

OnTarget



For Ford and Lincoln wholesalers and the collision repair industry

Ford and I-CAR® Provide Details on the Ford F-150® Lightning®

On Target is thrilled to begin providing specific details important to all collision repairers on the Ford F-150 Lightning, the first all-electric full-size pickup truck from Ford Motor Company.

In a recent episode of I-CAR's *Repairers Realm video series*, technical experts Jeffrey Poole, Joel Dufkis, Bud Center, and, joining virtually, Senior Ford Damageability Engineer Gerry Bonanni, discussed some important aspects of the new truck. In addition, previously taped segments were interspersed throughout, showing Poole on location at Precision Diagnostics in Madison, Wisconsin, with Joel Adcock.

"When you're looking at the overall structure, it is the same as any other (aluminum) F-150," said Bonanni. "The aluminum panels, the structural parts of it. The actual repairs are very similar, if not identical. As far as apron tubes and structure and everything else of the unibody (non-electric truck), business as usual."

Bonanni did note some slight differences to the bed of the truck, which Poole further detailed saying the changes become more apparent once the bed is removed, as it exposes the electric battery inverter, the rear-drive motor, the top of the battery enclosure, the Pro Power OnBoard™ unit and the dual AC compressors.

The two separate AC systems are a feature that Dufkis noted he has not seen in other electric vehicles, with one system solely dedicated to cooling the electric battery and motors, and the other used for cooling the vehicle occupants.

Bonanni reiterated his stance on the importance of researching the repair before any work is started, which is especially true of the new, electric truck. The video shows that the truck has a lot of technology up front, with the charge port and related cabling in the front fender being just one important factor to consider when mapping out a repair plan.

When researching the official *Ford Workshop Manual (WSM)*—a resource that should **always** be consulted when repairing any Ford or Lincoln vehicles, as it provides step-by-step repair instructions—technicians will find the information for the F-150 Lightning inside the entry for the non-electric F-150. Any repair procedure that is unique to the Lightning will include the word "Electric" after the specific

section repair topic. Repairers are encouraged to check the WSM often as repair procedures can be updated without notice.

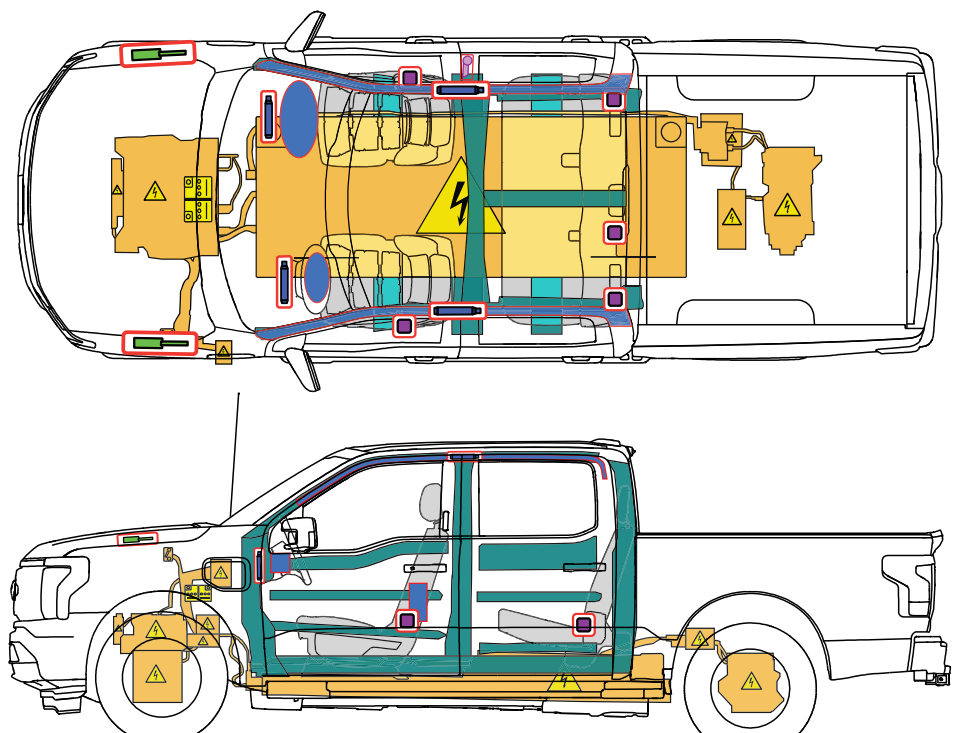
Another very important early step that everyone in the video agreed on was that repairs to the F-150 Lightning should only be conducted by technicians properly trained for electric vehicles, and that they have the proper personal protective equipment available to them.

On Target will continue to provide important information on the F-150 Lightning and other Ford EVs in future volumes.

A video library containing this and other *Repairers Realm* topics can be found at [I-CAR.com/Repairers-Realm](https://www.i-car.com/Repairers-Realm).

For more information on electric vehicles, or the repair of any Ford or Lincoln vehicle, visit [FordCrashParts.com](https://www.fordcrashparts.com).

Additional information on EVs can also be found on [FordServiceInfo.com](https://www.fordserviceinfo.com). Under 'Free Resources,' click on 'Rescue Cards.'



Airbag	Structural Reinforcements	Control Unit	High-voltage battery	Gas generator
Seat belt tensioner	High-voltage wire / components	Battery	High-voltage disconnection point	Gas filled spring device
			Fuel tank Gasoline	

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Ford and Lincoln ADAS Job Aid Specifics

On Target provides another installment covering the [job aids](#) Ford Motor Company released in late 2021. Here, we continue with information on repairs involving Ford and Lincoln vehicles equipped with advanced driver assistance systems (ADAS).

The information in the job aids is intended for reference only and repairers are reminded that when servicing or calibrating any ADAS components, the detailed procedures contained in the *Ford Workshop Manual*—accessible through [FordServiceInfo.com](#) or the Ford Professional Technician Society (PTS) site—should **always** be followed.

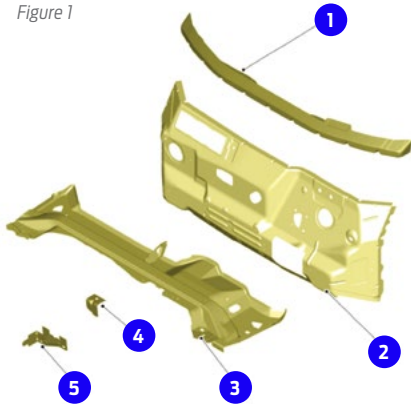
On Target plans to include additional job aid details in future volumes. These job aids—and much more—can be found on [FordCrashParts.com](#).

For more information on electric vehicle repair, or ADAS calibration, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com and visit [I-CAR.com/ADAS](#).

ADAS Component Description		
System	Abbreviation	Description
Driver Alert System		<ul style="list-style-type: none"> The system automatically monitors your driving behavior using various inputs, including the front camera sensor. If the system detects that your reduced driving alertness is below a certain threshold, the system alerts you using a tone and a message in the cluster display.
Lane Keeping System	Lane Keeping Alert	<ul style="list-style-type: none"> Detects when a vehicle is close to leaving the lane without turn signal input. The lane keeping system activates an actuator in the electronic power assist steering (EPAS) to vibrate the steering wheel, warning the driver when they are close to leaving the lane. Provides steering input toward the center of the lane when an unintended lane departure is detected.
	Lane Keeping Aid	
Pro Trailer Backup Assist	PTBA	<ul style="list-style-type: none"> The PTBA control knob, located in the dashboard, allows the driver to control the direction of the trailer and how much the system should turn it. The PTBA system automatically steers the vehicle to turn the trailer the desired amount by taking over the steering while the driver remains in control of the accelerator and brakes. The system may limit vehicle speed to enhance the comfort and control over a variety of road surfaces. When using the target sticker the system is using the camera to track the angle of the trailer vs. the position of the vehicle.

Outer Body Components: Ford Mustang® Mach-E® SUV

Figure 1



Cowl Panel [Figure 1]

Item	Description	Steel Type
1	Outer top cowl assembly	Mild steel
2	Cowl panel	Mild steel
3	Cowl extension	Mild steel
4	Bracket	Mild steel
5	Cowl reinforcement	Mild steel

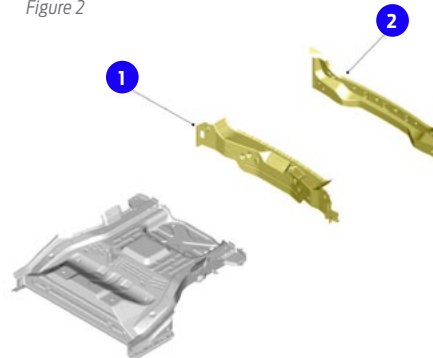
On Target continues providing vehicle-specific information on the Ford Mustang Mach-E SUV, the first completely all-electric vehicle to be offered by Ford Motor Company. This time, we look at the cowl panel and back panels.

Please note the following 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 on [FordServiceInfo.com](#). Check back often as repair procedures can change without notice.

For more information, refer to **Section 501-26: Body Repairs – Vehicle Specific Information and Tolerance Checks, Description and Operation**.

On Target plans to include more construction details on the Mustang Mach-E in future volumes, including some of the special tools needed for service, as found on [Ford's Rotunda website](#).

Figure 2



Rear Panels [Figure 2]

Item	Description	Steel Type
1	Back panel assembly	Mild steel
2	Lower back panel assembly	Mild steel

For more information on the Mach-E, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit I-CAR's RTS Portal at [RTS.i-car.com](#).



More Details on Blind Spot Information System (BLIS®)

On Target continues providing more details on how Ford BLIS® operates, utilizing the 2020 Ford F-150® truck as an example vehicle. This time we look at exterior mirror indicators and message center functions, straight from the *Ford Workshop Manual*. For previous installments, refer to past issues of *On Target*, available on FordCrashParts.com.

Please note the following 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 FordServiceInfo.com.

For more information, consult **Section 419-04: Side and Rear Vision – Description and Operation**.

Exterior Mirror Indication

When the BLIS®, the BLIS® with Trailer Tow (if equipped) or cross traffic alert (CTA) system is active and an object is detected by the side obstacle detection control module, left-hand and/or right-hand side (SODL / SODR) the BLIS®/CTA LED command message is sent from the SODL or SODR to the driver door module (DDM) or the passenger door module (PDM). The DDM and PDM supply voltage and ground to illuminate their respective exterior mirror BLIS®/CTA LED based on messages received from the SODL and SODR.

Each time the vehicle is started, the SODL and SODR command the DDM and PDM to illuminate the exterior mirror BLIS®/CTA LEDs for approximately three seconds, indicating the BLIS® and CTA system is operational.

If a BLIS® or CTA system fault is present, the exterior mirror BLIS®/CTA LEDs remain off, the instrument panel cluster (IPC) BLIS® reconfigurable telltale (RTT) illuminates and a message center warning displays BLIND SPOT SYSTEM FAULT.

BLIS® and CTA Message Center Function

NOTES:

- CTA system faults may not be detected until the transmission is placed in reverse.
- The BLIS®, BLIS® with Trailer Tow (if equipped) and CTA system menus in the message center are not available when a MyKey® restricted key is in use.

BLIS® can be turned off by using the blind spot on/off function in the message center. When the BLIS® has been turned off by the driver or a system fault is present, the BLIS® RTT in the message center remains on. When turning the system on or off, the exterior mirror LEDs flash two times. When the BLIS® is turned off, the driver cannot receive any alerts, and it will remain off until turned back on by the driver.

The CTA system can be turned off by selecting the CTA system on/off function in the message center, but it defaults to on with each ignition cycle.

There are some system faults that set DTCs in the SODL, SODR, DDM or PDM. These DTCs can set a message in the IPC message center that displays BLIND SPOT SYSTEM FAULT and/or CROSS TRAFFIC SYSTEM FAULT. There are also symptom-based faults that do not set a DTC.

Additional information on BLIS®—as well as information on proper ADAS functionality, features and proper repairs—will continue in future installments of *On Target*.

For questions on this or the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit I-CAR's RTS Portal at RTS.i-car.com.



Ford OEM Auto Glass Attributes

The importance of OEM glass in collision repair has grown exponentially over the last few years, a trend that will not only continue, but will become even more important, as advanced driver assistance systems (ADAS) become more widespread, complex and more deeply integrated into other vehicle systems. Thanks to our friends at Carlex, here are some important characteristics of Ford OEM glass.

Camera & Safety Systems: The OE windshield is designed to integrate with the camera systems, which include lane departure warning systems, autonomous braking, park assist, backup camera systems, head up displays, adaptive cruise, rain sensors and other assist and warning systems. Tight OEM tolerances and control are required on glass surface shape, color, thickness and distortion to ensure camera functionality. Most vehicle manufacturers require glass suppliers to perform 100 percent inspection for see-through distortion and Carlex uses the latest laser inspection technology available. Windshields fabricated outside of these requirements may result in a camera system fault.

Heated Wiper Park: Painted on the windshield is a heated wiper park grid toward the bottom center of the windshield, designed to integrate with the OEM vehicle electrical systems to warm up the area of the windshield where the wipers are parked in a dormant position. Aftermarket windshields may be missing this heater grid or could contain a version that doesn't work as quickly or as well as the original equipment model (regarding heating/overheating to the designed standard).

Mirror Button: The rear-view mirror is attached to the windshield via an attachment to the mirror button on the windshield. The OEM mirror button is strength-tested to an exact OE standard (referred to as a pull test standard) that prohibits the rear-view mirror from becoming a projectile in the event of a crash/collision. An aftermarket mirror button typically does not perform to the OE standard for the pull test.

Moldings: These can be overlooked, but a non-OEM molding may crack, fade or even fall off over time.

Multi-Purpose Camera Bracket: The bracket adhered to the windshield is designed and approved by the vehicle manufacturer product development team for the purpose of retaining and positioning the various camera and sensors in relationship to the windshield surface. The design and materials specified for the camera bracket are developed and tested to validate not only camera function but proper retention of components to the windshield in the event of a crash. Manufacturers typically own the tooling for the camera bracket and prohibit the sale of brackets to any supplier other than the OE glass supplier. Aftermarket windshields will include a non-OEM camera bracket that may not place the camera in the correct location, or in a secure fashion with the proper alignment, impeding its ability to work effectively with the safety and warning systems.

Solar Properties: An OEM windshield is designed for a specific solar and UV-ray protection level. Non-OEM windshields may not match the vehicle manufacturer's designed tint and solar properties for skin protection. This can also have a long-term effect on the coolness and comfort of the vehicle cabin and further affects the use of the air conditioning unit and the vehicle MPG.

SoundScreen Acoustic Glass: A windshield is composed of two thin pieces of glass, with a ply of vinyl sandwiched in between those two layers. An acoustic windshield includes a high-level noise-cancelling piece of vinyl to soften the noise of the engine, the tires and any wind that hits the windshield during driving. This noise reduction increases passenger comfort through a quiet driving experience and improves the performance of the sound- and voice-activated systems, while reducing background noise during conversation.

Trademarks and OEM Logos: The Carlex brand, the Carlite nameplate, SoundScreen Acoustic trademark, Ford Oval, Lincoln Star and brand-specific logos are all distinct attributes on the glass that signify the differences between an OEM and an aftermarket windshield.

Continued on page 5

Carlex™ **SoundScreen®**

Lincoln Aviator® / Ford Explorer® Front Sub-Frame Repair

On Target continues with detailed repair steps for the removal of the 2020-current Lincoln Aviator/Ford Explorer front subframe, straight from the official *Ford Workshop Manual*.

Please note that the following repair information and steps are intended as a 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*, found at FordServiceInfo.com. Repair procedures can be updated without notice, so check back often.

NOTE: The previous installment involved the removal of the front wheels and tires, left-hand catalytic converter and wheel arch liners, as well as separating the tie rod end from the wheel knuckle. For more information, see *On Target (2022 - Vol. 1)*.

NOTICE: Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

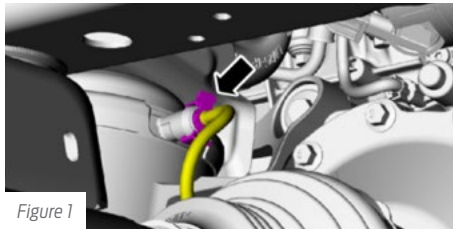


Figure 1

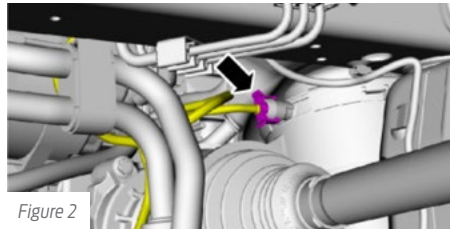


Figure 2

All Vehicles

NOTICE: Do not use a prying device or separator fork between the ball joint and the wheel knuckle. Damage to the ball joint or ball joint seal may result. Only use the pry bar by inserting it into the lower arm body opening.

NOTICE: Use care when releasing the lower arm and wheel knuckle into the resting position or damage to the ball joint seal may occur.

1. Separate the front lower arm from the wheel knuckle.

NOTE: If equipped with dynamic suspension, on both sides of the vehicle:

- Disconnect the ride height sensor electrical connector and separate the wiring harness guide.
 - Remove the ride height sensor arm anchor plate bolt.
2. Remove and discard the rear lower arm outboard nut (*torque*: 136 lb. ft. / 185 Nm).
 3. Detach the rear lower arm from the wheel knuckle.
 4. Remove the retainers and the left-hand steering gear splash shield, then the right-hand side.
 5. Disconnect the EPAS gear harness electrical connectors.
 6. Detach the heated oxygen sensor (HO2S) wiring harness retainers from the right-hand subframe. [Figure 1]

NOTE: Single vacuum tube system shown, dual vacuum tube system similar.

7. Unclip and position aside the EPAS gear harness.
8. Detach the HO2S wiring harness retainers from the left-hand subframe. [Figure 2]

9. Unclip the oil cooler hose retainer and mounting bracket from the front subframe (*torque*: 71 lb. ft. / 8 Nm).
10. Detach the air suspension tube retainers.
11. Remove the bolts and position the underbody shield aside (*torque*: 22 lb. in. / 2.5 Nm).
12. Remove the front radiator support bar bolts (*torque*: 46 lb. ft. / 63 Nm). Support the front and rear of the subframe with adjustable jack stands.

NOTICE: Only use hand tools when removing the engine mount nuts or damage to the engine mount can occur.

13. Remove the left- and right-hand side engine mount nuts and discard (*torque*: 184 lb. ft. / 250 Nm).
14. On both sides, mark the front and rear subframe location.
15. Remove and discard:
 - Rear subframe bolts (*torque*: Stage 1: 52 lb. ft. / Stage 2: 90°)
 - Middle subframe bolts (*torque*: 195 lb. ft. / 265 Nm).
 - Front subframe bolts (*torque*: 195 lb. ft. / 265 Nm).
16. With the aid of an assistant, lower the front subframe assembly from the vehicle.

Installation

1. To install, reverse the removal procedures.
2. Install wheels and tires (Section 204-04A).
3. Check and if necessary, adjust front toe (Section 204-00).

For questions on this or the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphep@fordcrashparts.com.

Ford and Enterprise Expand Collision Engineering Program

Enterprise Holdings, through the [Enterprise Holdings Foundation](#), recently announced a strategic collaboration with the [Ford Motor Company Fund](#) to expand its industry-leading [collision engineering program](#) (CEP) to a seventh college. CEP's two-year apprenticeship model, founded by Enterprise Holdings Foundation and Ranken Technical College, aims to attract and develop entry-level talent to fill essential roles within the collision repair industry.

The Ford Fund's support will include scholarships to CEP students, as well as funding for program startup costs, instructor training and school equipment such as lab materials. It will also provide students access to toolkits, uniforms, PPE, certifications, tuition assistance, assessments and other student-centered resources at the new school.

"This is an exciting time to support students pursuing careers in collision engineering," said Mike Schmidt, economic mobility director at Ford Motor Company Fund. "As the auto industry is rapidly evolving, the need for bright minds who are passionate about technical careers becomes greater every day."

With more than 110,000 new collision technicians needed between 2022 and 2026, according to the [TechForce Foundation](#)—a national public charity—the CEP is designed in conjunction with the automotive industry and encourages schools and industry leaders to work together to build a new generation of highly skilled, motivated and passionate collision repair professionals.

Throughout the program, students learn in both classrooms and modern collision engineering facilities where industry experts provide real-world education as students work toward earning their associate degree.

"Widespread industry support is vital to addressing the worker shortage and skills gap, and to ensuring the success of the CEP," said Mary Mahoney, vice president at Enterprise Holdings.

The program is currently active at six schools across the U.S. including: Ranken Technical College in St. Louis, Mo.; College of Lake County in Grayslake, Ill.; Contra Costa College in San Pablo, Calif.; Collin College in Allen, Tex.; Texas State Technical College in Waco, Tex.; and Metropolitan Community College in Omaha, Nebr. The seventh school, to be opened through the Ford Fund's support, will be announced in the coming months.

For more information about the CEP, visit www.beacollisionengineer.com.



Attendees Praise Ford-Specific Hands-On ADAS Training Course



JJ Mills, Sawgrass Ford Collision Center Technician, Shares Insights from "One of the best courses I have ever attended."

In the nine years that James "JJ" Mills—an I-CAR® Platinum Technician™—has worked at Sawgrass Ford Collision Center in Sunrise, Florida, he estimates completing scores of I-CAR courses, helping him gain leading knowledge and skills to perform complete, safe and quality repairs of today's advanced vehicles.

"The changes [to modern vehicles] are dramatic," said Mills. "Without training, I don't see how a technician can feel comfortable. We're not repairing cars the same way we did even five or six years ago, with all of the new raw materials, the ways panels are attached, and the influx of electric vehicles."

That's why Mills jumped at the chance to be a part of a pilot course to help finalize the recently released Ford-specific, two-day ADAS (advanced driver assistance systems) **hands-on skills development course (HOSD)**, developed in collaboration with I-CAR.

The 16-hour ADAS learning and certification course, held at I-CAR's Chicago Technical Center in Vernon Hills, Ill., simulates a real-world shop environment, with Ford service information (PTS) and Ford Diagnostics & Repair System (FDRS) used to identify, investigate, diagnose and repair ADAS on various Ford vehicles.

"It was one of the best courses I have ever attended," said Mills.

Solidifying Confidence & Competency

Not only was Mills able to put his newly attained learnings into practice "the very next day," but the expert instruction—led by I-CAR's technical subject matter experts—solidified

his confidence and competence in applying a diagnostic process to understanding ADAS operation, architecture and features, while understanding the relationships these systems have to one another and other vehicle systems.

Working in pairs, several teams rotated among four different Ford vehicles with varying ADAS systems, for an optimal, hands-on problem-solving/learning experience.

"It was an enormous amount of insight and knowledge," he said. "I-CAR's instructors did so much prep to make this invaluable, 'bugging' the vehicles so our teams could go through, find the problem and fix it," explained Mills. "We'd bounce thoughts and theories off of each other, discuss how we'd approach things and then come up with a solution to the particular problem."

Safety & Training Go Hand-in-Hand

Bill Condron, director of fixed operations at Sawgrass, has made training a top priority since joining the dealership 27 years ago.

"We are unrelenting when it comes to safety, and proper training goes hand-in-hand with this focus," said Condron.

That dedication earned Condron the 2022 Jeff Silver Memorial Award, honoring an I-CAR Platinum individual who demonstrates true passion for training and professional growth. As a demonstration of his commitment to training, Condron encourages every employee at his collision repair center to invest in their career development and take as many courses as they'd like.

First-Hand Lessons

Condron's commitment also extends beyond his professional passion. About 12 years ago, Condron found himself crawling out of his Ford Mustang following a devastating crash.



Repair technician JJ Mills removes a headlight in preparation for refinishing the right side of the cab and fender after replacing the door and cab corner.

While he was lucky to survive, the incident has provided a first-hand lesson on the importance of a proper repair.

"It makes me understand why the safety systems are in the car, and why vehicles have to be properly repaired following the correct safety specifications," he explained.

"Your business should want to fully understand vehicle repair," Condron concluded, noting that the investment in a technician's time away from the shop for the two-day course continues to reap benefits.

"If we hadn't taken the course, we would have wasted three days of shop time trying to diagnose the repair. The course is a win-win."

For more information on the HOSD course prerequisites, visit [I-CAR.com](https://www.i-car.com).

For more information regarding Ford requirements, visit [I-CAR.com/Ford](https://www.i-car.com/Ford) or call (844) 505-9557 to speak with a representative.

Ford OEM Auto Glass Attributes

Continued from page 3

Thickness and Strength: Unlike most of the body glass (non-windshield glass on the vehicle), the windshield will not shatter into pieces, but rather spider web or fragment, due to the vinyl sandwiched in between the two pieces of glass. An aftermarket windshield typically utilizes thinner glass and subpar (or recycled) vinyl. In the event of a forceable object projecting itself onto the windshield during driving conditions, the OE windshield is designed to withstand a certain level of damage, without that projectile penetrating the cabin area of the vehicle. For safety standards, every OEM windshield is designed to meet the criteria for FMVSS ball-drop testing. Aftermarket windshields may not meet these strict OEM standards of thickness and durability when utilizing standard vinyl materials and less-than-OEM-standard glass thickness.

Visual: Many aftermarket windshields will include visual distortions that would not have been acceptable at the assembly plant or during installation. Carlex has installed a 100 percent laser surface scan on all windshield manufacturing lines. Normal human eye inspection at the end of a manufacturing line is deficient when measured against today's expectations.

Wiper Operation: Windshield wiper systems and blades are designed based on CAD nominal glass surface to meet strict OE wipe performance requirements. Windshield surface shape impacts wiper

blade length, wipe angle, wiper arm design and wiper pressures. OEMs require glass suppliers maintain tight control on the entire windshield surface to ensure wipe performance can be achieved and maintained. Windshield surface shape and ROC (rate of change) are verified to CAD surface during each OE windshield production run by the glass supplier. An aftermarket windshield built by reverse engineering may not have the same complex shape or exact thickness, which can allow for imperfections that lead to poor wiper performance. A small valley in the glass—a byproduct of the non-OEM tooling—causes wipers to smear, leaving a trail of water behind each swipe. Often, windshield wipers are either not able to apply enough pressure to correct this or will apply too much pressure over a hump to work properly. Windshields that are not fabricated to CAD design intent will negatively impact vehicle wiper performance.

For more information on Ford/Carlex OEM glass, including job aids, official position statements, repair videos and more, visit [FordCrashParts.com/Glass](https://www.fordcrashparts.com/glass).

For more information on the Ford Certified Glass Network, or to join the program, visit [Collision.Ford.com/FordCertifiedGlassNetwork](https://www Collision.Ford.com/FordCertifiedGlassNetwork) or call (833) 837-7694.

2023 Industry Events Calendar*

Apr 12	AASP-MN Repair Alliance Meeting (Hybrid)	St. Cloud, MN
Apr 12–13	Collision Industry Conference General Meeting	Richmond, VA
Apr 18–19	HD Repair Forum Educational Sessions	Fort Worth, TX
May 1–3	Women's Industry Network Annual Conference (Hybrid)	San Antonio, TX
May 19–20	Midwest Collision Trade Show & Conference	Overland Park, KS
July 18	Collision Repair Education Foundation Annual Golf Outing	Indianapolis, IN
July 19	Collision Industry Conference General Meeting	Indianapolis, IN
Aug 25–26	ABAT Trade Show	Irving, TX
Sep 20–22	AGRR™ Auto Glass Week™	Virginia Beach, VA
Sep 16–24	North American International Auto Show	Detroit, MI
Oct 31	Collision Industry Conference General Meeting	Las Vegas, NV
Oct 31–Nov 2	Automotive Aftermarket Products Expo (AAPEX)	Las Vegas, NV
Oct 31–Nov 3	Specialty Equipment Market Association (SEMA) Show	Las Vegas, NV

*Editor's Note: These events, dates, and other details are subject to change.



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 *OnTarget* for free at FordCrashParts.com, or by clicking the Ford page on 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

Inside the Industry

Collision Repair Legislation

The 2023 legislative season is underway in many states, and several collision repair-related bills have already been introduced. Here's a quick rundown:

NE – LB 782: Would require repair facilities to follow OEM procedures for all repairs; would also require salvage titles for structurally totaled vehicles.

NY – AB 59: Would require use of new OEM crash parts only for a vehicle's first three years.

NY – AB 210: Prohibits shops and insurers from deviating from OEM "collision repair guidelines, procedures, recommendations and service bulletins" without vehicle owner written authorization.

NY – S 6028: Vetoed. Would have eliminated requirement insurers physically inspect vehicles prior to issuing coverage.

SC – H 3256: Requires insurer-paid repairs follow OEM instructions, and new policies to include an appraisal clause.

TX – HB 1321: Would prohibit insurers from requiring non-OEM parts as a cost-cutting measure.

DEG Updates Website

The Database Enhancement Gateway (DEG)—a 2008 initiative created and funded by the Alliance of Automotive Service Providers and

the Society of Collision Repair Specialists to improve the quality and accuracy of collision repair estimates—has unveiled a newer, user-friendly website. Increased security features, advanced data and analytics capabilities, and improved search and filtering options for vehicle-specific information are just some of the new features. The free DEG resource can be found here: degweb.org.

NHTSA Recall Tool Aids Repairers

The National Highway Traffic Safety Administration (NHTSA) has added a new feature to help collision repairers identify if the vehicle they are working on is included in any open recalls. The tool breaks down all open recalls by vehicle manufacturer, recall type and description, components included and other features, including direct links to the recall notice. The tool, which can be accessed [here](#), is intended to help repairers communicate to their customers that their vehicle is under a recall, and to avoid any possible liability issues.

VMT Down in November

The number of vehicle miles traveled (VMT) nationwide in November 2022 reached 264.2 billion, according to recent figures released by the Federal Highway Administration. That total represents a decrease of 3.5 billion miles—or 1.3 percent—from the same time frame a year earlier and reverses a trend that had seen consistent growth for 15 consecutive months.

