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## FORD ANNOUNCES BEV REQUIREMENTS FOR CERTIFIED SHOPS

Ford Motor Company has announced a number of collision repair requirements for the upcoming Mustang Mach-E and future planned Ford and Lincoln battery electric vehicles (BEVs).

The new requirements are part of the company's ongoing effort to provide Ford Certified Collision Network (FCCN) shops with the tools, training and information needed to provide quality and safe repairs, and all network shops will need to meet these requirements by January 31, 2021.

The requirements for BEV certification include:

- **Training / e-Learning:**  
Eight I-CAR® Courses (see below for details)

- **Service Information:**  
Access to the Ford Workshop Manual
- **Personal Protective Equipment:** Industry electric vehicle (EV) safety requirements
- **Tools and Equipment:** Recommended to complete BEV collision-related repairs

The eight new training courses are the result of the continued collaboration between Ford and I-CAR.

“As Ford introduces exciting new EV and alternative-fuel market entries, including the 2021 Ford F-150 Hybrid (featuring a 7.2 kW generator) and the 2021 Ford Mustang Mach-E SUV, we are committed to ensuring thorough, up-to-date and relevant training for all technicians,” said Ford Collision Marketing Manager Dean Bruce. “As a ‘Sustaining Partner Program’ member, collaborating with I-CAR and its collision industry-leading training is one way we achieve this goal.”

In keeping with I-CAR’s new Professional Development Program 2.0 curriculum, all courses are offered online and can be completed in approximately 60 minutes or less.

Utilizing the available service information is another key aspect of the BEV certification. For any collision repair that requires the removal of a high-voltage battery (HVB), for example, it is essential that Ford’s OEM repair procedures are followed, including using proper tools and equipment. Any deviation from the procedures in Ford’s official Workshop Manual can result in damage to the vehicle or the HVB.

All FCCN centers receive access to [Motorcraftservice.com](http://Motorcraftservice.com) as part of their annual certification, where the *Ford Workshop Manual*—

and other important resources—can be accessed.

Collision repairers who do not have the required tools and equipment needed to remove the HVB can work with a Ford or Lincoln Electric Vehicle Certified Dealer Program member for HVB removal. Ford and Lincoln Electric Vehicle Certified Dealers can be located by going to [ford.com](http://ford.com), then:

- Click on dealership locations in upper right-hand corner
- Enter ZIP code
- Click on “advanced search”
- Filter by “Certified Electric Vehicle Repair,” and then click “Apply”

Recommended personal protection equipment includes high-voltage gloves, on-vehicle signage and an electrical safety rescue hook, while other recommended tools and equipment can be found on [rotunda.service-solutions.com](http://rotunda.service-solutions.com).

Additional details on the Ford Certified Collision Network and its requirements for BEV certification and repairs will be offered in future issues of *On Target*.

Shops interested in enrolling, or updating existing profiles, should visit [Collision.Ford.com/FordCertifiedCollisionNetwork](http://Collision.Ford.com/FordCertifiedCollisionNetwork).



## REQUIRED COURSES FOR BEV CERTIFICATION

### FORD-SPECIFIC COURSES

- **Ford Service Information for Collision Repair:** Introduction to Ford Service Information that can be accessed via [Motorcraftservice.com](http://Motorcraftservice.com) (Available Soon)
- **Ford Battery Electric Vehicle (BEV) Components and Operation:** Components and operation of Ford battery electric vehicles, specifically, the new Ford Mustang Mach-E (Available Soon)
- **Ford High-Voltage Systems Safety:** Safety considerations when working around high voltage in Ford electric motor vehicles (Available Soon)

- **Ford 2021 Mach-E New-Model Training:** Ford Mach-E new technology and features (Available Soon)
- **Ford Introduction to High-Voltage Battery Service:** Operation, diagnosis and repair of the high-voltage batteries used to power Ford battery electric vehicles and plug-in hybrid electric vehicles (Available Soon)

### I-CAR COURSES

- **Hybrid Vehicle Identification and Damage Analysis:** Hybrid vehicle familiarity and repair safety considerations (Available now)
- **Hybrid, Electric and Alternative Fuel Vehicle Service:** Hybrid and EV repair and service procedures (Available now)
- **Understanding High-Voltage Safety:** Hybrid, PHEV and EV electrical principles, vehicle systems, safety considerations and PPE (Available now)

### OPTIONAL / RECOMMENDED COURSES

- **Introduction to Diagnostics and Scan Tools:** Diagnostic scan tool considerations, features and functions (Available now)
- **Electrical Damage Inspection:** Electrical damage analysis considerations and common areas of inspection (Available now)
- **Circuit Measurements with a Digital Volt Ohmmeter:** DVOM function and features, including the measurement of voltage, resistance and current with a DVOM (Available now)



To begin taking required courses, visit [I-CAR.com](http://I-CAR.com)

and click on the MyI-CAR® log-in at the top of the page. For any questions, contact the I-CAR Customer Care Team at 800-422-7872 or [CustomerCare@I-CAR.com](mailto:CustomerCare@I-CAR.com).

The Organisation for Economic Co-operation and Development estimates the value of international trade in counterfeit & pirated products was \$509 billion in 2016, or as much as 3.3% of all global trade.

## FORD JOINS OTHER OEMS TO FIGHT COUNTERFEIT PARTS

While many consumers may be aware of “knock-off” items such as fake watches or handbags that purport to be the genuine article and are available for extremely low prices, they may not realize that practically everything can be counterfeited—from medication to children’s toys, and yes, automotive parts.

Entirely separate from aftermarket or reconditioned parts, counterfeit parts are fraudulently passed off as genuine OEM parts but are not made to OEM specifications or subject to quality control tests, and won’t perform as designed.

To combat the very serious and growing problem of counterfeit parts, Ford teamed with other automakers in 2015 to form the Automotive Anti-Counterfeiting Council®, known as A2C2. The 10 current OEM members represent nearly 30 automotive brands and over 90 percent of the U.S. new-vehicle market, and the group’s sole mission is to eliminate counterfeit automotive components that could harm U.S. consumers.

Jason Kosofsky, who works with Ford Global Brand Protection and represents Ford with A2C2, says collaboration is key to the group’s success.

“The participating OEMs routinely share intelligence on various manufacturers and distributors of counterfeit parts,” said Kosofsky. “Once fully vetted, government law enforcement officials use the intelligence to conduct enforcement actions. Over the last few years, the government has successfully prosecuted 20 individuals for trafficking counterfeit airbags alone.”

In addition to collaboration amongst the OEMs, A2C2 works closely with the National Intellectual Property Rights Coordinator Center (IPR Center), a division of U.S. Homeland Security, with training being one of the key elements. Since 2016, the group has held over 50 training sessions for U.S. Customs and Border Protection, Homeland Security Investigations and the Federal Bureau of Investigation, training over 1,000 officers on how to better spot counterfeit auto parts.

The list of seized counterfeit parts is lengthy, and includes brake pads, oil and air filters, control arms, seat belts, bearings, spark plugs, diagnostic equipment, suspension parts, airbags, windshields and many more.

Counterfeit automotive parts are often difficult to spot, but there are some things repairers can watch out for:

- Genuine OEM airbags are shipped one per box, with a required label indicating it’s a Class 9 explosive device; counterfeit airbags are often shrink-wrapped and shipped several per box.
- Packaging in poor condition, and/or with incorrect colors, or blurred images and markings
- Labels with misspelled words or impossible production dates.
- Labels placed on top of other labels or containing conflicting information.



A2C2 reminds repairers that it’s most important to always be familiar with the source of the parts being purchased, particularly if they’re bought online.

If you suspect you may have purchased or come across any counterfeit Ford parts, e-mail Ford Brand Protection at [brandpro@ford.com](mailto:brandpro@ford.com), or visit [FordBrandProtection.com](http://FordBrandProtection.com).

For questions on any other brands, contact the [IPR Center](#), and for more information on A2C2 and the battle against counterfeit auto parts, visit [a2c2.com](http://a2c2.com).



Examples of poor trademarks found on counterfeit Ford glass.



## FORD/I-CAR WORKSHOP HEADLINES VIRTUAL NORTHEAST SHOW

The 43<sup>rd</sup> annual NORTHEAST Automotive Services Show saw some big changes this year due to travel restrictions and safety issues related to the ongoing COVID-19 pandemic. Normally scheduled for mid-March, show organizers—the Alliance of Automotive Service Providers/New Jersey (AASP/NJ) and Thomas Greco Publishing—pushed the show back to late August but eventually cancelled the in-person event in favor of an all-virtual format. Attendance was complimentary for association members and non-members, and response to the virtual event was quite positive, with over 100 vendors signing up, including Ford Motor Company—gold sponsor for the show—which held a free, two-hour instructional webinar directly preceding the opening day of the event.

The Ford/I-CAR presentation, titled *Ford Collision Repair Overview Workshop*, saw I-CAR instructor Joe Burda joined by Ford Senior Damageability Engineer Gerry Bonanni and Ford Collision Marketing Manager Dean Bruce.

Bonanni warned technicians of false repair information out in the industry, providing a specific example concerning the outer rocker reinforcement of the current Ford F-150, which is a complex extrusion and cannot be sectioned due to the intricate, internal reinforcement vanes that cannot be reattached if the component is sectioned. Bonanni noted the part plays a critical role in small overlap rigid-barrier crash tests and can only be replaced as a single piece.

Bruce provided an overview of BEV training and requirements needed for shops to retain certification as part of the Ford Certified Collision Network (see story on cover page).

“We know nothing can take the place of an actual in-person NORTHEAST trade show,” said AASP-NJ President Jerry McNea. “But we live in a different world right now and as hopeful and optimistic as we are for the future, we are doing everything we can to help those who have supported us all these years.”

The 2021 NORTHEAST show is tentatively scheduled for an in-person event in March, in Secaucus, New Jersey, and up-to-date information can be found at [aaspnjnortheast.com](http://aaspnjnortheast.com).



Figure 1A – Correct



Figure 1B – Incorrect

## TIPS FROM 3M TO AVOID OVER-GRINDING WITH YOUR FILE BELT

Courtesy of Branden Loesch,  
3M Application Engineering Specialist

3M first introduced the U.S. collision repair industry to file belt sanders and belts in 2013 with a focus on improving the spot-weld removal process. These tools have continued to help body technicians remove parts faster, more affordably and with less impact on the original parts.

Here are some tips, tricks and techniques to solve one of the most common issues when using a file belt tool for spot-weld removal: over-grinding.

### THE RISKS OF OVER-GRINDING

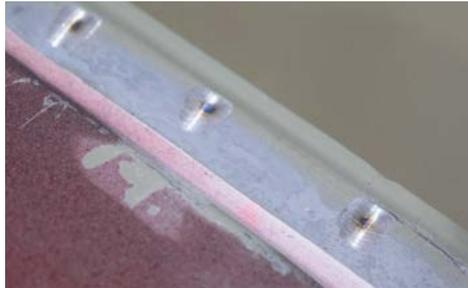
Over-grinding is a common and understandable issue when removing spot welds. You want to ensure that the weld is thoroughly removed so you don't have to go back and re-grind later, however, because the goal is to remove the damaged panel without causing unnecessary harm to the undamaged panel, over-grinding should be avoided.

Over-grinding can reduce the thickness of the original part, making it difficult to predict how the part will perform in a subsequent collision. It can also create air gaps between parts, making the strength of the already placed spot weld uncertain.

To avoid these safety issues and other complications caused by over-grinding, let's look at some techniques that can help minimize the impact of spot-weld removal on original parts and ensure long-lasting repairs.

- **Use the bottom of the contact wheel.**

To avoid over-grinding, it's important to use your file belt sander in a controlled, uniform manner. The best way to have maximum control is to use the bottom of your file belt, holding the sander at a shallow angle as opposed to using just the tip at a steep angle. When using only the tip of the sander, you'll have a hard time telling how deeply you're cutting into the damaged parts. This will result in the small radius of the



Grinding has gone too deep and has damaged the panel underneath.



Spot-weld has been ground just enough to remove the top layer of the nugget and not damage the bottom panel.

tip contributing to over-grinding and will cause unnecessary damage, while the bottom of the belt will offer a smooth, even grind.

**(Figures 1A and 1B)**

- **Use the belt to measure cut depth.**

Another way to avoid cutting too deeply is to use the belt as a visual guide to the depth of your cut. Watch the belt from the side as it grinds through the metal. Once the belt backing sinks below the surface of the damaged panel, you've likely cut through the top layer and don't need to grind further. Check your work and adjust the following cuts, adding or subtracting depth as needed. If done correctly, you'll only scuff the undamaged panel, preserving its depth and strength.

- **Grinding off the entire weld nugget before separating panels is unnecessary.**

Attempting to remove the entire weld nugget before the parts are separated can lead to over-grinding. Ideally, you'll grind away enough of the damaged panel to separate the parts, leaving a small portion of the weld nugget on the undamaged part. This remaining portion will be removed during surface preparation, so don't worry about grinding so deeply that you damage the panel below. **(see images above)**

- **Use larger, sweeping strokes to remove the spot weld.**

We often see users focusing their work on the spot weld by positioning the tool directly over the weld, pulling the trigger, and pushing down until they feel the weld is removed. This typically results in over-grinding the center of the spot weld and leaving the edges unremoved. We recommend moving the belt in forward-backward

strokes over the weld to remove the material evenly. This will limit over-grinding and cause less damage to the panel below.

- **Utilize your file belt sander in sectioning applications.**

While your file belt sander is perfect for removing spot welds, it can also be used in other applications. One technique we recommend is to use your file belt tool, in addition to your cutting wheel, to section off hard-to-reach areas.

Sail panel and rocker panel areas are difficult to section because of complex door jamb edges and geometries. By using your file belt tool, you can complete plunge cuts that would otherwise be too difficult to perform using only a cutting wheel. Start by taping off and marking your sectioning line as usual, then complete your open area cuts using a cut-off wheel. Next, in the hard-to-reach corners of the jamb, use the file belt sander to grind away the area of the damaged panel next to your sectioning point. This is a fast and easy way to remove the material in a controlled manner without cutting too deeply with your cutting wheel.

For more information on file belt sanding and other beneficial procedures, contact your local 3M representative or visit [3MCollision.com](http://3MCollision.com).

Additional information on 3M and other Ford-approved adhesives can be found on [FordCrashParts.com/Adhesives](http://FordCrashParts.com/Adhesives).

## 2020 FORD RANGER: C-PILLAR REINFORCEMENT (CREW CAB)

*On Target* continues its discussion with Ford Senior Damageability Engineer Gerry Bonanni on specific repairs to the Ford Ranger, this time focusing on the vehicle's C-pillar reinforcement.

Please note that the following repair information is intended as a general guideline and is not all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual*, found at [Motorcraftservice.com](http://Motorcraftservice.com).

### SECTION 501-29: SIDE PANEL SHEET METAL REPAIRS, REMOVAL AND INSTALLATION

The repair procedure begins by detailing the tools, equipment and materials needed for the repair:

#### Special Tool(s) / General Equipment

- Resistance Spot-Welding Equipment
- Spherical Cutter
- Hot Air Gun
- Air Body Saw
- MIG/MAG Welding Equipment
- Spot Weld Drill Bit
- Locking Pliers

#### Materials

- Seam Sealer TA-2-B, 3M™ 08308, LORD Fusor® 805DTM
- Flexible Foam Repair 3M™ 08463, LORD Fusor® 121

#### REMOVAL

**NOTICE:** Body-side sectioning is prohibited within 50 mm of door hinge, door striker and restraints anchoring points.

"The C-pillar reinforcement is constructed of several material types and may not be sectioned," cautioned Bonanni. "It should be replaced at factory seams only."

First, repairers should depower the supplemental restraint system (referring to **Section 501-20B**), and verify the vehicle is dimensionally correct (**Section 501-26**). Next, remove the rear door striker and set aside the rear door opening weather strip.

Remove the cab back panel (**Section 501-30**), roof panel (**Section 501-28**) and the rear safety belt retractor (**Section 501-20A**).

"Repairers are then instructed to carefully mark and cut the outer panel only, using the air body saw and spherical cutter," said Bonanni. (**Figure 1**)

Using the spot-weld drill bit, remove the welds and set aside the rear roof header panel.

"Technicians should pay particular attention to NVH foam and sealer materials in the specific vehicle, as they may differ slightly from vehicle to vehicle. This will help later during installation," said Bonanni.

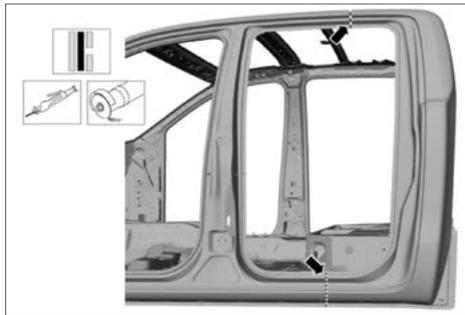


Figure 1

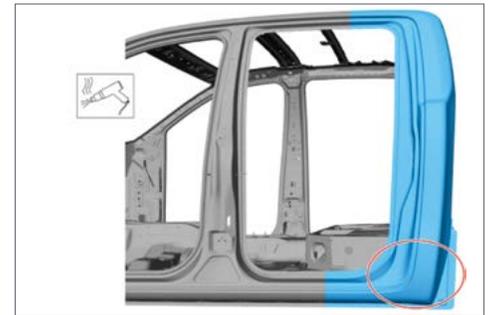


Figure 2

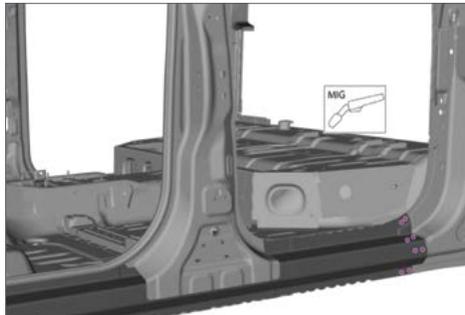


Figure 3

Using the hot air gun, remove the body-side section. (**Figure 2**)

Remove the welds from the inside and outside of the vehicle, using the spot-weld drill bit, and, with the hot air gun, remove the C-pillar reinforcement.

#### INSTALLATION

"Factory welds may be replaced with resistance spot welds or MIG plug welds," said Bonanni. "However, resistance spot welds may **not** be placed over original weld locations. They must be placed *adjacent* to the original location but must match the number of factory welds. MIG plug welds must also equal factory welds in both location and quantity."

**NOTE:** MIG plug weld holes must be pre-drilled to 8 mm.

In the first installation step, install, properly position and clamp the C-pillar reinforcement in place using the locking pliers.

Install the welds on the inside and outside of the vehicle, using either the MIG/MAG welding equipment or resistance spot-welding equipment. (**Figures 3 and 4**)

Metal finish all welds as necessary and install NVH foam—using the Flexible Foam Repair 3M™ 08463, LORD Fusor® 121—in the inner C-pillar reinforcement.

Measure and cut the replacement body-side panel to fit the repair area. Install, properly position and clamp the body-side section in place, then install the welds. (**Figure 5**)

Install previously removed components, including the roof, and the cab back panel and reinforcement. Metal finish all welds and install NVH foam in all areas noted during removal.

"All seams must be sealed to production level,"



Figure 4

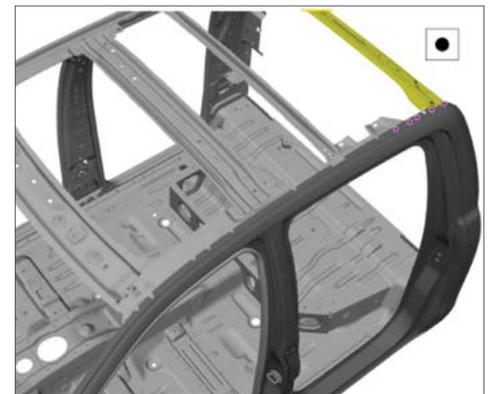


Figure 5

concluded Bonanni. "And refinish the entire repair using a Ford-approved paint system."

Install the rear door striker and reposition the rear door opening weather strip to original location. Install the rear seat safety belt and retractor, restore corrosion protection and adjust the rear door if necessary. Finally, repower the SRS.

For additional repair information on the Ranger—including its frame, front fender apron, A-pillar outer panel, B-pillar and reinforcement—visit [FordCrashParts.com/On-Target](http://FordCrashParts.com/On-Target).

*On Target* will continue detailing repair information on the Ranger in its next issue, including procedures on the door skin.

For repair questions on the Ranger, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at [cphelp@fordcrashparts.com](mailto:cphelp@fordcrashparts.com) or visit I-CAR's RTS Portal at [RTS.i-car.com](http://RTS.i-car.com).



## FORD INTRODUCES NEW 2021 F-150; CELEBRATES THE RETURN OF BRONCO

Exciting news from Ford Motor Company, as it recently unveiled the all-new 2021 F-150—the best-selling truck in America for the last 43 years<sup>(1)</sup>—and confirmed the celebrated return of the Ford Bronco and Bronco Sport for the 2021 model year.

For the new F-150, F Series engineers set out to design a truck bolder than before, smarter than ever and targeted to have best-in-class capability,<sup>(2)</sup> creating the ultimate vehicle for work and recreation.

Redesigned bumper-to-bumper, the 2021 F-150 features a bold new exterior and an all-new interior with more style, functionality and storage than before, and is built on the proven foundation of a fully boxed, high-strength steel frame, featuring a high-strength, military-grade aluminum alloy body.

This foundation is the legacy for targeted best-in-class available maximum payload<sup>(3)</sup> and trailer tow ratings.<sup>(4)</sup> It takes power to get this work done at this level and the torque-rich engine lineup delivers, including the all-new 3.5L PowerBoost® Full Hybrid V6,<sup>(5)</sup> with the right balance of power and performance.

Also new for 2021, the adventure-seeking, trail-loving Ford Bronco returns in both two-door and four-door versions, while the new 2021 Bronco Sport brings the Ford outdoor lifestyle brand into the (non-premium) Subcompact Utility market with the design and technology to take on nearly any terrain.

The new Bronco features a heritage-inspired look and intuitively smart 4x4 technology designed to bring credible off-road capabilities and an open-air experience for all passengers. Combined with at least 200 factory-backed aftermarket accessories to outfit the vehicle on-demand, Bronco can continue to redefine the off-road enthusiast landscape.

The 2021 F-150 and 2021 Bronco Sport are expected in showrooms in late 2020, with the Bronco following in Spring 2021.

*On Target* plans to include more in-depth information on these vehicles in future volumes.

### 2021 Bronco Sport Features:

- 4x4 mobility on every model
- Choice of two EcoBoost® engines
- Ford CoPilot360 Technology
- Terrain Management System with G.O.A.T. (Goes Over Any type of Terrain) modes
- Array of cargo-carrying solutions

(1) Based on 1977 – 2019 CY total sales.

(2) Based on projected best-in-class towing, payload, horsepower and torque. Class is Full-Size Pickups under 8,500 lbs. GVWR. Max. towing on F-150 XL SuperCrew, 3.5L EcoBoost, 4x2, Max Trailer Tow Pkg. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. Max. payload on F-150 XL Regular Cab, 8' box, 5.0L, 4x2, Heavy-Duty Payload Package. See label on door jamb for carrying capacity of a specific vehicle. Towing and payload are independent attributes and may not be achieved simultaneously. Max. horsepower and torque with available 3.5L PowerBoost® engine.

(3) Max. payload on F-150 XL Regular Cab, 8' box, 5.0L, 4x2, Heavy-Duty Payload Package. Class is Full-Size Pickups under 8,500 lbs. GVWR. See label on door jamb for carrying capacity of a specific vehicle.

(4) Max. towing on F-150 XL SuperCrew, 3.5L EcoBoost, 4x2, Max Trailer Tow Package. Class is Full-Size Pickups under 8,500 lbs. GVWR. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

(5) Class is Full-Size Pickups, under 8,500lbs. GVWR.

## MORE ON PROPER VEHICLE DIAGNOSTIC METHODS

In its first volume of 2020, *On Target* detailed checking ground-providing circuits.

In this installment, we look at checking circuit continuity and for electrical shorts.

Please note that the following steps are intended as a general guideline and are not all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual* at [Motorcraftservice.com](http://Motorcraftservice.com).

### DIAGNOSTIC METHODS, SECTION 100-00: GENERAL INFORMATION – DESCRIPTION AND OPERATION

**NOTE:** Do not use this document in place of Ford-prescribed Symptom-Based Diagnostics or Workshop Manual Diagnostics. Diagnostic methods are intended to provide Ford vehicle diagnostic information only for support of Ford-prescribed diagnostics.

The following diagnostic process is critical for consistently successful diagnoses. Random methods work inconsistently and often lead to multiple repairs.

### CHECKING CIRCUIT CONTINUITY

- **Recommended practice:** Expect less than 2 ohms of resistance for most wires.
- Ohmmeter low-resistance resolution (approximately 0.1 ohm) limits its use to circuits carrying less than approximately 5 amperes. This is because very small resistances—below the resolution of a digital multimeter (DMM)—cause significant voltage loss in higher-current circuits.
- The DMM applies a small amount of voltage to the circuit or component to calculate resistance. As a result, DMM ohmmeters are very sensitive to any level of voltage present. Voltage present in the circuit will corrupt the DMM reading.

### CHECKING FOR UNINTENDED CONTINUITY (SHORTS) TO OTHER CIRCUITS

- A DMM ohmmeter may be used to detect undesired circuit connections to:
  - Ground
  - Other unpowered circuits
- **Recommended practice:** Expect greater than 10,000 ohms of resistance between two separate circuits; the best result is an open circuit DMM indication (undetectable resistance).
- Voltage shorts are checked with a voltmeter.
- **Recommended practice:** Turn ignition on (with battery connected) and measure the circuit for any voltage (none should be present).

For previous installments on diagnostic methods, refer to past issues of *On Target*, which can be found on [FordCrashParts.com](http://FordCrashParts.com). Additional information on diagnostic methods will continue in future issues of *On Target*.

For questions on proper diagnostic methods, or the repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at [cphep@fordcrashparts.com](mailto:cphep@fordcrashparts.com) or visit I-CAR's RTS Portal at [RTS.i-car.com](http://RTS.i-car.com).



## FORD WINS SEAT ON THE I-CAR® BOARD

Ford Motor Company Global Collision & Strategy Manager Jennifer Boyer has been elected to fill one of seven open seats on the [I-CAR board of directors](#). The other six directors—also elected to three-year terms—hail from companies representing various segments of the automotive industry:

### Mark Allen

*Collision Program Manager, Audi of America*

### Dean Fisher

*President, CARSTAR/Driven Brands*

### Dan Friedman

*Assistant Vice President, Enterprise Holdings, Inc.*

### Patrick Hart

*President, New York Automotive & Diesel Institute*

### Jim Guthrie

*President, Car Crafters, Inc.*

### Bill Shaw

*Director of Strategic Sales and Training, PPG*

The board's election process concluded on June 30, and new members assumed their roles immediately following the August 26 board meeting.

Last November, I-CAR voted to streamline its board structure by including four representatives

from the Collision Repair segment; three members from both the OEM and Insurance segments; one member each representing Education, Equipment/Tool/Supply and Related Services; and up to four hybrid members at the board's option, based on subject matter expertise.

"Our new governance model offers a strategic framework designed for continued relevance and responsiveness to today's extraordinary inter-collision repair industry," said John Van Alstyne, I-CAR president & CEO. "These [board] members will collectively provide critical insights and guidance as we continue to advance I-CAR's vision: ensuring complete, safe and quality repairs on behalf of the consumer."



## On Target

Scheduled to be published four times a year, *On Target* aims to provide Ford and Lincoln dealership parts departments and independent collision repair shops with the technical information needed to deliver efficient, high-quality repairs to Ford and Lincoln vehicle owners.

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## On Target Digital

Download *On Target* for free at [FordCrashParts.com](http://FordCrashParts.com), or by clicking the Ford page on [OEM1Stop.com](http://OEM1Stop.com).

## GENUINE PARTING THOUGHTS

Have an idea?

We'd love to hear from you. Your comments and article suggestions can be sent to:

[cphelp@fordcrashparts.com](mailto:cphelp@fordcrashparts.com)

## INSIDE THE INDUSTRY

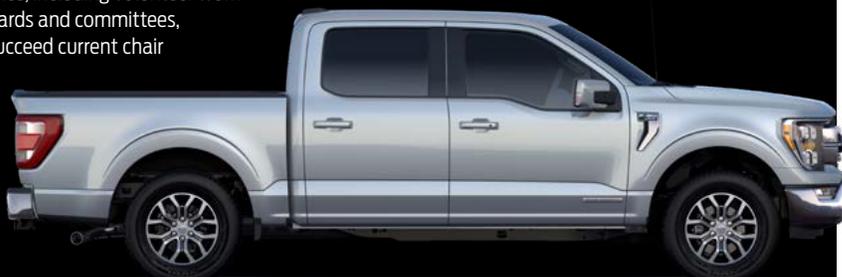
### SEMA, Other Events Going Virtual

Faced with ongoing uncertainty resulting from the COVID-19 pandemic, the SEMA (Specialty Equipment Market Association) show has cancelled this year's in-person event and replaced it with a virtual "SEMA360," which will run Nov. 2 – 6. In conjunction with that change, the Society of Collision Repair Specialists (SCRS) says its [Repairer Driven Education](#) series, now in its 11th year at SEMA, will take place online as well during that time.

A number of other upcoming collision and repair industry events have also announced they'll be virtual, including the Nov. 10 – 11 [Collision Industry Conference](#) (CIC); [AAPEX](#) (Automotive Aftermarket Products Expo), scheduled for Nov. 3 – 5; the Nov. 9 – 13 [MSO Symposium](#); and the Automatic Transmission Rebuilders Association's [Powertrain Expo](#), which will run Nov. 11 – 14.

### Minnesota Repairer Named CIC Chair

Minnesota collision repairer Darrell Amberson will take over as chairman of the [Collision Industry Conference](#) (CIC), starting with the January 2021 meeting. Boasting more than 40 years of collision industry experience, including volunteer work on numerous boards and committees, Amberson will succeed current chair Jeff Peevy.



### I-CAR Extends Free RTS Access

I-CAR has announced it will continue to provide complimentary access to its [Repairability Technical Support](#) (RTS) portal through the end of the year. The change was originally supposed to run from March to the end of May, as a COVID-19 relief effort. The site offers collision repair technical information, and is normally free of charge to I-CAR Gold Class shops and technicians with I-CAR Platinum status.

### Consent Decree Stays

The 1963 auto insurance "Consent Decree" will remain in effect after all, according to the Society of Collision Repair Specialists. The U.S. Department of Justice (DOJ) proposed eliminating the Decree last year as part of a purge of hundreds of longstanding antitrust judgements without sunset dates, but SCRS says it has been assured by the DOJ that the agreement will remain in place. The Decree resulted from the settlement of a lawsuit, in which auto insurers agreed to stop a number of anticompetitive practices of which they were accused, and it's been cited in a number of court cases in the years since.