



Research Council for Automobile Repairs

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RCAR

Newsletter

www.rcar.org

September 2007

Welcome to Salvador

Our hosts, CESVI Brasil, welcome the RCAR Members to Salvador, Brasil, for the annual RCAR Conference which this year is being held from 23 to 29 September 2007. 22 RCAR centres are attending from 17 countries. There will be 42 delegates with 21 partners so we have the majority of our RCAR centres here.



Pelourinho

Salvador's full name is *São Salvador da Baía de Todos os Santos*, which translates as "Holy Saviour of All Saints' Bay". It is on the north-east coast of Brasil and capital of Bahia, by which name it was formerly known. It is the third largest city in Brasil after São Paulo and Rio de Janeiro and renowned for its cuisine, music and architecture. The majority of the population are of African origin and this has greatly influenced Salvador's culture. The city was founded in 1549 by Portuguese settlers headed by Tomé de Sousa, the first Governor General of Brasil. It soon became the main sea port and an important centre for the sugar industry and the slave trade. Salvador was divided into an upper and a lower city, the upper part being the administrative and main religious area and where most of the population lived, and the lower city being the financial centre with the port and market. In 1873 the Elevador Lacerda was built to link both areas.



Elevador Lacerda



Afro-Brazilian Drummers



Mercado Modelo

Welcome to Salvador

In 1552 Salvador became the seat of the first Catholic bishop of Brasil, Pero Fernandes Sardinha. The Jesuits also arrived in the 16th century and worked to convert the indigenous people to Catholicism. The Dutch captured and sacked the city in May 1624 and held it until it was retaken by the Portuguese in April 1625.

Salvador remained the capital of Brasil until 1763 which it was succeeded by Rio de Janeiro. It then became a base for the Brazilian independence movement and was attacked by Portuguese troops in 1812, before being officially liberated on 2 July 1823. It declined gracefully from its former prominence over the next 150 years but remains a national cultural and tourist centre.

By 1948 Salvador had a population of about 340,000 people—by 1991 the population was 2.08 million and today it is approximately 3.1 million. Most people are either of black or mixed ethnic background and according to the 2006 PNAD census the breakdown was: 54.9% Brown, 26% Black, 18.3% White and 0.7% Asian or Amerindian.



Cathedral of San Salvador



Municipality of Salvador

In the 1990s the old downtown area of Salvador, *Pelourinho*, the historical city centre, was cleaned up and restored. Now Pelourinho is a cultural centre and the very heart of Salvador. The historical centre of Salvador was designated a World Heritage Site in 1985 by UNESCO. Its considerable wealth and status during colonial times is reflected in the magnificence of its palaces, churches and convents, most of them dating from the 17th and 18th centuries.

Salvador is governed by a *Prefeito* (mayor). It also has a body of 41 *Vereadores* (municipal deputies) who sit in the *Camara Municipal de Salvador*. The historic Municipality building was constructed about 1660.

According to the Guinness Book of Records the carnival of Salvador de Bahia is the biggest street party in the world. Almost one million people join the street carnival, which is divided into circuits: Barra/Ondina, Campo Grande and Pelourinho. The music played is Axé and Samba-reggae.



Bahianas (local ladies)

CESVI Brasil—The Centre

CESVI Brasil’s facilities are impressive and a brief glimpse of these is provided below.



External views of the modern research facilities at CESVI Brasil

CESVI Brasil is involved in a number of projects These include the issue of tables for standard repair times—Baremo; Orion system, which uses Baremo in a software/internet system for estimates of repair costs; training and consultation for bodyshops, together with bodyshop ranking to guarantee quality; crash testing at low speed of manufacturers’ cars, CAR Group and road safety which takes a number of forms to educate the public through campaigns and the provision of data through SIGA. Recent projects in this area have covered the study of rear visibility and being seen at night.



Low Speed Crash Facility



Part of the Research Workshop

CESVI Brasil—The People



Antonio Cássio dos Santos
President of Group Mapfre
Vera Cruz Insurances Brazil

Antonio Cássio dos Santos is President of Mapfre-Vera Cruz Insurances Brazil, the Holding Company of CESVI Brazil. He is an economist and has a MBA in Finance. Besides his activities at Mapfre, Antonio holds various key positions in the insurance industry. For example he is a Member of the Brazilian Academy of Insurances, the Loma - Life Insurance Office - U.S.A.; the President of Fenaprevi - National Federation of Private and Life Providence, and a Director of the Association of the Insurance Companies of the State of São Paulo.



José Aurelio Ramalho

José is Head of Centre at CESVI Brasil. He specialised in Technology and has a degree in Business Administration. He has spent twenty-four years working in the automotive area. Initially he managed a number of automotive companies in the after sales and related areas in Brasil and Latin America. For the past seven years he has been with CESVI Brasil, developing projects related to automotive repair and road safety and security.

Sergio is an automobile engineer with a Masters degree in Metallurgy and a MBA in Business Management. Of his eleven years in the automotive industry he has spent nine working at CESVI Brasil. He runs and develops the Low Speed Crash Facility, is the author of technical articles and instructs internally and externally in training in areas such as automobile body work, painting and mechanics.



Sergio Ricardo Fabiano

CESVI Brasil—The People



Eduardo Augusto dos Santos

Eduardo has spent twenty-three years in Insurance, the last six at CESVI Brasil. He has a degree in Automotive Marketing and Administration and a MBA in Business Management. Eduardo has worked on a number of projects and as a trainer. He manages the Orion Accident Management System. His key role at present is creating and maintaining external relationships.



Lia Cairo

Lia is a bilingual executive secretary with a degree in Marketing of Services. She has spent three years working at CESVI Brasil, the first two years as a coordinator supporting management and was also involved with event management. In the last year she has moved more into the CESVI business area, co-ordinating new projects. Lia is a very important member of the CESVI team co-ordinating the planning of this year's RCAR meeting in Salvador.



Fredi Martins Curquejo

Fredi studied Business Administration and has a degree in Finance. He has worked with MAPFRE for 11 years and has been at CESVI Brasil for the past two years. He has a wide experience of the finance and treasury functions and in addition to finance also covers more wide ranging strategic planning and budgetary functions in the research centre.



Eduardo Magrini Aguias

Eduardo has been with CESVI Brasil for six years. He has a degree in Marketing of Services and works on the marketing of CESVI Brasil. He is involved in the co-ordination of advertising in the CESVI Magazine, company identity and customer relations.

RCAR Technical Programme 2007

Monday 24 September 2007

10.00	Welcome by Host Centre, CESVI Brasil	José Ramalho
10.15	Report by Steering Committee Chairman	Wilf Bedard
10.45	Secretary General's Report and Budget for 2008	Michael Smith
11.00	PAS125 – A Standard for Bodyshops	Thatcham
11.15	KTI Germany, the Realignment and Completion	KTI
11.30	Break for Refreshments (½ hour)	
12.00	Technical problems in Imported Domestic Cars	CESVI Argentina
12.15	The German Insurance Rating System for Passenger Cars and How the Bumper Test will Influence the Ratings	AZT
12.30	Result of Requests for Improvement to Car Manufacturers from JKC	JKC
12.45	Issues on Repair Cost of Imported Vehicles	KART
13.00	Break for lunch (1¼ hours)	
14.15	New Logistic Solutions in Finnish Car Salvage Handling	VAT
14.30	Antique and Speciality Vehicle Research	State Farm
14.45	Car Engine Risk Index for Water Suction	CESVI Mexico
15.00	A Time Study of Blending into Adjacent Undamaged Panels	Tech-Cor
15.15	New VOC Regulations for the Collision Repair Industry in Canada	MPI
15.30	End of Day 1	

Tuesday 25 September 2007

09.30	Paint Study 2006/07	NARC
09.45	Repair Process in Structural Parts	CESVI Brasil
10.00	Structural Sectioning Procedure Research Study	Thatcham
10.15	Structural Metal Repairs	CESTAR
10.30	Headlight Repair Kits – Use in Canada	ICBC
10.45	Headlight Repair	CESVI France
11.00	Break for refreshments (½ hour)	
11.30	Reparability of Composite Core Supports	Tech-Cor
11.45	Using Adhesives to Repair Headlight Systems	CESTAR
12.00	Influence of Ceramic Clear Coat in Paintwork Costs	CESVIMAP
12.15	Diagnostic Paint Activities in Bodyshops	CESVI France
12.30	Testing Polymer Film on Windshields for Prevention of Stone Damage	ICBC
12.45	Development of New Repair Tools VMs: Volvo C70	CESVIMAP
13.00	Break for lunch (1¼ hours)	
14.15	Repair Time with OEM versus non-OEM	CESVI Colombia

RCAR Technical Programme 2007 (continued)

Tuesday 25 September 2007 (continued)

14.30	AZT Formula for Dent Repair Calculation and its Implementation in the German Market	AZT
14.45	A Poor Repair in a Second Collision	CESVIMAP
15.00	Design Guide Improvement of Reparability	JKC
15.45	End of Day 2	

Thursday 27 September 2007

09.30	Motorcycle Damageability	IAG
09.45	Crash Test CESVI Colombia	CESVI Colombia
10.00	Low Speed Crash Test	IAG
10.15	Final RCAR Bumper Test Documents, Status of Corner Impact Testing (½ hour)	Hartmuth Wolff
10.45	UK Bumper Ratings using new RCAR Bumper Test Methodology	Thatcham
11.00	Bumper Tests on US Cars	IIHS
11.15	Break for Refreshments (½ hour)	
11.45	Report of the RCAR Damageability and Reparability Working Group (½ hour)	Andrew Walker
12.15	High Speed Crash Test Research	KART
12.30	Report on IIWPG Activities	Adrian Lund
12.45	Improvements in Head Restraints in North American Vehicles Measured by IIWPG/RCAR Procedures	IIHS
13.00	IIWPG Improved Seat Design for the European Market	Thatcham
13.15	ISO 3888 Severe Lane Change with Obstacle Avoidance in National Cars	CESVI Argentina
13.30	End of Day 3	

Friday 28 September 2007

09.30	Report of RCAR P-Safe Primary Safety Working Group (½ hour)	Matthew Avery
10.00	Seeing and Being Seen at Night on the Roads	CESVI Brasil
10.15	Young Driver Research Initiative	State Farm
10.30	New Methods in Finnish Traffic Safety Work	VAT
10.45	Deaths in Frontal Crashes of Vehicles with Good Offset Test Performance	IIHS
11.00	Break for refreshments (½ hour)	
11.30	Research on Alcohol Levels in Blood	CESVI Argentina
11.45	Auto Theft in Manitoba	MPI
12.00	RCAR Matters – Final Discussions (1 hour)	
13.00	RCAR Conference 2008 in Paris, France	CESVI France

From The Secretary General

I extend a very warm welcome to the 2007 RCAR Conference in Salvador, Brasil, and also to this conference edition of the RCAR Newsletter. This year we have twenty-two of our twenty-six centres attending with 42 delegates and 21 partners. Länsförsäkringar, Folksam, MRC Malaysia and CAA China are not able to join us.

Our host this year is CESVI Brasil. The conference planning and organisation team, led by José Ramalho, CESVI Brasil's Head of Centre, has worked extremely hard to organise the conference programme. They have also been very imaginative in locating it near Salvador, the old capital city of Brasil and a most vibrant town, rather than in Rio de Janeiro or Sao Paulo. The conference hotel is quiet and well laid out with excellent central facilities. It has an air-conditioned conference and business centre with the added benefit of close proximity to Salvador (60 kms distance), with its modern airport and outstanding cultural life.

The Technical Programme is shown on Pages 6 and 7 of this newsletter. It is like most of our annual meetings—varied in content but with a unifying theme of seeking to control the cost of claims and improving the safety and security of motorists. A number of working groups will report on their collaborative research during the previous year and it will be a time to review some of our RCAR Standards in conjunction with the research output of these groups.

Also at this time I shall be looking to step down as your Secretary General in early 2008 and so we will initiate a process for members to select my replacement. The Steering Committee Chairman will organise this and will seek your views on the process on the first day of the 2007 conference.

As far as our conference is concerned, it is unique in covering the main areas of our work and in offering the opportunity to network with others with similar challenges. I very much hope you find it a very useful experience and I look forward to seeing you all in Salvador.

Best wishes,

Michael Smith

The RCAR Network

Of the 26 RCAR Centres in 20 countries, 25 have web sites. Addresses are to be found on www.rcar.org. For convenience, web sites are also listed below.

AZT Germany	www.allianz-azt.de	KTI Germany	www.k-t-i.de
Centro Zaragoza Spain	www.centro-zaragoza.com	Lansforsakringar Sweden	www.lansforsakringar.se
Cesvimap Spain	www.cesvimap.com	MPI Canada	www.mpi.mb.ca
Cesvi Argentina	www.cesvi.com.ar	JKC Japan	www.jikencenter.co.jp
Cesvi Brasil	www.cesvibrasil.com.br	KART Korea	www.kidi.co.kr
Cesvi Colombia	www.cesvicolombia.com	MRC Malaysia	www.e-mrc.com.my
Cesvi France	www.cesvifrance.fr	FNH Norway	www.fnh.no
Cesvi Mexico	www.cesvimexico.com.mx	IAG Australia	www.industryresearch.com.au
CESTAR Italy	www.cestar.it	State Farm USA	www.statefarm.com
VAT Finland	www.liikennevakuutuskeskus.fi	Tech-Cor USA	www.tech-cor.com
Folksam Auto Sweden	www.folksamauto.com	Thatcham UK	www.thatcham.org
ICBC Canada	www.icbc.com	AXA Winterthur Switzerland	www.accidentresearch.ch
IIHS USA	www.highwaysafety.org		