

ABARI Launches *Their own Collision Newsletter*

This News Letter is a pilot effort by ABARI to keep its membership informed and up to date with news and information that is relevant to our day to day operational needs.

As we all are aware, the Auto Manufacturers have been incorporating the latest advancements in technology into the vehicles that they have been producing. This includes a wide variety of metals with their own unique repair requirements, and also what seems to be a never ending introduction of new electronics and safety features that require special attention.

The challenge to the auto industry repair sector is to meet the demands called for in order to properly repair the cars of today, and return them back into service with the highest level of confidence that we have done our job well and that the vehicle has been repaired according to factory specifications. We as repairers are the ones that will be held responsible for the repairs that we perform.

If you have been following the National News you most likely are aware of a certain lawsuit that has made news in Texas. It involves a roof replacement made on a 2010 Honda Fit due to a hail-related claim. The vehicle was repaired and returned to the customer who then subsequently traded the vehicle in. From there it was re-sold to a couple that was unaware of the vehicle's past history. This same vehicle was later involved in a severe head-on accident with another vehicle and this couple sustained serious injuries. It was discovered that the collision shop that performed the roof

replacement from the prior loss failed to follow OEM procedures for the installation of the new roof panel. The new roof panel was installed using only panel bonding without the recommended OEM welding procedures. Upon impact the roof panel separated from the inner structure.



The court found that the improper repair procedures compromised the structural integrity of the vehicle and in the subsequent loss, the collision energy of the impact was not properly channeled away from the occupants as designed by the OEM manufacturer.

The Texas jury awarded the couple \$42 million dollars for their injuries. The driver of the other vehicle that was involved in the accident was found to be 25% at fault. The Collision Repair Facility that performed the repairs was found to be 75% at fault due to the faulty repairs that were performed on the vehicle and must pay the amount of \$31.5 Million Dollars!

It is expected that this case will lead to industry wide changes in order to improve safety standards in the Collision Repair Sector.