



Nebraska Autobody Association

News Capsule



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News & Information

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Collision repairers often need to substantiate repair operations which become necessary to restore a vehicle and to accurately bill the insurer for required services. Last year, Toyota, Lexus and Scion issued a Collision Repair Information Bulletin (No. 173) that recognized "topcoat sand & polish" as a necessary process used both the factory manufacturing process as well as in the repair of damaged vehicles. While topcoat, sand & polish are necessary to produce quality repairs, charging for these operations has created a source of friction between repairers and insurers. Now, SCRS has made public relevant topcoat sand & polish responses from new-car makers and paint manufacturers. The replies from [Toyota AkzoNobel](#) [BASF DuPont](#) [PPG Sherwin-Williams](#) are available at the abovementioned hyperlinks.

Nebraska's state tax revenue fell far below projections increasing worries over the state budget. Net tax revenue in April fell nearly 15 percent below projections with business income taxes lagging 28 percent below projections and individual income taxes off by 25 percent. While the numbers were disappointing Senator Lavon Heidemann, chairman of the Appropriations Committee, explained that the downturn was based more on the 2009 than the 2010 economy. "We might have actually hit bottom," Heideman said. For the fiscal year to date, state receipts are \$56.1 million below projections. Lawmakers may have to consider another special budget session unless revenues increase to projected levels. Nebraska is facing a \$670 million deficit for two-year budget ending July 2011.

Despite Nebraska's budget numbers the overall employment rate for the state compares favorably to other parts of the United States. Nebraska's current unemployment rate edged up slightly to 5.3 percent, compared to 4.9 percent last year. Highest unemployment rates were for the counties of Thurston (10.7 percent) and Arthur (10.8 percent). Counties with the lowest rates McPherson (3.3 percent) Chase, Cherry, Garfield, Logan and Rock at 3.7 percent and Sheridan at 3.8 percent. You can find unemployment rates for your county at <http://www.dol.nebraska.gov/nwd/center.cfm?PRICAT=3&SUBCAT=4F>

Nebraskans can now renew their driver license online through the Nebraska Department of Motor Vehicles (DMV) web site. Driver licenses, motorcycle licenses or state ID cards can be renewed once every other renewal cycle, or every 10 years. The online service can also be used to purchase duplicate or replacement licenses and state ID cards. "We are dedicated to utilizing technology," Gov. Heineman said. "This is an important step in providing more efficient, faster services." To be eligible for online renewal Nebraskans must be over 21 and must use the same name and address listed on their current license or ID card. Physical descriptions must also remain the same. More information can be found on the Nebraska DMV's web site at www.dmv.ne.gov.

BASF and Daimler developed a liquid metal paint called Alubeam, which is a basecoat that immerses the car in a radiant deep gloss and makes it look as if it were made of chrome rather than being painted. BASF and Daimler previewed Alubeam at the International Motor Show in Geneva Switzerland. More information including photographs of Alubeam-painted cars will be published in the next Surgeons of Steel magazine

Leaders of the U.S. Senate and House of Representatives are working on legislation that would require carmakers to install event data recorders (black boxes) that would give drivers advance warning of safety system failures. Other safety improvements under consideration by the legislature include a brake override system that would allow drivers to stop the vehicle even when the throttle is open. The proposed legislation would also create a "vehicle safety user fee," which would levy carmakers \$3 to \$9 per vehicle fee to supplement the budget of the National Highway Transportation Safety Administration (NHTSA). The bill would also subject carmakers to stiffer fines for failing to report safety defects.

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