this is the Bosch webinars now being produced by the ASA Marketing & Communications Department, which provide valuable and timely information on advanced driver assist systems (ADAS) for collision and mechanical shops. The content for these webinars was created as part of a series of presentations from Bosch to the COC in 2017. Identifying such opportunities to share important information is a primary goal for the COC moving forward.

- Some of the most recent documents coming through the COC include a description of a new Labor Category and job description developed on request from the CIC Emerging Technologies Committee. This document contains a description of the skill set and process necessary to perform diagnosis and repair procedures on vehicles equipped with ADAS systems. Since most vehicles being produced today can contain one or more of these driver assist systems, the knowledge, tooling and technical expertise necessary to identify faults and perform

calibration procedures is fast becoming a necessity in collision repair shops nationwide. The COC assisted the CIC committee in helping to define this new requirement and suggested language to aid in the creation of a new labor category within the information and estimating systems. The document was presented at the April CIC meeting in Denver and was well received.

- Additional projects recently completed include a new Pre- and Post-Scan Authorization form, which provides collision shops a way to obtain written consent from their customers to perform both pre- and post-repair scanning procedures on collision damaged vehicles to provide a complete damage assessment and identify trouble codes triggered either as a result of the collision or caused during the process of disassembly and repair. The COC has also worked to help develop a data privacy document to provide collision and mechanical shops with a form to ensure any information gathered by their vendors is not shared with any other third party without specific authorization.

- Moving forward into 2018, the COC also is working to develop a position statement on the use of replacement welded quarter panels and is gathering feedback from COC members to share their real-world experiences to create guidelines and advice for best practices in achieving a proper, safe repair using OEM procedures where they are available. We also are taking a look at other replacement parts such as radiator supports, quarter panels and other structural parts to assess the impact on the repair process recommended by the OEMs.

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