

ABAC NEWS

September
October
2024

The Official Newsletter of the Auto Body Association of Connecticut



ABAC Holds Third Annual Charity Golf Tournament to Benefit Connecticut Tech School Collision Program

“In Unity There is Strength; In Knowledge There is Power”

Your Car, Your Choice - Find us at www.abaconn.org

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ABAC President's Message

Bob Amendola

Industry Insights



What a great turnout at our
September meeting!

The meeting was very informa-
tive on the new DMV Bulletin. This
article states that repairers must
repair cars per OEM Guideline en-
suring consumer safety. That is our
utmost priority.

Storage issues have been arising
where customers have had deduc-
tions to their total loss settlements.
We believe this is unfair claims
practice and should be followed
up with a Department of Insurance
complaint on behalf of the custom-
er. After that, a complaint to the

Attorney General's office. By assisting your customers, you are providing
them with great customer service but staying out of a fight that is not
our own.

When insurance companies short pay an insured or claimant you have
three choices; collect from the customer, litigate, or absorb those costs.
The third option is not sustainable.

Work force work-based learning programs are having great results. You
must invest in your future or not be a part of it.

Thank you to everyone involved with the ABAC's 3rd Annual Golf Tourna-
ment. Not only did we have a full house with golfers, but the support of
our sponsors was tremendous. See the story on Page XX of this newslet-
ter!

Stay diligent and please continue to support your association; onwards
and upwards!

Sincerely,

Bob Amendola

Autoworks of Westville

President - Auto Body Association of Connecticut

Autoworksofwestville@gmail.com

ABAC Membership Meeting Town Hall Event

The Auto Body Association of Connecticut held their most recent Membership Meeting on Tuesday September 10th at the Woodwinds in Branford, CT

As always, ABAC President Bob Amendola began by thanking everyone for their attendance and went over the evening's agenda. ***"It's great to see another good turnout this evening with some new faces and thank you all for taking the time to attend,"*** said Bob.



Covering the agenda for the evening, Bob announced Express Diagnostics, National Financial Network and Padgett Business Advisors would be speaking this evening.

These ABAC meetings would not be as successful as they are without the direct contributions from our sponsors. So, a big thank you to our sponsors. As I do at every meeting, I again want to sincerely thank all our ABAC Corporate Sponsors and our ABAC News Supporting Advertisers. They have all made a financial commitment to support YOUR Auto Body Association of Connecticut. In return we'd like to ask all our members to remember to Support Those Who Support You," said Bob. ***"We extend special thanks to our Platinum Sponsors, Buckley Wynne & Parese, and Mauro Motors (BMW of North Haven/Mercedes-Benz of North Haven), and our Gold Sponsor, Bald Hill Auto Group,"*** he continued.

The Sponsors for the night were:

Primary Sponsor

Albert Kemperle

Represented by

Dave Esposito – Territory Sales Manager



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Co-Sponsors

Express Diagnostics

Represented by:
Steve Piro – Owner/President
Nick Varrone – Operations Manager



National Financial Network

Represented by:
Micah Providence - Financial Professional
Steve Rzezuski - Financial Representative



Padgett Business Advisors

Represented by:
Wesley Beal - Owner



Amendola then introduced **Luis Camacho – Associate Education Consultant for CTECS The Connecticut Technical Education and Career System.**

Here's a little background on CTECS:

At the **Connecticut Technical Education and Career System** we always have new and exciting educational experiences happening at each school. Talented academic and technical teachers collaborate to develop applied and integrated lessons. This unique and rigorous curriculum prepares our graduates for immediate employment, entry into apprenticeship programs or admission into a two- or four-year college.

All ninth-grade students participate in the technical programs through the Exploratory Program. This exploratory experience provides the framework for their education in grades 10 – 12. Students take academic courses and career and technical education courses in rotating cycles.

Each student graduates with a high school diploma and a certificate in their **Career Technical Education** area. Graduates are both career and college ready. Meaning that a high school graduate has the ELA and Mathematics knowledge and skills necessary to qualify for and succeed in:

- Entry-level, credit-bearing courses without the need for remedial course work; and
- Post-secondary job training and/or education necessary for his/her chosen career pathway.

Work-Based Learning (WBL) is a part of the CTECS Student Workforce. WBL allows a student to work for an employer during their trade instructional time. Students not only receive credit toward their career technology, but also get paid.



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Available at all CTECS schools, WBL fosters workforce readiness skills, such as punctuality, preparedness, teamwork, problem-solving, and critical thinking, facilitating a smooth transition from school to work.

Through legislation passed through the Connecticut Department of Labor, CTECS students 16 and older are permitted to work in all trades, including high-hazard trades. Each school has a dedicated WBL Coordinator to promote and provide support for students and industry partners throughout the process.

President Bob injected, ***"If you take a student and you don't feel that student is the right fit, you are under no obligation to retain that student and there is no penalty."***

PADGETT BUSINESS ADVISORS

Next up we heard from Wesley Beal. **Wes Beal, the owner of Padgett Business Advisors Wilton office on Main Street in Ridgefield**, has been providing cost-effective, high value-added financial reporting, payroll, tax planning and business advisory services to over 150 small businesses in Northern Westchester, Putnam, and Dutchess Counties in New York and Fairfield County in Connecticut since 2012. Wes draws on a previous 15 years corporate finance advisory and tax compliance experience on Wall Street with an investment bank, management consultant, and capital markets regulator. Wes also enjoyed an ex-patriot stint in Zurich Switzerland for a global private equity house. Prior to his career in corporate finance, Wes was a serial entrepreneur, founding three private businesses in heavy commercial truck sales, service and leasing.

Wes is licensed by the United States Department of the Treasury as an Enrolled Agent to represent any taxpayer in any tax matter in any office of the Internal Revenue Service or any state revenue agency in the country.

NATIONAL FINANCIAL NETWORK

Up to the podium next were 2 representatives from **National Financial Network**. They were: Micah Providence – Financial Professional and Steve Rzezuski - Financial Representative. About NFN:

Serving Individuals, Families, and Business Owners Since 1951

National Financial Network (NFN) is an established financial services firm that has provided comprehensive personal, business and corporate financial strategies since 1951. Prominent in the tri-state area with more than 100 associates, we are recognized as a leading firm for developing and retaining successful advisors to make a measurable impact on the communities they serve.



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EXPRESS DIAGNOSTICS

After our break for dinner, we welcomed **Express Diagnostics/Express Recalibrations** represented by **Steve Piro – Owner/President** and **Nick Varrone – Operations Manager**

We're your go-to experts for comprehensive vehicle diagnostics, repairs and accurate computer system calibrations, whether you come to us, or we come to you.

Simple, effective, and convenient.

Express Diagnostics/Recalibrations emerged from a passion for vehicles and a vision to revolutionize the repair and calibration industry. We recognized the evolving needs of modern drivers and their technologically advanced vehicles. Our mission was clear: to provide top-tier vehicle repair services combined with precise computer system calibrations, all wrapped in unparalleled convenience.

Our Philosophy

At the heart of Express Diagnostics/Recalibrations lies a commitment to excellence. We believe in the power of precision, understanding that even the smallest detail can make a significant difference in performance. Our team is not just composed of technicians; we are vehicle enthusiasts, driven by the desire to see every car operate at its peak potential.

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At Express Diagnostics/Recalibrations, quality isn't just a promise; it's our ethos. Every service we offer undergoes rigorous quality checks, ensuring that your vehicle receives the best care possible. Our reputation is built on trust, expertise, and an unwavering commitment to excellence.

ABAC TOWN HALL

The highlight of the evening was a Town Hall discussion led by ABAC leadership, addressing critical industry issues. Speaking at this Town Hall were ABAC President Bob Amendola; ABAC Legal Counsel John Parese; Board Members Joe Cavallaro and George Atwood. Questionnaires were provided for attendees to ask their questions. Subjects discussed were:

- *Short Pays/Litigation*
- *Follow up with Attorney General*
- *DOI Complaints*
- *Legislation*
- *Storage Concerns*
- *New DMV letter and how and when to utilize*
- *Educating customers for out-of-pocket costs*
- *Shop Tier Levels*
- *Work force shortage*
- *Hiring and Training Opportunities*
- *Partnering with the Tech Schools' Work Based Learning Program (WBL)*

The evening continued with a 50/50 Raffle along with several gift cards provided by the Auto Body Association of Connecticut.

This meeting is just another benefit of membership. If you are not already a member, the ABAC would like you to strongly consider becoming a member today. The minimal cost of membership is immediately offset by attending just one meeting like this. We have several each year.

Before concluding our meeting for the evening, Bob reminded everyone, ***"Our future in this industry depends on all of us working hard to find solutions. I recommend that you reach out to your friends and colleagues who are shop owners and invite them to join the Auto Body Association of Connecticut to help better their future to help better our industry. The knowledge that you obtain when you attend these meetings is so invaluable."***

Submitted by Don Cushing

Super Duper Delayed Storage: suggested best practices when things go sideways - for a long time.



The irksome issues of when and how to charge storage, as well as what protocols govern the assessment of storage fees continue to confound this industry. These problems are exacerbated by confusing laws and inconsistent insurer reimbursement practices. Here is an example to highlight my point. I was recently advised about a situation in which Safeco paid a significant storage bill on a claim. It did so without batting an eye. The next day at the same shop, with a nearly identical storage situation and bill, the same Safeco appraiser refused to pay the bill. There are countless examples of storage fees that are refused for completely arbitrary reasons. Indeed, the most frequent calls I get from shop owners these days pertain to storage disputes. Most of them are maddening. Incredulous shop owners and manager often petition me with a similar refrain: "how can they do this?!"

The issue I want to address here is this: what happens when a vehicle is caused to be on your premises for a really long time? When does the shop have a duty to take affirmative steps to affirmatively stop the storage and begin the process of auctioning or disposing the vehicle? One would think these good questions can be easily answered, but I have not found clear legal guidance here. While there are some clear-ish laws and guidelines on storage generally, the answer to this issue is illusive. A summary of storage laws is set forth

below for a point of reference or refresher.

The application of any storage analysis will usually start with a determination of whether the storage is "consensual" or "non-consensual." This is because the DMV does not regulate the rates for storage when a vehicle is brought on your property consensually. I believe, though this is – for some reason not a settled issue in the industry – that a vehicle become "consensually" on your property when a repair order is signed. Leaving the consensual / non-consensual issue aside, let's talk about what happens when a vehicle is caused to be on your premises for a long time.

There have been any number of cases that have been brought to my attention in which a shop, to no fault of its own, has gotten stuck with a vehicle for an extended period. In some cases, more than a year. That begs an important question: does the shop have a duty to cut the bleeding, and if so, when and how? What happens when the police direct a shop to hold a vehicle while the police investigate, or the customer explicitly directs the shop to hold the vehicle, or there are delays caused by liability or coverage investigations? When these circumstances result in weeks of storage, our laws and customs dictate that those storage bills could and should be recoverable. But what happens when those delays run into months, and sometimes years? Can a shop, for example, go to court seeking a year or more of storage?

I was recently discussing a storage dispute with a repair facility. A vehicle was repaired. The insurer would not pay for the full cost of repair and the shop would not release the vehicle without full payment. The vehicle was caused to accrue storage while the matter was being negotiated between the customer and insurer. When that reached an impasse, the customer filed a lawsuit. All the while, the vehicle continued to accrue storage. In the customer's lawsuit, the lawyer for the insurance company argued that pursuant to Connecticut General Statutes § 14-150, the repairer was prohibited from collecting storage after 45 days.

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The lawyer argued that after 45 days, the shop was required to file papers with DMV, and should have sold the vehicle at auction pursuant to statute. I think this is wrong. The statute referenced pertains to abandoned vehicles, which this vehicle was not. That begs another question: when is a vehicle “abandoned”? There are abandonment laws that periodically apply to vehicles left on your premises. Those can be likewise confusing in application.

Storage predicaments can be hard to navigate. Our laws are often unclear. I suggest as a best practice when confronted by something like this that you document in writing all of the pertinent facts that have given rise to the vehicle being placed on your premises, but also the circumstances that would have that vehicle stuck on your premises. All shops have a duty to mitigate damages. This means that a shop can’t just idly sit back and let a giant storage bill accrue when there are reasonable options available to reduce or stop storage fees from accruing.

In my experience, I have seen courts struggle with the thought of awarding tens of thousands of dollars in storage fees, even when the accrual of the fees was to no fault of the shop. Practically speaking, shops have to work extra hard to justify the bill and prove mitigation measures to win in court. If you anticipate an extended storage situation, you would be best to document your file extensively, and take (and document) extraordinary measures to mitigate the accrual of storage. And, depending on your circumstances, you may find yourself with an obligation to declare the vehicle abandoned and follow DMV’s abandonment and auction process. It will not suffice in court that you waited or minimally petitioned your customer or the insurer to engage. That will not likely prove successful in a collection action.

For further guidance, here is a brief overview and summary of some of our storage laws.

Length	INSIDE		OUTSIDE FENCED, LIGHTED, & PROTECTED		OUTSIDE	
	<small>5 DAYS OR LESS</small>	<small>MORE THAN 5 DAYS</small>	<small>5 DAYS OR LESS</small>	<small>MORE THAN 5 DAYS</small>	<small>5 DAYS OR LESS</small>	<small>MORE THAN 5 DAYS</small>
Under 20'	\$30.00 <small>PER DAY</small>	\$37.00 <small>PER DAY</small>	\$26.00 <small>PER DAY</small>	\$31.00 <small>PER DAY</small>	\$23.00 <small>PER DAY</small>	\$25.00 <small>PER DAY</small>
20' to 32'	\$35.00 <small>PER DAY</small>	\$48.00 <small>PER DAY</small>	\$30.00 <small>PER DAY</small>	\$37.00 <small>PER DAY</small>	\$25.00 <small>PER DAY</small>	\$30.00 <small>PER DAY</small>
Over 32'	\$43.00 <small>PER DAY</small>	\$63.00 <small>PER DAY</small>	\$35.00 <small>PER DAY</small>	\$46.00 <small>PER DAY</small>	\$30.00 <small>PER DAY</small>	\$38.00 <small>PER DAY</small>

Auto body repairers may charge storage fees for vehicles that are stored on their premises. Repairers have the right to not release a vehicle until they have received satisfactory payment for their services and incidental storage fees. There are statutory mechanisms which allow for repairers to sell and dispose of stored vehicles under certain situations.

“Non-consensual” storage is defined by the Department of Motor Vehicles as being “that was ordered by a law enforcement officer or traffic authority or without mutual agreement between the vehicle owner and the towing company.” There is no explicit definition for “consensual”, however, consensual storage is generally understood to involve the voluntary placement of a motor vehicle in the custody of a licensee, such as most commonly occurs in the context of making motor vehicle repairs. Whether or not the storage is “consensual” has significant ramification from a regulatory perspective.

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Non-consensual storage rates are set by the Commissioner of Motor Vehicles. (See General Statutes §§ 14-66(a)(1) and 14-63-36a). The current non-consensual storage rates as of the date of this opinion are shown below:

The Department of Motor Vehicles does not regulate towing and storage rates when the towing or storage is performed at the vehicle owner's request. State law requires only that "[e]ach motor vehicle repair shop shall post a sign, as required by this subsection, in each area of its premises where work orders are placed by customers. The sign shall state ... (2) the conditions, if any, under which the shop may impose charges for storage, and the amount of any such charges." (See General Statutes § 14-65i(b)). Wrecker services are also required to file their storage rates (if the vehicles are stored indoors) with the Commissioner of Motor Vehicles. (See General Statutes § 14-63-35(e)).

While there is no storage rate cap defined by statute for consensual storage, most courts will require the storage rate to be commercially reasonable. It is best practice to: (1) have signage within your auto repair shop which properly displays your consensual storage rates, as outlined above, with evidence of the same; and (2) be prepared to demonstrate, with evidence, that your auto repair shop's consensual storage rate is reasonable for the area.

Is there a cap to how many days storage fees can be charged for?

While the maximum rate is set by law, there is no similar statute regulating the maximum number of days for which storage fees can be charged. (See General Statutes § 14-63-36). The statute only states that "No charge shall be made for the first eight hours of storage if a towing charge was made in connection with the deposit of the motor vehicle within the storage area. Where a motor vehicle is in storage for a period in excess of eight hours, storage charges may be made from the time the motor vehicle was deposited in the storage area and may include the original eight hours of storage." (See General Statutes § 14-63-36(a)).

Available disposal methods for stored vehicles

When and how a motor vehicle may be disposed of will be dependent on the circumstances of how it came to be placed in your custody.

Non-consensual towing and storage

If a vehicle is towed by order of a law enforcement officer or a traffic authority, the ordering law enforcement officer/traffic authority will provide the tower with the pink copy of the "Notice of Motor Vehicle Tow" if the vehicle remains unclaimed after 48 hours. (See General Statutes §§ 14-145, 14-297, 14-307 and 14-150). If the motor vehicle owner contests the tow and requests a hearing, no sale or action on the vehicle while a hearing or hearing decision is pending. (See General Statutes § 14-150).

In cases where a vehicle is towed or removed from private property upon request of the property owners/lessees, towers must notify the local police department within two hours of towing the vehicle. The notice must be written (may be by fax or e-mail) and must include the vehicle's make, model, year, color, registration number (if available), VIN, and name and address of the registrant. Storage may not be charged prior to giving notice to the police department. (See General Statutes § 14-150). If the vehicle is not claimed within 48 hours, the tower must complete the "Notice of Motor Vehicle Tow" form and send copies of the same by certified mail to the motor vehicle owner and to all lien holders on record.

If the vehicle remains unclaimed, General Statutes § 14-150 outlines how to dispose of "abandoned" vehicles. For vehicles with a market value of over \$1,500, notice to the DMV must be given on the "Notice of Intent to Sell (form H-100) or Artificer's Lien" (form H-100A), along with the requisite fees, after the motor vehicle has been in possession of tower for more than 30 but less than 40 days.

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Notice must have been given to the owner and lien holders of the motor vehicle prior to giving the DMV notice. The DMV will provide the owner with an Affidavit of Compliance after notice is received. If the vehicle is unclaimed after 45 days, the motor vehicle may be sold at auction.

However, prior to the auction, (1) a registered or certified letter must be sent to the owner of record and any lien holder at least five days prior to sale informing them of the auction date, place, and time, and (2) s VIN verification must be performed at a DMV Inspection Lane in Wethersfield.

After the auction sale, the "Affidavit of Compliance" (Form H-76) must be executed and provided to the new owner along with an "Abandoned Motor Vehicle Sale Notification" (Form H-110). Copies of all documentation regarding the vehicle must be maintained in your file for two years.

There is an abbreviated process for vehicles with a market value of \$1,500 or less.

John M. Parese, Esq. is a Partner with the law firm of Buckley Wynne & Parese and serves as General Counsel to the ABAC. Buckley Wynne & Parese maintains offices in New Haven, Hartford and Stamford, and services clients throughout all of Connecticut. The opinions set forth in Attorney Parese's articles are for education and entertainment purposes only, and should not be construed as legal advice or legally binding. If you have any questions or concerns about the content of this or any of Attorney Parese's articles, you are encouraged to contact Attorney Parese directly.

Mark Your Calendars!

Next ABAC Membership Meeting - Tuesday November 19th

Guest Speaker - Aaron Shulenburg - Executive Director for the Society of Collision Repair Specialists (SCRS)

A passionate representative of the collision repair community, Aaron Shulenburg serves as the Executive Director for the Society of Collision Repair Specialists (SCRS), a national trade association representing over 40 affiliate associations, 6,000 collision repair businesses and 58,500 specialized professionals within the collision repair industry.

Having previously held positions at collision repair facilities in Arizona, Delaware, and Maryland, Aaron has entrenched himself in active industry involvement throughout his career affording him the ability to bring relevant firsthand experience to his role. He served as the first administrator for the nationally acclaimed Database Enhancement Gateway (DEG), has chaired committees on Estimating and Consumer Relations for the Collision Industry Conference, held an executive seat on the Washington Metropolitan Auto Body Association board of directors, and served on the National Auto Body Council board of directors.

Aaron has been highlighted by his membership as a creative and positive leader within the collision industry, and brings insight on areas of focus for collision repair professionals, garnered through SCRS' national position in the industry.

ABAC Holds Third Annual Charity Golf Tournament to Benefit Connecticut Tech School Collision Program

On October 4th, the ABAC hosted its third annual charity golf tournament at Lyman Orchard in Wallingford, with proceeds benefiting the Connecticut Tech School Collision Repair Program.

More than 80 golfers enjoyed a beautiful fall day on the greens, teeing off early and fostering camaraderie among members for a worthy cause. Events like this not only support vital programs but also provide opportunities for socializing and networking within our community.



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After the round of golf, attendees were treated to a delicious dinner buffet, followed by exciting raffles, including a 50/50 raffle and a Grand Prize Masterbuilt Smoker!

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We were honored to have Justin Lowe, Ed.D., Interim Superintendent from the Connecticut Technical Education and Career System, and Lou Comacho, Associate Education Consultant for Transportation Technology Trades, speak on behalf of the tech schools.

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A heartfelt thank you goes out to Dave Esposito of Albert Kemperle and Joe Cavallaro of Airport Road Auto Body for their dedication in organizing this successful event. We'd also like to acknowledge our hardworking volunteers:

- **Kevin Clavette** – Ace Auto Body
- **George Atwood** – Atwood's Auto Appearance

Without their efforts, this event would not have been possible!

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Special Thanks to Our Sponsors:

- **Event Platinum Sponsorship** – Akzo Nobel & Albert Kemperle
- **Diamond Dinner Sponsorship** – Auto Body Supplies & Paint
- **Gold Grand Prize Sponsorship** – Axalta
- **Silver Lunch Sponsorship** – Parts Authority
- **Hospitality Sponsorship** – ABAC
- **Beverage Cart Sponsorship** – ABAC
- **Longest Drive** – Compass & Anchor
- **Closest to the Pin** – Buckley, Wynne & Parese

We also had multiple Hole and Tee Sign Sponsorships. Your support is invaluable, and we appreciate everyone who contributed to making this event a success.

Together, we are supporting the next generation of technicians!



**AUTO BODY
ASSOCIATION
OF CONNECTICUT**

Submitted by Don Cushing

Bosch reveals new auto technology for North American market



Bosch Mobility debuted new automotive technology in electrification, software, and automation at its Bosch Mobility Experience in Flat Rock, Michigan earlier this month.

“The North American market — and the U.S. in particular — has been moving at an increased pace driven by new OEM strategies and consumer behavior,” said Paul Thomas, president of Bosch in North America and Bosch Mobility in the Americas, [in a press release](#). “Our mobility team is focused on profitable growth as part of the global Bosch portfolio. We have the benefit of tapping into a network of innovators, technology, and manufacturing experts of

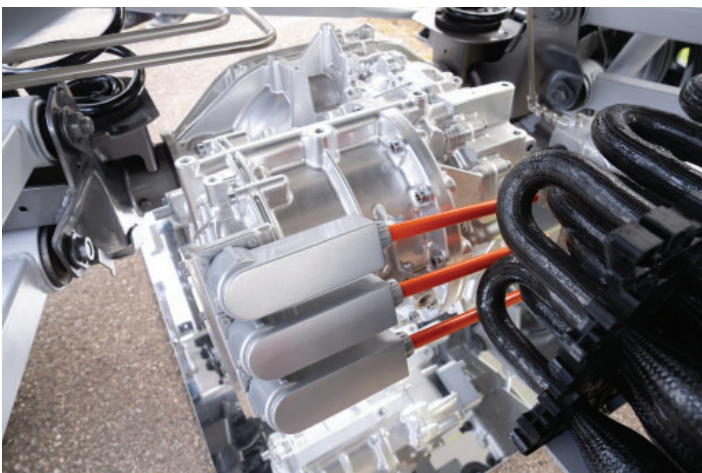
the largest automotive supplier in the world but we also have the talent and the license to develop solutions here in the region.”

The event focused on three themes:

- Evolution toward electrification
- Journey toward software-defined reality
- Progression toward by-wire

The evolution of electrification needs to support consumer choice in the market including exploration of vehicle affordability as a key consideration, the press release says.

Bosch, in collaboration with Linamar, showcased an electrified axle (eAxle) system as a new solution for customers during the event. A Ram 2500 technology vehicle from Linamar equipped with front and rear eUD10 Beam eAxles was on display. The eAxles create four wheel drive capability while delivering over 15,200 Nm of peak torque and 750 kW peak power, the release said. It says the eAxles can be applied to full EV, hybrid, and hydrogen vehicle applications.



The company says it is able to optimize the performance of the motor, inverter, and axle in one cohesive unit. It says it is able to seamlessly integrate electrification with rigid axles to enhance vehicle performance, towing, capacity, and payload capabilities.

Bosch also debuted the Powernet Guardian for the first time in North America. The system provides an ongoing power supply for safety-critical functions in the event of a fault, the release says.

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It also provides real-time diagnostics and monitoring of the vehicle's electrical system including the battery, alternator, and power distribution network to help identify potential issues before a failure.

Three software-defined reality solutions were on display during the event including Vehicle Motion Management, vehicle dynamics control 2.0, and an anywhere parking trailer.

Vehicle Motion Management is a hardware-agnostic control software layer, according to the release. It integrates and optimizes the various driving dynamics systems in a vehicle. This includes vehicle motion in all six degrees of freedom coordinating braking, steering, powertrain, and suspension.

"Hardware-agnostic software features optimize vehicle dynamics, handling, and efficiency," the press release says. "In addition, Vehicle Motion Management helps make the complexity of new vehicle architectures manageable. Its systems-integrating software on central vehicle computers controls the diverse actuators of the various vehicle domains. It also can help contribute to improved fuel efficiency, or EV battery management, by optimizing power delivery and braking energy recovery."

Bosch's vehicle dynamics control 2.0 is a part of Vehicle Motion Management that enables a vehicle to think ahead. The release says the solution is being developed specifically for the North American market.

"Using information from the vehicle dynamics sensors, the system helps to anticipate vehicle behavior and can potentially intervene proactively," the release says.

Bosch's anywhere parking trailer could make trailering easier and more accessible, significantly boosting sales of trucks and trailers, the release says.



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The technology uses software and sensors to automatically park a vehicle and trailer with the touch of a button, the release said. The technology expands on Bosch's anywhere parking system by using data fusion from cameras, sensors, geo-coordinates, and input from the driver to park in a precise position, the release says. This includes difficult situations like unmarked pavement or tight spaces.

Bosch's by-wire systems debuted at the event include new braking and steering concepts for automation, the release says.

"As the industry continues to work towards increasing levels of automation options for vehicles, by-wire technologies are a key enabler," the release said. "These new technologies can allow for new possibilities in human-machine interface and vehicle design."

The Brake Control Pad, shown for the first time in North America, enables a new, fully-integrated brake-by-wire system that replaces the traditional brake pedal with a force-based pad, the release says. It adds the brake only needs a simple touch to measure driver input.



"Instead of using physical connections, the Brake Control Pad senses and sends braking commands electronically, driving towards more precise braking through improved integration with electrification and other advanced driver assistance systems," the release says.

Bosch did not detail its steer-by-wire system in the release. However, [a Fleet Owner article](#) details the technology as there being no physical connection between the steering wheel and the vehicle's front tires.

"Instead, sensors are used to determine which direction the driver turns the wheel, and then the system adjusts the vehicle's tires accordingly," the article says.

It says the the steer-by-wire eliminates the need for physical force on the steering wheel. It also adapts steering in emergency situations.

Source: www.RepairerDrivenNews.com - Article by Teresa Moss

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(860) 283-4154 abacadmin.heather@gmail.com

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Eddie's Auto Body - East Haddam

JOSH PAIGHT
Dulin Collision Center - Milford

RONALD POIDOMANI Sr.
Town Line Body Shop - Monroe

RONALD POIDOMANI Jr.
Town Line Body Shop - Monroe

TYLER ROOK
Victor Auto Body Works - Middletown

RANDY SERKEY
A&R Auto Body - Torrington

JOHN M. PARESE, Esq.
ABAC Legal Counsel
Law Offices of Buckley, Wynne & Parese

ABAC NEWS - abacnews13@gmail.com
Don Cushing - (401) 578-6945
Dave Fogarty - (860) 227-0653

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