



# CRB Newsletter

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## A WORD FROM THE CHAIRMAN

### BOARD ANNOUNCES PERSONNEL CHANGES

As most of you have already heard, former Executive Director Robert Cassidy resigned his position in July to take a position with another company. The Board interviewed several candidates for the Director's position in August and September. Then a dedicated, long-time member of the staff, Deputy Director Diane Hoenig, announced she was leaving her position to accept a job with another State Board.

The Board called an emergency meeting September 13th. On that date, four final interviews were conducted with candidates for the Director's position. The Board chose Mike Greene, the Investigator for the Board since April of 2005. The Board felt Mr. Greene had the experience and knowledge necessary to fill the position. He had also been out in the field and knows the issues the industry is facing. Mr. Greene assumed the Director's position on October 1st.

Brooke Burns joined the staff in July as a temporary associate. Ms. Burns is doing an outstanding job and has applied for the position vacated by former Deputy Director Hoenig. That position will be filled in the very near future as well as the vacant investigator's position.

As Chairman, I would like to reassure the shops statewide that business is being carried out as usual. The personnel changes will likely bring a new perspective to the Board and create some positive change.

## MISSION STATEMENT

*To promote consumer protection through oversight and enforcement of Ohio laws requiring registration of motor vehicle collision repair operators and facilities in the State of Ohio.*

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## DECLINING DEATH RATES DUE TO SAFER VEHICLES, NOT BETTER DRIVERS OR IMPROVED ROADWAYS.

The designs of passenger vehicles have been improving for years, becoming more protective of their occupants in crashes. Without these improvements, the motor vehicle death rates per registered vehicle would have stopped declining in 1994 and started going up. This is the main finding of a study by the Insurance Institute for Highway Safety.

“Death rates per vehicle and per mile have been going down for decades and they still are. This study shows why,” says Institute President, Adrian Lund. “In recent years it’s the vehicles, not better drivers or improved roadways. The study reveals not only the importance of the vehicle design changes and the kinds of vehicles motorists are choosing to drive but, on the downside, the loss of momentum for effective traffic safety policies on belt use, alcohol-impaired driving and speeding.”

The researchers separated vehicle effects from other effects on motor vehicle death rates between 1985 and 2004 by estimating what the death rate trend would have been if vehicle designs hadn’t changed over the years—that is, if people were still driving the kinds of vehicles they drove in 1985. The death rate trend given this hypothetical vehicle fleet started to go up in the 1990s, which is very different from the actual downward trend during the past 10 years.

“This suggests that an increasingly dangerous traffic environment has been offset since 1994 only because people are driving vehicles that are more protective,” Lund points out. “Of course the vehicle design changes are good, but people shouldn’t have to buy new, more crashworthy vehicles to maintain their safety. Our concern is that the efforts we had been seeing in the 1980s to mandate belt use and toughen DWI laws diminished in the 1990s at the same time that states were raising speed limits. This produced an increasingly dangerous traffic environment. It has become dangerous enough that, without the design improvements that have made vehicles more crashworthy, death rates would have started up. An estimated 5,200 additional lives would have been lost in 2004 without the vehicle design changes.”

To clarify what has been making deaths per registered vehicle go down, Institute researchers focused on two factors that influenced the driver death rate during 1985-2004. One is how vehicle use patterns change as vehicles age. The other is vehicle design changes—the introduction over time of different types of vehicles and more crashworthy ones to replace vehicles that weren’t doing as good a job of protecting their occupants. In the US fleet these two factors can have countervailing influences. As vehicles age, their death rates go up. On the other hand, more crashworthy vehicles have been introduced, and their death rates are lower than in the older vehicles they replaced. Plus the types of vehicles in the fleet have shifted, and the shift from driving cars to SUVs can change the death rates.

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*"...once we adjusted for vehicle age and design, what became clear was the escalating dangers of everyday traffic."*

## INVESTIGATOR'S REPORT

This year continues to be productive. And I do not expect anything to slow down with a new investigator coming on board. Also, I want to reassure the shops that I intend on staying involved in what is going on around the state. And, as always, feel free to contact me should you have any issues I can assist you with.

The following is a 2006 year-to-date recap of activities:

<b>Complaints Investigated</b>	<b>97</b>
<b>Notices of Violation Issued</b>	<b>307</b>
<b>New Shop Applications Issued</b>	<b>105</b>
<b>Renewal Reminders Issued</b>	<b>53</b>
<b>Prosecution Proceedings Initiated</b>	<b>247</b>
<b>Attorney General Injunctions Req.</b>	<b>97</b>
<b>Shops Located "Out of Business"</b>	<b>154</b>
<b>Total Shop Visits</b>	<b>910</b>

*Cont'd from page 2*

The researchers computed death rates for vehicle models that didn't change in design over three model years—1996-98 models during 1999, for example. This eliminated the effects of any design changes on the death rate because there were no such changes. Computing rates for several model year groups without design changes during individual calendar years, the researchers found that, on average, the death rate per registered vehicle increased 1 to 5 percent in each year of the first 7 years on the road.

Then the researchers separated out vehicle design effects on death rates by following the same vehicles over time. The rates were still affected by vehicle aging so, having already estimated the age effects, the researchers factored them out too. This is when the data revealed that the downward trend in death rates would have ended in the early 1990s. An upward trend would have begun if not for the changes in vehicle designs.

"The downward trend in death rates even as speeds were being raised on US roads led some speed advocates to argue that posted limits don't matter," Lund says. "But our research shows that speed limits do matter because, once we adjusted for vehicle age and design, what became clear was the escalating dangers of everyday traffic. We have serious problems out there with faster travel speeds and we need to address these problems with effective policies. Of course we also need to continue to improve vehicles because right now this is the main protection in crashes associated with unchecked driving behavior like speeding."

*Courtesy of Automotive Body Repair News*

## PPG EXPANDS COURSE OFFERINGS ON CUSTOM PAINTING TECHNIQUES

Strongsville, Ohio—In response to the ever-increasing popularity of vehicle customizing, street rods and one-off designer motorcycles, PPG Automotive Refinish has expanded its training schedule for the 4th quarter to include a host of hands-on, professional custom painting courses.

The base course of the custom paint curriculum is PPG's *Vibrance Collection* Products course offering instruction on how to create one-of-a-kind finishes, using the *Vibrance Collection* special effects pigments, candy dyes, tints and pre-formulated custom colors such as PPG's new *Hot Wheels Spectraflame* formulas. The two-day course includes the hands-on opportunity for participants to apply what they learned and create special effects panels.

Also offered in PPG's training schedule are several courses demonstrating custom airbrush techniques, such as the Real Fire class that teaches how to create the look of real flames. A Custom Radiance II course is ideal for those who want to learn how to create the dazzle of candy-apply type finishes.

Those interested in attending a PPG custom painting course can obtain more information by visiting [www.ppgrefinish.com](http://www.ppgrefinish.com)

*Courtesy of Automotive Body Repair News*

## VEHICLE DAMAGE DISCLOSURE BILL INTRODUCED IN HOUSE

US Rep Cliff Stearns, R-Fla., has introduced legislation that would call for the National Highway Traffic Safety Administration (NHTSA) to require the disclosure of all information pertaining to the fair market value and safety of damaged vehicles. Stearns is chairman of the Commerce, Trade and Consumer Protection Subcommittee.

The Damaged Vehicle Information Act, H.R. 6093, would also require that all contracts cancelled on a passenger vehicle due to damage or theft be disclosed to the public. This would allow the public full access to all the motor vehicle's information. This information would be available electronically.

The information to be disclosed must include the vehicle identification number (VIN), date the contract was terminated, odometer reading on the date of the termination of the contract, whether any of the airbags were deployed and the cause of the termination of the contract. Among reasons for termination include: damage caused by water, collision, fire, theft and recovery.

Similar legislation was introduced in the US Senate by Sen. Trent Lott, R-Miss. Lott's legislation, 3707, requires that information held by insurers regarding total loss vehicles be accessible to the public. The Automotive Service Association (ASA) previously announced support for Lott's legislation.

*Courtesy of Automotive Body Repair News*

## LEGISLATIVE UPDATE

With the General Assembly out for the 2006 campaigns, there is not much to report. But I feel strongly that shop owners must get involved with pending legislation by contacting their local lawmakers. Numerous issues that affect our industry arise each year. If you as shop owners contact your lawmakers, and have your regular patrons do the same, you can make a difference by letting them know where we stand on the issues and let them know we are tracking the legislation through the process.

*Director Greene*

**House Bill 150, Junk Yards/Secondhand Dealers:** This bill went into law on October 12, 2006.

**House Bill 198, Glass Technicians:** (Representative Blessing) No change since last update.

**Amended Substitute House Bill 208, Salvage Dealers/Mechanical Shops/Collision Repair Board:** (Representative Raga) No changes since last update.

**House Bill 370, Bittering Agent in Antifreeze & Coolant:** (Representative Skindell) No change since the last update.

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