

NASTF Collision Repair Committee
Conference Call – Wednesday, July 13, 2016
Meeting Minutes

Attending:

Tim Morgan (Independent Co-chair)

Aaron Schulenburg

Mark Allen (OEM Co-Chair)

Danny Uhls

John Norris

Charlie Olsen

Skip Potter (Executive Director)

Michael Quinn

Morgan convened the meeting at 11:00am eastern and attendance was taken.

Mark Allen, Collision and Equipment Manager for Audi of America, Inc., was introduced as the new OEM Co-Chair for the CRC.

Allen, who is involved as a volunteer in I-CAR's Repairability Technical Service (RTS) indicated that the content and users of the site continue to grow at a significant rate.

Post-Meeting report/follow-up from Jason Bartanen on OSHA question from February CRC meeting:

I have not been able to find anything specific to collision repairs mandating the use of vacuum systems. The following provides guidance for "combustible dust" but is not specific to collision; it covers any type of combustible dust. We're not yet sure if the dust we generate during collision repairs, particularly aluminum, qualifies as combustible dust. The research I mentioned that we're doing with the Aluminum Association on the potential combustibility of aluminum collision repair dust is incomplete at this time. We are waiting on enough quantities of 'wet dust' to proceed. We've got the dry dust samples, but the shops we've been working with haven't been able to generate the 2.5Kg of wet dust we need to continue testing. Our goal is to have the study complete and results ready for sharing with the industry by SEMA. <http://bit.ly/2ahoX3O>

OSHA has another area related specifically to "Autobody Repair and Refinishing" I haven't been able to find anything related to collision repair generated dust: <http://bit.ly/2ahpVNH>

Olsen and Norris agreed to collaborate on the topic of Pre/Post Scan/Calibration and report back to CRC for the possibility of NASTF activity. The discussion noted that glass has become a critical component in the pre/post scan considerations. Further, Norris noted that collision techs without scanning experience or training need guidance to navigate the OEM web sites to find the information sought. Schulenburg noted that an SCRS technology session during SEMA hopes to capture this topic.

Norris expressed concern over Hyundai's policy regarding a refund on a purchase for a key code that is not then available. Executive Director will ask for clarification or confirmation of this policy.

The Meeting was adjourned at 11:30am eastern.

Next CRC Conference Call: 11am ET/8am PT, Wednesday, October 12, 2016
NOTE: NASTF Fall 2016 [General Meeting](#): 1pm PT, Wednesday, November 2, 2016