

On Target



FORD PARTS

For Ford and Lincoln wholesalers
and the collision repair industry

Collision Assistance Remains a Valuable Resource for Ford and Lincoln Vehicle Owners



Ford Motor Company offers Ford and Lincoln vehicle owners comprehensive Collision Assistance, available exclusively through the **FordPass** and **The Lincoln Way** Apps. Collision Assistance is a valuable resource for customers, as it contains a wealth of helpful options, including step-by-step support during a collision event, from the immediate aftermath through the needed repair, or the purchase of a replacement vehicle if needed.

With just a few clicks, customers have a variety of resources available to them through their mobile phone to assist in their time of need, including:

- **Ford and Lincoln Collision Assistance Contact Center:** Speak with a trusted, knowledgeable advisor who can offer guidance throughout the entire collision repair process, 24/7, 365 days a year.
- **Ford Certified Collision Network Locator:** Receive help in finding a collision repair center, including one of over 2,000 Ford Certified Collision Network (FCCN) centers. FCCN centers prioritize the use of original equipment parts and repair procedures to deliver quality repairs.
- **Towing:** Quickly and easily arrange a tow to an FCCN center, available 24/7, 365 days a year.
- **Documentation:** Record accident details including data on location, driver information, insurance coverages, witness details and up to 12 images.
- **Rental and More:** Arrange for a rental vehicle through Enterprise Rent-A-Car, or simply a ride home through Uber or Lyft.

Customers can access these benefits via Collision Assistance located within the Service tab in the FordPass and Lincoln Way Apps. Ford and Lincoln owners can also check FordPass Rewards, get vehicle information, gain access to Roadside Assistance, locate dealers, collision centers and charging stations, and schedule vehicle service—just a few of the ways to use a smartphone to connect with a Ford or Lincoln vehicle.

“Ford is committed to providing our owners with ‘always on’ support when they need it and through the channel of their choice,” said Ford Customer Service Division U.S. Collision Manager Chris Wallace. “We understand that our customers seek help and access information in different ways, so Collision Assistance and the suite of support we are providing was built with this in mind.”

Search Google Play or the iPhone App Store and download the FordPass or The Lincoln Way App today*.

For more information on FCCN, visit collision.ford.com/fordcertifiedcollisionnetwork or call 833-837-7694.

*FordPass and The Lincoln Way, compatible with select smartphone platforms, are available via a download. Message and data rates may apply.



Ford and Rotunda Introduce Miniaturized Scanning Capability with VCM™ Lite

Courtesy of Ryan Hays, Rotunda Diagnostic Specialist

Ford Motor Company and Rotunda are eager to announce VCM Lite, a brand-new, intuitive diagnostic tool that is quick, affordable and designed specifically to optimize collision repair throughput, all while still being small enough to fit in a technician's pocket.

From conception, the hardware was designed with technician affordability in mind without sacrificing capability. With the accompanying Ford DiagNow mobile app, technicians can now diagnose vehicles with their smartphone or tablet. Ford DiagNow contains some of the most-used applications from Integrated Diagnostic Software (IDS) and Ford Diagnostic & Repair System (FDRS) to service most 2010 and newer Ford and Lincoln vehicles. (Editor's note: for more information on Ford diagnostic software, see *On Target - 2021, Vol. 3.*)

Utilizing feedback from a pilot program last year, VCM Lite includes the most-wanted features, including the ability to read and clear DTCs, visualize vehicle parameters with Datalogger and tackle tricky communication faults with the Live Network Monitor. In addition, the Rotunda development team is already working to deliver additional applications that will allow technicians to be more productive.

Visit OneRotunda.com today for pricing and availability. Once you receive the hardware, download the Ford DiagNow app from the Apple or Google App store. Log in with your user ID and password (either your Ford dealership or FordServiceInfo.com credentials) and connect via Bluetooth to the hardware.

Your subscription as a Ford dealership technician to the Ford DiagNow mobile app is on promotion and will be complimentary until January 2023. If you are a Ford fleet or retail customer, visit FordServiceInfo.com, create an account and purchase your subscription for \$149.99 per year.



IN THIS ISSUE

ADAS Job Aid Details

SRS Component Descriptions

Ford Maverick Body Construction Details

Lincoln Aviator/Ford Explorer Subframe

I-CAR Unveils New Technical Center

BLIS® with Trailer Tow

ADAS Job Aid Details

Late last year, Ford Motor Company created three new job aids, focusing on battery electric vehicle (BEV) under-body high-voltage (HV) battery inspections, and repairs involving Ford and Lincoln vehicles equipped with advanced driver assistance systems (ADAS), with and without glass. (Editor's note: see *On Target*, 2021 - Vol. 4).

Here, we take a deeper look at the job aid on driver assistance systems (with glass).

These systems help warn drivers and mitigate road hazards. The components of these systems may require additional calibration steps or vehicle programming after the component or related components have been removed, replaced or serviced. The following information—excerpted directly from the job aid—covers component descriptions and locations, as well as the required calibration steps of each advanced driving support system.

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

On Target plans for additional updates in future volumes, including details on the battery inspection job aid. 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 or visit I-CAR's RTS Portal at RTS.i-car.com.

ADAS Descriptions			
System	Description	Abbreviation	Description
Lane Keeping System	Lane Keeping Alert	LKS	<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 they are close to leaving the lane.
	Lane Keeping Aid		<ul style="list-style-type: none"> Provides steering input toward the center of the lane when an unintended lane departure is detected.

ADAS Component Location	
Component	Location
Head Up Display Module (HUD)	On top of the instrument panel on the driver's side at the base of the windshield
Image Processing Module A (IPMA)	On the windshield, below the interior rear-view mirror
Lane Keeping Camera	On the top edge of the windshield

ADAS Component Calibration		
Component	When is Calibration Required?	Notes
Head Up Display Module	<ul style="list-style-type: none"> A new HUD is installed 	<ul style="list-style-type: none"> Programmable module installation
	<ul style="list-style-type: none"> The HUD is removed and reinstalled or replaced The instrument panel is removed and reinstalled or replaced A new windshield is installed 	<ul style="list-style-type: none"> HUD calibration - If the system is not calibrated, the images may be distorted or display improperly
Image Processing Module A	<ul style="list-style-type: none"> New IPMA is installed 	<ul style="list-style-type: none"> Programmable module installation IPMA camera alignment
Lane Keeping Camera	<ul style="list-style-type: none"> When a windshield, camera or IPMA is replaced If the windshield is removed for structural repairs that affect windshield position Change in tire size Suspension repair or alignment Front airbag deployment 	<ul style="list-style-type: none"> IPMA Camera Alignment Lane keeping systems are developed and calibrated based on the manufacturer's specified ride height and wheel/tire combinations. If the ride height or wheels have been altered this will affect system accuracy

NOTE: It is important to note that the driver assist systems are intended to work on the vehicle as it is designed. Any aftermarket alteration could cause a system to malfunction or not accept a correct calibration.

I-CAR® EXPANDS WORLD-CLASS TECHNICAL EXPERTISE, CAPACITY AND CAPABILITIES



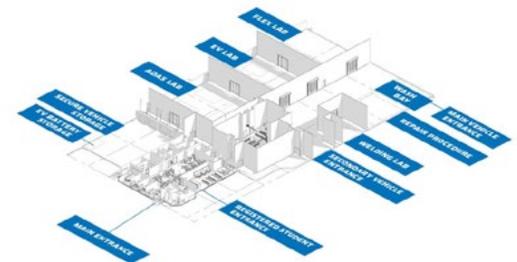
New development underscores collaboration with Ford and the national collision network, and mirrors the rapid pace of collision repair complexity and future technological needs

I-CAR® (the Inter-Industry Conference on Auto Collision Repair) remains committed to the ongoing creation and delivery of relevant, high-level education for its upcoming advanced driver assistance systems (ADAS) and electric vehicle hands-on courses, and the future support of Ford's Certified Collision Network (FCCN), during a time of extraordinary vehicle technology change.

As part of its commitment and support, I-CAR plans to expand its technical expertise,

capacity and capabilities with the creation of the Chicago Technical Center (CTC), which is scheduled to open this year. It includes the addition of nearly 48,000 square feet of space in the Chicagoland area to serve as a catalyst for advanced research and development, uniquely reflecting the ongoing and emerging technological complexities associated with electric vehicles (EVs), hybrid vehicles (HVs), ADAS and more. The new site will expand upon and complement I-CAR's existing technical center in Appleton, Wisconsin.

"Ford recognizes the importance of I-CAR's technical expansion, and we look forward to continuing our collaboration for future enhancements to the Ford Certified Collision Network," said Dean Bruce, Ford collision marketing manager. "We deeply value the long-term relationship with I-CAR and this extraordinary training facility only enhances our shared mission to continue providing relevant



technical support for the industry, reflective of the current and future technical demands the industry has begun to see over recent years."

For more information on I-CAR, visit www.i-car.com.

For more information on the FCCN, visit collision.ford.com/fordcertifiedcollisionnetwork.

2022 Ford Maverick: Vehicle-Specific Body Construction

On Target is thrilled to begin providing vehicle-specific details on the new 2022 Ford Maverick, the first standard full-hybrid pickup in America⁽¹⁾ and one of the most fuel-efficient trucks on the market.⁽²⁾ Offering advanced technologies—including Ford Co-Pilot360™—the compact size of the Maverick makes it easy to maneuver and park, yet it still comfortably seats five adults with plenty of storage space.

The Maverick also offers plenty of Built Ford Tough durability and capability. Featuring a payload capacity of 1,500 lbs.,⁽³⁾ its standard 2.5-liter full hybrid electric vehicle (FHEV) engine is capable of towing 2,000 lbs.,⁽⁴⁾ while the optional 2.0-liter EcoBoost® gas engine doubles the towing capability to 4,000 lbs.⁽⁵⁾

Here, we provide a look at the makeup of some of the key exterior components of the Maverick, including the front floor, and center and rear floor.

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 Motorcraftservice.com.

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

Body

The body of the 2022 Ford Maverick consists of the following:

- Front frame rails constructed of dual-phase (DP) 600 high-strength steel
- Rear frame rails constructed of boron ultra-high-strength steel
- Fender reinforcement tube constructed of dual-phase (DP) 800 high-strength steel
- Fender apron assembly constructed of dual-phase (DP) 600 high-strength steel
- Unibody structure constructed of boron, dual-phase (DP) and high-strength steels
- Body structure constructed of boron, dual-phase (DP) and high-strength steels
- Roof panel reinforcements constructed of dual-phase (DP) 800, mild and high-strength low-alloy (HSLA) steel
- Bolted, removable front fenders, hinged doors and hood
- Bodyside outer panels constructed of mild steel
- Mastic pads used on floor pan for sound deadening

Bumper Beams

Bumper beams are typically constructed of high-strength (HS) or stronger-class steel. If the bumper beam shows evidence of a kink or tear it is not repairable and must be replaced. The use of heat to repair these components is not allowed and will result in weakening the component. Minor damage may be corrected through cold straightening only.

On Target plans to include more construction details on the Maverick in future volumes.

For more information on the Maverick, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphehelp@fordcrashparts.com or visit I-CAR's RTS Portal at RTS.i-car.com.

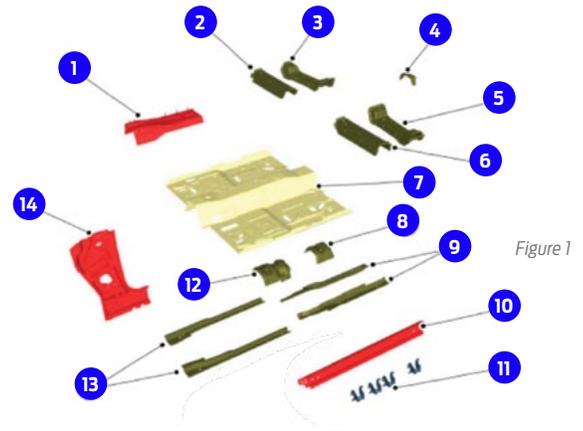


Figure 1

Front Floor (Figure 1)

Item	Description	Steel Type
1	Tunnel reinforcement	Boron steel
2	Front upper crossmember	Dual-phase (DP) 600 steel
3	Crossmember assembly	Dual-phase (DP) 600 steel
4	Bracket support	Mild steel
5	Crossmember assembly	Dual-phase (DP) 600 steel
6	Front upper crossmember	Dual-phase (DP) 600 steel
7	Floor pan assembly	Mild steel
8	Reinforcement	Dual-phase (DP) 600 steel
9	Lower side member extension	Dual-phase (DP) 600 steel
10	Side member floor	Boron steel
11	Bracket support	High-strength low-alloy steel (HSLA)
12	Reinforcement	Dual-phase (DP) 600 steel
13	Lower side member	Dual-phase (DP) 600 steel
14	Side member	Boron steel

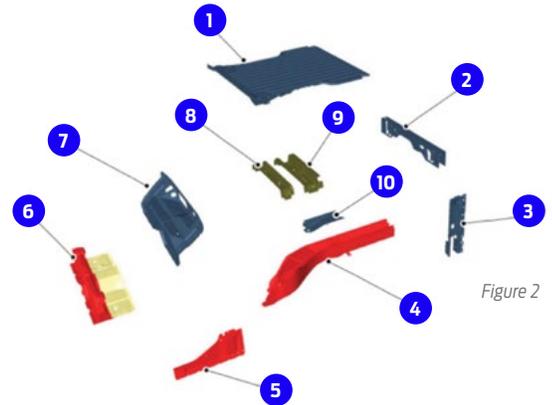


Figure 2

Center and Rear Floor (Figure 2)

Item	Description	Steel Type
1	Rear floor panel	High-strength low-alloy (HSLA) 300 steel
2	Rear floor cross member	High-strength low-alloy (HSLA) 420 steel
3	Reinforcement	High-strength low-alloy (HSLA) 420 steel
4	Rear side member	Boron steel
5	Floor side inner panel	Boron steel
6	Center floor pan assembly	Boron and mild steel
7	Floor crossmember	High-strength low-alloy (HSLA) 300 steel
8	Crossmember	Dual-phase (DP) 600 steel
9	Crossmember	Dual-phase (DP) 600 steel
10	Spare wheel support	High-strength low-alloy (HSLA) 340 steel

(1) Limited availability. See dealer for available inventory stock.

(2) EPA-estimated 42 city/33 hwy/37 combined mpg. Actual mileage will vary.

(3) Max payload varies and is based on accessories and vehicle configuration. See label on door jamb for carrying capacity of a specific vehicle.

(4) Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

(5) Available 4K towing with available 2.0L EcoBoost® engine and available 4K tow package. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

More Details on Blind Spot Information System (BLIS®)

We continue our series on how Ford BLIS® operates, this time examining how BLIS® works with trailer tow, taken directly from the *Ford Workshop Manual*. For earlier installments, see previous issues of *On Target*, available at 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 Motorcraftservice.com.

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

BLIS® with Trailer Tow

NOTES:

- BLIS® with Trailer Tow is an extended feature of BLIS® and depends on the proper functionality of BLIS®.
- The transmission needs to be in park (P) to select a specific trailer or to input the needed measurements into the instrument panel cluster (IPC) message center.
- BLIS® with Trailer Tow only functions with a conventional trailer. If 5th wheel or gooseneck is selected, then BLIS® and cross-traffic alert (CTA) functions will turn off.

BLIS® with Trailer Tow can be turned off through the IPC message center. This also occurs automatically when the BLIS® is turned off.

The following steps should be performed when setting up a trailer through the IPC message center:

- Select the type of trailer: conventional, 5th wheel or gooseneck. If 5th wheel or gooseneck is selected, then BLIS® and CTA functions will turn off.
- Select whether the width of the new trailer is less than or equal to 2.6 m (8.5 ft).
- Enter the length of the new trailer, as measured between the trailer ball hitch and the back of the trailer. BLIS® with Trailer Tow should turn on and CTA turn off. However, if the trailer length is entered as three feet, then CTA will remain on (three foot length is reserved for bike racks and cargo racks).

When the trailer is first connected, a “Trailer connected” message appears in the IPC message center. When connecting to a four-pin trailer connector, the brake pedal must be depressed immediately afterwards to get the message. If a preset trailer exists in the IPC, then BLIS® with Trailer Tow automatically receives preset trailer information. If the trailer is not preset,



then select the correct trailer from the IPC menu or add a new trailer with the correct dimensions.

If there are no trailers listed in the IPC, then the IPC automatically requests trailer information. If at this point the driver exits the message center menus, then BLIS® and CTA automatically turn off. Otherwise, the driver must add new trailer information through the IPC.

False alerts are also possible with a truck and trailer operating with BLIS® with Trailer Tow. If the ignition is cycled, the system will continue to function using the last trailer selected.

BLIS® with Trailer Tow is designed to work with any trailer whose front width is 2.6 m (8.5 ft) or less with a total length from the trailer hitch ball to the rear of the trailer of up to 10 m (33 ft). Different trailers may cause a slight change in performance as outlined below.

- Large box trailers may cause false alerts to trigger when driving next to buildings or near parked cars.
- A false alert may occur while making a 90-degree turn.
- Trailers that are 2.6 m (8.5 ft) wide at the front and have a total length greater than 6 m (20 ft) may have delayed alerts from passing vehicles when the vehicle is passing at high speed.
- A box trailer with a front width that is 2.6 m (8.5 ft) may cause early alerts when overtaking a vehicle.

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.

Supplemental Restraint System Component Descriptions

The Supplemental Restraint Systems (SRS) section from the *Ford Workshop Manual* details many complex and important repair procedures, notes and information that all repairers should know about. Here, *On Target* follows up with more component descriptions and definitions it began late last year (2021 - Vol. 4), utilizing the F-150 as an example vehicle

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 Motorcraftservice.com.

Section 501-20B: Supplemental Restraint System – Description and Operation

COMPONENT DESCRIPTIONS

Seatbelt Buckle Sensor

The seatbelt buckles contain integrated sensors that are Hall-effect switches. The seatbelt buckle sensors are serviced with the seatbelt buckle.

On vehicles equipped with rear inflatable seatbelts, the buckle at each rear, outboard seating position includes the seatbelt buckle sensor and seatbelt inflator. The rear seatbelt buckle is serviced only as an assembly with the sensor and inflator.

Seat Position Sensor

The seat position sensor is a Hall-effect sensor that indicates the position of the seat along the seat track. The sensor detects the presence of a shunt bracket on the track, indicating the seat has moved past a certain point in the adjustment range.

Side-Impact Sensor – Front Door

The front door side-impact sensors monitor air pressure within the door to detect certain crashes, such as a side impact. Mounting position and orientation is critical for correct operation of the front door side-impact sensors.

Side-Impact Sensor – Second Row (SuperCab and SuperCrew only)

The second-row side-impact sensors measure acceleration (g-rate) and are hardwired to the restraints control module (RCM). Mounting position and orientation are critical for correct operation of the second-row side-impact sensors.

Additional details on SRS repairs from the *Ford Workshop Manual* will continue in future volumes of *On Target*, focusing on clockspring adjustments, de-powering and re-powering the vehicle, pyrotechnic device disposal and more.

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

Ford F-150 Box Assembly Procedure

On Target provides additional updates regarding the recently detailed procedure on assembling an entire box assembly for the 2015 – 2020 Ford F-150.

This comprehensive procedure combines all 13 individual repair procedures into a chronological, step-by-step order. This specific build procedure can be found in **Section 501-30: Rear End Sheet Metal Repairs, General Procedures, Pickup Bed Assembly**, and is available on Motorcraftservice.com.

[8-foot pickup bed shown. 5.5-foot and 6-foot pickup beds similar.]

NOTE: To assure correct pickup bed component alignment, all steps must be performed working from a solid, stable and level support base.

The previous steps involved preparing the emerging box assembly to be fitted with the outer body-side panels, which is where this installment picks up.

1. On both sides of the box assembly, apply

metal bonding adhesive (LORD Fusor® 108B; Motorcraft® Metal Bonding Adhesive TA-1-B; TA-1; TA-1-B, 3M™ 08115).

2. Install, properly position, and, using the locking pliers, clamp the outer body-side panel into place (on both sides).
3. On both sides, use the 6.5mm drill bit to drill guide holes, and, using the rivet gun, install blind rivets (part #W707638-S900C). [Figures 1 and 2]

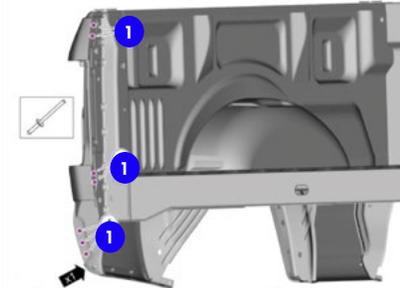


Figure 1

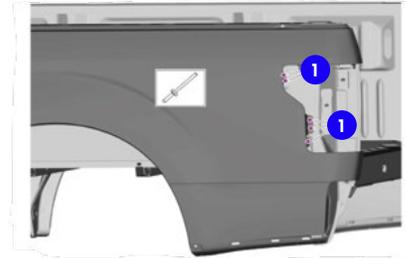


Figure 2

4. On both sides, use the 6.5mm drill bit to drill guide holes, and, using the rivet gun, install blind rivets (part #W702512-S900C). [Figure 3]

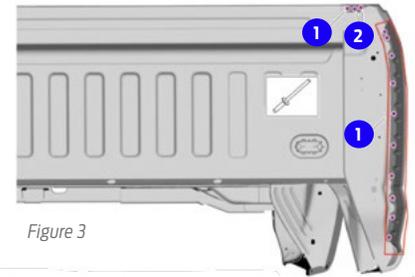


Figure 3

This now prepares the box assembly for NVH foam sealant and the inclusion of additional braces, which will be covered in the next installment of *On Target*.



Questions on this, or the proper repair of any Ford or Lincoln vehicle, can be sent to cphelp@fordcrashparts.com.

Front Subframe: Lincoln Aviator / Ford Explorer

On Target provides an additional deep-dive into the 2020-current Lincoln Aviator/Ford Explorer, taking an in-depth look at the multi-step repair process involved in removing the vehicle's front subframe.

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 Motorcraftservice.com.

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.

NOTE: The previous installment concluded after separating the steering column shaft coupler from the electronic power assist steering (EPAS) gear, removing the engine front cover bolts, and installing the engine lifting bracket—part #303-050 (T70P-6000)—and the engine support bar (part #303-F070). For more information, see *On Target, 2021 - Vol. 4*.

1. Remove the following items:
 - Front wheels and tires (**Section 204-04A**)
 - Left-hand catalytic converter (**Section 309-00**)

And, if equipped:

- Pin-type retainer, bolts and the underbody shield
 - Pin-type retainer, bolts and the rear underbody shield (torque: 22 lb. in. / 2.5 Nm)
2. On both sides, remove the wheel arch liner to front subframe retainers.

NOTICE: Use the internal or external hex-holding feature to prevent the ball and stud from turning while removing or installing the stabilizer bar link nuts. The link boot seal must not be allowed to twist while tightening the link nuts or damage to the boot seal will occur.

3. On both sides of the vehicle:
 - Remove and discard the nut and position the sway bar link aside (torque: 129 ft. lb. / 175 Nm).
 - Remove and discard the strut nut and bolt (torque: 210 lb. ft. / 285 Nm).

NOTICE: Do not use a hammer to separate the tie rod end from the wheel knuckle or

damage to the wheel knuckle may result. Use care when installing the tie rod separator or damage to the tie rod end boot may occur.

NOTE: Use the hex-holding feature to prevent turning of the stud while removing the tie rod end nut.

4. On both sides of the vehicle:
 - Remove and discard the tie rod end nut (torque: 52 lb. ft. / 70 Nm).
 - Separate the tie rod end from the wheel knuckle.
 - Remove and discard the front lower arm outboard nut (torque: 66 lb. ft. / 90 Nm).

All-Wheel-Drive Vehicles

NOTICE: Failure to remove the AWD front halfshaft during lower control arm removal will cause damage to the front halfshaft.

5. Remove the front halfshaft (**Section 205-04**).

On Target plans to continue this repair process in future volumes.

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

2022 Industry Events Calendar*

Apr 7	AASP-MN Annual Meeting & Leadership Conference	Plymouth, MN
Apr 14	Collision Industry Conference General Meeting	Oklahoma City, OK
May 2 – 4	Women's Industry Network Annual Conference (Hybrid)	Greenville, SC
July 19	Collision Repair Education Foundation Annual Golf Outing	Pittsburgh, PA
July 20 – 21	Collision Industry Conference General Meeting	Pittsburgh, PA
Aug 26 – 27	ABAT Trade Show	Irving, TX
Sep 14 – 16	AGRR Auto Glass Week™	San Antonio, TX
Sep 14 – 25	North American International Auto Show	Detroit, MI
Nov 1	Collision Industry Conference General Meeting	Las Vegas, NV
Nov 1 – 3	Automotive Aftermarket Products Expo (AAPEX)	Las Vegas, NV
Nov 1 – 4	Specialty Equipment Market Association (SEMA) Show	Las Vegas, NV

*Editor's Note: Due to continued uncertainty regarding trade shows and public gatherings, these events, dates, and other details are subject to change.



Inside the Industry

Collision Repair Legislation

The 2022 legislative season is underway in many states, and several collision repair-related bills have already been introduced, while two carryover bills have seen significant action. Here's a quick rundown:

IL – HB 4719:

Requires OEM specifications are followed in collision repairs, glass replacement and ADAS calibrations covered by insurance.

IL – HB 5409:

Requires repairers and glass shops to inform consumers if an ADAS calibration is required and if it will be performed; also requires repairers to meet or exceed manufacturer specifications.

MA – HB 4242:

Adds two positions to the Auto Damage Appraisers Licensing Board.

NJ – SB 1559:

Signed into law. Gives claimants right to sue insurers directly for unfair claims practices. Companion bill – AB 1659.

RI – SB 870:

Veto overridden. Prohibits insurers from refusing to pay shops for documented necessary sublet services. Companion bill – HB 6324.

SC – HB 4847:

Requires repairers follow OEM repair procedures and auto insurers to provide a third-party appraisal provision in their policies.

VT – HB 522:

Prohibits requiring the use of aftermarket parts for two years or 30,000 miles, after which required aftermarket parts must be CAPA-certified.

WA – HB 1779:

Requires insurers to include an appraisal clause provision in their auto policies.

Traffic Deaths Increase

The number of fatalities on the nation's roadways jumped 12 percent during the first nine months of last year when compared to the same period in 2020. [The National Highway Traffic Safety Administration](#) reports 31,720 deaths through September, representing the highest nine-month figure since 2006 and a nearly 33 percent increase since 2011.

New Leader for MCRA

The Montana Collision Repair Association (MCRA) has appointed Mariah Sampson as its new executive director. Sampson was previously elected to the association's board. The MCRA has its spring meeting scheduled for April 15 – 16 in Billings. For more information, visit its website at [mcramt.com](#).

Counterfeit Airbags Arrest

A 44-year-old citizen of the Dominican Republic was recently arrested in Philadelphia in connection with a seizure of counterfeit airbag inflators. U.S. Customs and Border Protection (CBP) reports Emiliano Rodriguez is being charged with trafficking in counterfeit goods and causing the delivery of hazardous materials by air carrier, following an investigation spurred by the discovery of 12 airbag gas inflators shipped from Hong Kong to Philadelphia in September 2019.

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



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