

ABAC NEWS

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The Official Newsletter of the Auto Body Association of Connecticut

“Unity”

Tony Ferraiolo - ABAC President



“Unity” is a strong word; if you truly believe in it. For some time now, we in the Auto Body Repair Industry have competed with one another. We worked under the notion that if we didn’t get the repair job, the guy down the street would steal it from us. Where did that mindset come from? Oh I remember: the Insurance industry. With scare tactics like this, the insurance companies have brainwashed us. They have convinced us to act in such a way as to alienate ourselves from one another. How many of us have been told that “the guy down the street will fix this car for less money”? Or, “you’re the only one who charges for that”? Many of us have reacted to these scare tactics by further isolating ourselves from our competitors.

This brings me to my next point. Ever hear an insurer tell the consumer that it won’t guarantee your shop’s repairs and the customer will have to pay additional costs out of pocket for repairs at your shop? STOP RIGHT HERE. Let’s not lose sight of the insurer’s only three jobs: (1) verify a loss, (2) place money in reserve to indemnify for that loss, and (3) pay the claim. That’s it. An insurance company does not have a repair license. Connecticut law mandates that in order to repair vehicles, you must be a licensed repairer. Insurers can’t repair vehicles. Similarly, insurers cannot authorize repairs. The authorization for repairs or repair contract must be signed by the motor vehicle registered owner. This is important because you shouldn’t lose sight of who you are working for. Your interactions with your customer’s insurer should be limited to that which is required for the insurer to (1) verify the loss; (2) put sufficient funds in reserve; and (3) indemnify its insured.

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What you decide to do when repairing your customer's vehicles is between you and your customer. The insurer or its representative should have no say in how the vehicle is repaired, what parts are used, or what procedures are most appropriate for the repair. Keep your customer informed and make sure your customer is making all necessary decisions.

Finally, if I could impart one more point: make sure your final invoice reflects exactly the repairs that were performed. And, this goes without saying, but you should never be working off the insurer's estimate.

Now you may be thinking: this is all nice, but what does this have anything to do with unity?

If we're to improve the unity in this industry, we have to start by understanding how the insurance industry is corrupting our industry and our relationships within the industry. Our unity is being hamstrung by a distortion of relationships. If we focus on the proper relationships between our customers, the insurance companies and each other, we all benefit. There is plenty of work to go around. In Connecticut, there are roughly 600 auto body repair shops and over two million registered vehicles. Those drivers are our customers. When we respect one another, and recognize who we work for, insurer threats become less meaningful. Insurers lose their leverage of pitting us against each other.

If you just crawled out from under a car, and haven't been keeping up on the State Farm/Parts Trader issue, look into it. This program has the entire industry uniting in opposition. And, for good reason. Consider what State Farm is attempting to do, and you will understand why I am so adamant that we need unity in this industry now more than ever. The time is now. If we don't start doing a better job of working together, we will not survive. Unity means becoming informed, educated, supportive and standing together for a common goal. If you take the insurance influence out of the repair process, things will improve for everyone. I know this is easier said than done. But, we must do it.

There are many great educational courses and seminars sponsored by local associations, independent consultants, paint manufactures and others. One of the best out there is through the Coalition for Collision Repair Excellence (CCRE). I have attended several CCRE educational seminars and they have helped me tremendously toward leveling the playing field with the insurance company. CCRE is inspiring many in our industry to change the way they do business.

This is my fourth month as ABAC president. I have seen a lot of unity brewing across the country due mostly to insurance company greed. I am optimistic that the ABAC will continue to lead the way in inspiring this industry to change. I am doing my best to become more educated, informed and supportive of the causes we hold so dearly. I can't do it alone. Help me bring unity to our industry. Remember, you're not "the only one"! Don't underestimate what a band of brothers can accomplish.

In unity there is strength. In strength there is power.

For all the latest information, support and answers to frequently asked questions, please visit our website www.abaconn.com

Tony

ABAC Quarterly Meeting Filled with Information, Education and New Ideas

This past September 11th, 2012, the ABAC used the Country House Restaurant to kick off their fall schedule of informative meetings for all members. ABAC Vice-President Bill Romaniello thanked everyone for coming and asked for a moment of silence to honor those who gave their lives for American Freedom 11 years ago on this day. Bill then introduced ABAC President Tony Ferraiolo. Tony went over the agenda for the evening and then thanked the Sponsors for this event:

- **Balise Auto Group – Featured Sponsor**
- **Enterprise – Co-Sponsor**
- **SunSpot International – Co-Sponsor**

Ferraiolo gave members their first look at the new ABAC website which will be user-friendly and consumer oriented. He then thanked his Board of Directors for their involvement and the sacrifice of their valuable time during the summer working on topics, guest speakers and sponsors for the upcoming ABAC meetings. ***“All of our ABAC meetings through May, 2013 are already booked for sponsorship. There is interest from our members which has attracted many of the OEM’s that would like to come and show us how to repair their vehicles through education”***, says Tony. ***“The ABAC is also working closely with I-Car to get shops back in touch with new training. I-Car is the best option we have (besides OEM) to accomplish this. All ABAC members will receive a 10% discount through I-Car for their training.”***



Tony then thanked the ABAC News Supporting Advertisers not only for their financial support, but also for showing their industry support by unanimously stating that they would not get involved in the State Farm Parts Trader Program. The ABAC has also released their position statement concerning the State Farm Program through ABRN. **See page 11 of this issue!**

Our first guest introduced was Judith Prill, Environmental Analyst for the State of CT, Department of Environmental Protection who covered the Pitstop Program. This program covers many different environmental rules and regulations. Pitstop makes sure all of the information is in one place. She reminded members to ***“always be prepared for inspections”***. For more information contact Prill at 860-424-3694 or visit www.ct.gov/dep. This information will also be available on the new ABAC Website, www.abaconn.com.



Next up was Ed Rachwal, of Designer Office Systems, Inc. who covered Mitchell’s Refinishing Material Calculator (RMC). RMC provides accurate calculations for refinishing materials costs by incorporating a database of over 7000 paint codes from eight paint manufacturers. RMC™ Refinishing Materials Calculator is the first of its kind, another industry-leading innovation from Mitchell. It provides job-specific materials costing according to color and type of paint, and gives you instant access to the only automated, accurate, field-tested, and industry-accepted breakdown of actual costs of primers, colors clear coats, additives, and other materials needed to restore vehicles to pre-accident condition.

Mitchell has authorized special pricing for ABAC members. For more information contact Rachwal at 508-278-7839 or visit www.designerofficesystems.com. Rachwal then fielded questions from the au-

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dience.

Our next guest was Tony Lombardozi, President of CCRE who spoke of the upcoming seminar being held in Philadelphia, PA. Tony let everyone know what they would learn at this valuable event. **“One of the things you will learn at this seminar is to implement skills so that you don’t have to be confrontational”** says Lombardozi. Speaking of the ABAC Lombardozi continues **“the best thing you can do at this point is absorb as much as you possibly can get the knowledge and get the education being offered. The association (ABAC) is putting on many events this year and if they are willing to have us, we’ll have CCRE come down and do a seminar.”**

After a brief break for dinner, President Ferraiolo brought up Attorney John Parese, who provided everyone with a standardized repair contract. **“So few people are using a proper repair contract. It’s fundamental, it’s easy, it protects your business in so many ways, and it keeps you out of trouble with the DMV. There really isn’t a good reason not to use a proper repair contract and authorization for repairs.”** This sample repair contract will be available soon on the ABAC website, www.abaconn.com. **“This sample repair contract is a member benefit. The ABAC hired me to go through the statutes and put together a comprehensive document that is legal and proper. The sample repair contract I drafted is free of charge to members. Everyone should be using this document or something similar with every repair job,”** said Parese.



Board of Director Ed Lupinek then introduced our next presenter Sun-Spot International represented by Technical Advisor Jacques Villeneuve. Sun-Spot is considered a revolution in drying systems. The Sun-Spot is an infrared catalytic heater; its flameless combustion will provide a curing footprint of 22 inches from a distance of 18 inches. There is also a booth unit mounted on rails that offers 5 feet of extension. To see either one of these high tech units in action, please join Sun-Spot International for an open house at:

**Eddie’s Auto Body
2 Matthews Drive
East Haddam, CT 06423
Thursday, October 18th, 2012 @ 6:30pm**



Our meeting sponsor, The Balise Auto Group and their Parts Wholesale Manager Ken Zimmerer, who was joined by Parts Wholesale Representatives Gary Danko and Jack Tyner made our next presentation possible. They were instrumental in contacting Toyota to join us for this event. Presenting on behalf of Toyota was Jerry Raskind, Toyota Customer Services Wholesale Development Manager and Rick Leos, Body & Collision Business Development Consultant. Raskind asked for interaction from attendees to help with issues that all shop owners face today. **“It’s important to us (Toyota) to do whatever it takes to support your business. I think we do a good job, I’m told we do a good job, but it’s never enough. We want to make sure that you, the collision shop, have the proper tools to make the proper repairs because ultimately at the end of the day it’s all about consumer safety;**

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it's all about customer satisfaction; it's all about customer retention. We, as Toyota, are trying to be proactive and trying to get information out to you. It's out there, it's just a matter of you going out there to get it" says Raskind.

Here are some of the tools offered by Toyota:

- **Auto Parts Bridge**
 - A parts ordering system that gives Toyota dealers the opportunity to compete against alternative parts, aftermarket parts, used, salvage, etc. Contact Balise Toyota or your local Toyota dealer for more information.
- **Technical Information System (TIS)**
 - This is a site that has the same information that Toyota dealers have. This is a subscription based system. Again, contact your Toyota dealer for more information.
- **Training**
 - There are 3 locations in the U.S. that provide Toyota training for collision repair centers. They are located in So. California (where Toyota is located), Jacksonville, FL, and West Caldwell, NJ.

Rick Leos then gave all attendees an opportunity to see a template that he created which can help shops tremendously. ***"I'm giving you everything you need to fix or replace a quarter panel on our car (Toyota). I'm giving you all of the supporting documentation and everything you need for the insurance company. All you need to do is enter your labor rate and put in your line item fillers. I've given you all the notes. This will be a template, you won't be writing every time you need it. You just click on what you need. If you need to repair the quarter instead of replacing, you click 'repair'. It kicks out everything you don't need and leaves everything you need. This is just a quarter panel template. I am going to have every panel on that car in an estimate template where you will do a 'drop down' and click on the boxes you need. I'm concerned with how our cars are fixed and all I keep hearing from the industry is 'how do we bridge to the OE repair procedures?' What if I tell you, as Toyota, how to fix my car? Now, imagine that your insurance partner tells you, 'we are not willing to do what Toyota says!' That's a big step!"*** What an amazing tool offered by Toyota. Raskind and Leos then fielded questions from members.



This was just a small sample of what you can learn by attending an ABAC meeting. You, as a collision shop owner, cannot afford to miss any more of our valuable meetings. Join the ABAC now and start being more profitable in your business. The ABAC – providing education and information to help members be more successful and profitable in their business.





The Value of Association

I want to offer a few points on the value of association and being involved. I do so from the perspective of someone who is active in the legal bar and the Auto Body Association. I should mention that no one from the ABAC asked me to write this.

At the last quarterly meeting, I was struck by the “wealth” of money saving and productivity tips discussed. It occurred to me that so many of the shops across the state miss out simply for not showing up. Participation in the ABAC is entirely voluntary and all are welcome. We’re talking about a nice dinner and interesting information, potentially worth thousands of dollars in your businesses. And, really, all one has to do is show up and eat and listen. This is not unique to the auto body industry. The same is true for the Bar Association. I am an active member of the New Haven County Bar Association. We are routinely involved in important discussions concerning the latest information about the legal profession. Those who are active benefit tremendously. Those who do not participate, miss out.

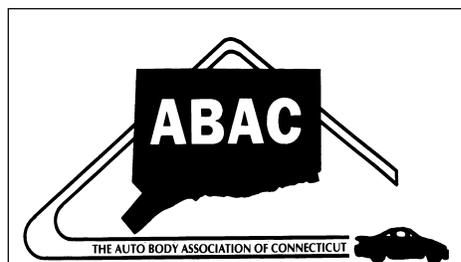
The value of learning industry specific trends, developments and cost saving techniques is priceless. Short of perpetually reading trade publications and attending continuing education series, there are few places to learn such things.

This is starting to feel a lot like a promotion. I’m sorry for that. But, the message is important. Whether you’re a lawyer, a body technician, an electrician or dentist, if you want to stay current on the latest developments and trends in your field, and find new ways to implement new products, equipment and procedures, there is no better path than through your local trade association. There really is no good excuse for not joining and attending as many meetings as you can manage.

The ABAC is focusing more attention on educating its members. It is likewise continuing to pound the pavement with your public officials and legislators to stay strong on the fight to protecting the industry. If you have not gotten involved or attended a meeting, I would encourage you to do so. Keeping up is not always easy, but it’s critical. And, supporting your industry’s trade association should be seen as a duty and a privilege.

It’s like they say: you’re either on the train or you’re on the tracks.

Hope to see you at the next meeting.



News from Honda

HONDA

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For Immediate Release

American Honda Launches Consumer Collision Information Website

TORRANCE, Calif., September 24, 2012 – American Honda Motor Co, Inc. is pleased to announce the launch of “Collision.Honda.com”, a new, consumer-oriented website dedicated to providing Honda owners with the information they need to make informed decisions regarding collision repair.

The site is divided into two main sections. Section one entitled, “Accident Assistant” covers what to do at the scene of an accident and includes a handy “Accident Checklist” that can be downloaded.

Section two entitled, “Collision 101” includes important information about repairs, collision parts, and insurance. Also included is a glossary of collision-repair terms, and Honda collision-repair position statements.

Two videos are included on the site, one regarding wheel replacement, and a dramatic look at air bags and the importance of their proper deployment.

The site also hosts Honda’s body shop locator system containing shops presently on American Honda’s Body Shop Recognition program.

To keep consumers returning to the site, American Honda has included a section called “News, Views & More”, covering topical news within the collision repair industry that would be of interest to, and could affect consumers. These stories will be updated on a regular basis. Also included in this section is an Industry Hall of Fame highlighting those businesses within the collision repair industry that perform services for, or contribute to, charities, assist trade schools, provide scholarships, or otherwise provide assistance in their communities.

Jim Roach, Senior Vice President for American Honda’s Parts and Service Division said, “Our research has shown that most Honda owners are ill-informed, and in many cases, mis-informed about the collision repair process, and what they need to do to exercise their rights, and help ensure that their vehicle is properly, and safely repaired. We also know they are hungry for information. This website provides a significant step in bringing topical and helpful information to Honda owners.”

The site will see periodic content enhancements as well as upgrades in information delivery technology. To access the site, go to Collision.Honda.com.

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ASA Focuses on Timeline, Seeks PartsTrader Benefit for Repairers

The Automotive Service Association (ASA) says that if State Farm cannot provide data showing how its online part procurement application, PartsTrader, benefits collision repairers within a feasible, specified time frame, the association will "respond appropriately."

The association says that its months long examination of the PartsTrader program, currently being tested by State Farm, has now "entered into a phase in which data delivery will be associated with a timeline" in order to continue in good faith to provide accurate information to its members.

While acknowledging that the State Farm program is still in a pilot phase, ASA said the association is taking this new stance following two, so far unanswered public requests that the insurer demonstrate the repairer benefits of the program. The association on June 12, and again on July 17, publicly requested that State Farm provide "factual evidence" of how the electronic parts ordering application would benefit collision repair facilities.

The association reported that George Avery, State Farm industry liaison and claims representative, said during a recent phone interview with ASA that State Farm is still sifting through the feedback received from the 158 shops using the system, and is implementing changes in the pilot that, in turn, put them in a position of needing to go back to repairers to gather further data. Avery stressed it is a fluid process. Although lacking current data to provide specific answers, he assured ASA that State Farm would respond to the association when answers were available.

"For ASA members, the factual results of the pilot are essential to the discussion. ASA will continue to engage with all parties necessary, as we seek the supporting data that this application benefits the collision repairer. ASA stands by its statement that if this application does not provide benefits to the collision repairer, ASA would not support the application moving forward," said Denise Caspersen, manager of ASA's Collision Division. "ASA has a responsibility to our membership to be the unyielding, professional voice speaking clearly about their concerns and advocating for favorable resolutions."

ASA said it has conducted more than 100 formal and informal interviews with collision repair businesses and other industry groups such as RealParts.com, PartsCheck Live, the National Automobile Dealers Association (NADA), Team PRP Recyclers, independent aftermarket parts distributors, wholesale original parts dealers and original equipment manufacturers. "From the vast pool of conversations conducted thus far, overwhelmingly, the majority of all segments interviewed continue to express strong concern about the current State Farm pilot, particularly its electronic parts ordering component," the association reported.

Previously published, ASA's areas of concern regarding the pilot, as expressed by collision repairers, includes efficiency issues, additional administration costs, reductions in shop profits, potential compromises to local repairer-to-supplier relationships and increasing insurer involvement in the repair process.

Massachusetts Legislators Pass Right to Repair Bill

Compromise with automakers sends last minute bill to Governor's desk.

Massachusetts lawmakers have passed a last minute compromise bill to settle the Right to Repair dispute over OEM diagnostic information.

The language of the bill was proposed in a joint letter on Tuesday to lawmakers from car manufacturer associations and the Right to Repair Coalition. The groups said in the letter, "This settlement is the product of extensive discussions in recent days where the parties have come together in a collaborative effort to resolve our differences."

"We believe that this bill ensures an acceptable agreement that will safeguard all of the stakeholders," said the letter, signed by the Alliance of Automobile Manufacturers, Global Automakers, the Massachusetts State Automobile Dealers Association, and the Massachusetts Right to Repair Coalition.

Should Governor Deval Patrick sign the bill as is expected, the Right to Repair question will still appear on the November ballot, but the groups signing the letter said they "will work together to comprehensively inform voters that [the Right to Repair question] on the November ballot is unnecessary due to the fact that legislature has addressed this matter."

The compromise bill changes the procedures and remedies available to a shop who believes an automaker has not complied with the requirements of the law, making the National Automotive Service Task Force (NASTF) the first step in settling a dispute. The bill would also give automakers an additional two years, until 2018, to satisfy the requirement to provide common access to onboard diagnostic information and would also allow automakers a wider array of options for how the diagnostic connection to the vehicle may be achieved.

The new bill, H 4362, was introduced and passed by both houses by Tuesday evening and sent to the governor today.

In a statement following the bill's passage, the Right to Repair coalition said, "Tonight's vote and the Governor's expected signature are all that's needed to make our state a model for the nation when it comes to helping consumers get their cars fixed when, where and how they want. Massachusetts has lead the way through the years on a range of issues; providing added convenience and value for car owners is now on that first-in-the-nation list. With Right to Repair now real, it's a big win for consumers."

The Automotive Service Association (ASA), who has opposed Right to Repair legislation for a decade, said in an official response, "ASA believes that the industry's efforts in assuring service information through the private sector, third party providers and automaker websites offers our members the service information necessary to repair their customers' vehicles. The National Automotive Service Task Force, included in the legislation, has served a significant role in addressing any marketplace concerns for independent repairers.

"New laws certainly have value but they should address legitimate problems for consumers and small businesses. This is not the case here. Our members want less government involvement in their businesses, not more," ASA continued. "ASA is hopeful that this will end the use of industry resources on this issue and we can move forward to more important concerns such as improving training and educational opportunities for current and future technicians.

Congressmen Weigh Patent Protection for Crash Parts

Wednesday hearing looks at stripping design patent protections from OEM collision parts in the name of competition.

The House Judiciary Intellectual Property Subcommittee on Wednesday heard testimony regarding the Promoting Automotive Repair Trade and Sales (PARTS) Act authored by Reps. Darrell Issa and Zoe Lofgren. The bill, H.R. 3889, would dramatically shorten the time afforded to carmakers for design patent protection on collision parts from 14 years to just 30 months.

Supporters say the measure would expand consumer choices and cut costs paid by insurers on collision repair parts, a dubious benefit according to those opposed to the legislation who warn of a slippery slope that would stifle innovation.

"Competition is the hallmark of our free market system," Issa said. "For decades Americans have been used to having choice when it comes to the component parts that they use to repair their vehicles after an automobile accident. My bill ensures that this choice will remain intact."

"The PARTS Act is intended only to deal with auto collision repair [parts]. In recent years, auto companies have been increasingly seeking design patents on these parts which creates a 14 year window of exclusivity. The PARTS Act does not deal with interior parts, the engine, transmission or undercarriage, parts covered by utility patents," Rep. Issa said. "This difference is important because utility patents are generally what we associate with the invention or discovery of a new and useful process or machine. Design patents, on the other hand, are generally granted to those who invent a new, original and ornamental design for an item, the underlying invention is not new, only its appearance," Issa added.

Insurers support the measure.

W. Neal Menefee President and CEO of Rockingham Group testified on behalf of National Association of Mutual Insurance Companies (NAMIC), the Property Casualty Insurers Association of America (PCI), and the Quality Parts Coalition (QPC), a group supported by aftermarket parts manufacturers and suppliers.

"Consumers benefit from the lower costs created by the competition of alternative suppliers of collision repair parts," said Menefee. "However, some car companies appear to have formulated a new business strategy to eliminate competition and expand their already dominant share of the market by obtaining 14-year design patents on their collision parts and enforcing them against alternative suppliers."

"At its core, this is a consumer issue; the costs of auto body repair are borne by consumers, either reflected in their insurance costs, or directly when they pay for repairs themselves," said Menefee.

Kelly K. Burris, a patent attorney and adjunct professor of intellectual property law at Thomas M. Cooley Law School testified against the measure.

"From a practical perspective, the proposed legislation will not accomplish its objective because I think most consumers can agree that there is serious doubt that our insurance premiums will actually be reduced," Burris testified.

"And on the topic of trademarks or trade dress, non-OEM parts will likely be lower quality and present safety risks without any controls on their specifications. In fact, testing has shown that non-OEM parts do not perform as they should and do present safety risks. Even the Chief Research Officer for the Insurance Institute for Highway Safety (IIHS) acknowledged that 'You can't willy nilly change those parts, because the system won't work the way it was de-

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In The Headlights

This month "In the Headlights" features our

ABAC News Supporting Advertisers.

The Auto Body Association of Connecticut would like to commend all of our advertisers for taking a stand against insurance industry greed by saying "no" to the State Farm Parts Procurement Program. By taking this stand, you are informing State Farm that their program is not wanted here. We salute you for your solidarity with the ABAC and we are proud to support you.

Please take a look at the ABAC News Supporting Advertiser insert in this issue and remember to:

"Support Those Vendors Who Support You!"

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signed.' And when I asked my students about this proposed legislation, that was one of the first responses, that their personal experience involved inferior replacement parts, and that they know now to ask for OEM parts.

Burrus continued, "What sub-standard non-OEM parts translates to for the brand owners, such as Ford, Chrysler, and GM, is a tarnishment of their image because the replacement part is presumed to be made by the OEM once the vehicle is back on the road. When the plastic is crazing or the chrome is rusting, consumers will likely think that the OEM does not make quality vehicles. And when the air bag does not deploy because a cheap imitation bumper beam was used in a repair, consumers will also conclude that the OEM does not make safe vehicles.

Jack Gillis testifying on behalf of the Consumer Federation of America, Advocates for Highway and Auto Safety, the Center for Auto Safety, Consumers Union (the policy and advocacy arm of Consumer Reports), and Public Citizen, approached the subject of automobile safety from a different perspective. "On the safety side, tragically, as the cost of needed repair parts rises, many consumers will be forced to forgo or delay needed repairs, leaving them with a vehicle that may not offer needed safety. Delaying or ignoring the replacement of a head light, side mirror, or brake light could have serious safety implications. Consumers with low incomes, seniors on fixed incomes and those consumers who pay for crash repairs out of their own pockets may not be able to afford needed repairs.

Gillis was not representing the Certified Automotive Parts Association (CAPA) at the hearing, of which he is the Executive Director, but perhaps hinted at the need for aftermarket parts certification programs when he said, "The consumer organizations supporting this effort do so with the insistence that all parts, whether they be service parts sold by the car companies or parts made and sold by independent companies, must not compromise the integrity or safety of the vehicle. Not only do consumers have the right to competition, but they have the right to safe and high quality competitive parts."

The committee did not take a vote on the measure.

Source: www.collisionweek.com

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The goal of the ABAC News is to provide a forum for the free expression of ideas. The opinions and ideas appearing in this publication are not necessarily representations of the ABAC and should not be construed as legal advice.



Chrysler Issues Bulletin on Welded Sheet Metal Repair and Replacement

Weld bonding preferred installation method

Chrysler issued a new collision bulletin, 31-007-12, detailing recommended practices when replacing a welded panel on vehicles manufactured by the company. While weld bonding, where squeeze-type resistance spot welding (STRSW) is combined with structural adhesives, was previously approved by the company, the company explained, "High quality and capable STRSW equipment, which was a rare shop tool in the collision repair industry, has now become the norm and with this, it is now important to state that weld bonding of replacement panels is the recommended installation method to utilize when repairing Chrysler, Dodge, Fiat, Jeep, or Ram vehicles."

The bulletin goes on to explain that Gas Metal Arc Welding (GMAW or MIG) should only be used in special circumstances including:

- Proper weld access cannot be attained utilizing STRSW equipment with any of the available accessory arms.
- Utilize 6-8 mm ring fillet welds for exterior panels and 8-10 mm for all others.
- Adhesives need to be kept 25 mm from a ring fillet weld due to their flammability.

A Chrysler publication explicitly calls out fusion welding as the proper repair method. The original attachment was GMAW.

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