



Expert Group meeting, 13 October 2020

Teams meeting

Participants

- Tuomo Toivanen, Liikennevakuutuskeskus (LVK)
- Jouko Sohlberg, Autoalan keskusliitto (AKL)
- Markus Markkanen, Autotuoja ja -teollisuus (AT)
- CAB Group:
 - Kristian Révay, Manager Time Standards and BI
 - Timo Ristiniemi, Time Study Technician
 - Johanna Tudeer, Country Manager CAB Group Finland Oy (group coordinator and secretary)

Meeting agenda

- Last meeting's minutes
- Status on the vehicle analysis (CAB)
- Status of time standards (CAB)
 - Ongoing project on surface alignment
- Finnish needs & priorities (AKL, LVK, AT)
- Communication
- Other issues
- Next meeting

Opening of the meeting and the last meeting's minutes

Johanna Tudeer opened the meeting in Teams.

The minutes of the previous meeting were accepted.

Signing of the Appendix of the Framework Agreement

In accordance with the Framework Agreement, all participants in the Expert Group, including visitors, undertake to comply with the requirements of the Competition Law, as described in the Annex to the Agreement.

All participants had signed the Annex before the meeting.

Status of the vehicle analysis

Kristian Révay presented the new analyzed models imported into CABAS during May-June. By July 2020, a total of 84 new models have been imported.



Since February 2020, the CAB has complied with the so-called a continuous data delivery (CDD) model in which the analyzed vehicle models are imported to CABAS as soon as they are analyzed. Previously, we had to wait for pre-scheduled database updates.

CAB told that a list of imported models is always available behind an icon on the top right corner of the CABAS Start page.

Tuomo Toivanen asked if the list also shows propulsion. The propulsion is typically recognized in the model and/or variant name but it is not possible to filter on propulsion.

Status of time standards

Kristian Révay presented the state of time studies and time standards.

He started by presenting the new time study tool, CABTime, which is used to measure times at a workshop and to track collected data and results. The tool shows exactly what data has been collected, when, how much, etc. It is also to make third party audits possible.

Study on surface alignment

Kristian Révay presented the status of the surface adjustment study currently underway in Sweden.

At the end of September, there were already more than 200 vehicles surveyed, which is more than in the MYSBY6 survey. The initial goal has been to study 500 vehicles; the study so far show that we will probably have a good statistically significant model at 400 vehicles or earlier.

The presentation material shows; the number of studied workshops and their geographical distribution; positions and amounts of the repairs detected; makes.

There are already many observations regarding the sheet alignment and the results are starting to stabilize. However, there are not yet enough aluminum repairs detected, but the work continues.

The research is currently being carried out in Sweden. When the Corona situation allows, control studies will be conducted in Finland and Norway.

Questions about the surface alignment study:

The following questions were asked. They will be answered in more detail once the study is complete:

- How many thickness differences do the sheets have?
- Heating the sheet during adjustment - is it done correctly?
- Are glue buttons used?

Control study for Paint

Kristian Révay said that a control study for Paint is also underway.

Due to the Corona pandemic, it will be done first in Sweden.

The control study of paint does not focus on times but on whether there have been changes in processes and working methods since the previous study.



Questions:

- The differences in work operations in painting a new / old surface related to blending are now large
- have any observations been made in this regard in the control study? CAB will return to this at the next meeting or when the study is complete.
- Have four-layer painting been detected? - Answer: Yes, have been observed and it is included in the control study. In Sweden, four-layer color has become more common.

Study on error codes

The study concerning the handling of error codes on the 10 top makes is ongoing.

Questions:

- Does the study include documentation of error code handling? Answer: The whole method is studied: Retrieve the hardware, turn the hardware on / off, saving the results, etc. Part stores the documents electronically, part prints them.
- Equipment adaptation, how is this taken into account? Answer: Not taken into account in the time study, it is expected that it has already been done.

Additional comments from CAB:

- Reading error codes = extracting the saved data; no analysis/handling of the results.
- Replacing the cable / sensor, etc. already goes to the calibration side, is a separate procedure.
- Sometimes the importer forces to upgrade the car (and the customer doesn't always want the upgrade). It is not taken into account when examining the number of fault codes.
- Multi-brand repair shops can have several devices: a device for a branded car and another device for others - it is examined whether there are differences caused by the equipment.

Finnish needs and priorities

Motor branch needs

A list of needs compiled by the automotive industry was glanced through (Annex). As the list contains a lot of information and was not available until Monday, October 12, it was not discussed at the meeting in detail. It was agreed that the CAB time standards team will go through the automotive listing as it is and return by email with comments in week 43.

AKL, AT ja LVK in turn, comment on each other's lists and, if necessary, refine priorities after this round.

It was agreed that the discussion, commenting and prioritization would continue via email, and see how far it would go through email. If necessary, a short Teams meeting will be booked.

Comments can be made in Finnish.



Insurance branch

Tuomo Toivanen presented the priorities of the insurance sector. The list has been built on a volume-basis, taking into account the number of cases and their significance. The list corresponds to Sweden's priorities.

Toivanen has sent the list via email on 14 October 2020 (Annex).

Discussion on the insurance sector's list:

Jouko Sohlberg commented, in relation to the surface alignment study, on the importance of taking into account the de-energization (jämnitteettömäksi tekeminen) of the vehicle by a suitably qualified person.

Study in the wheel adjustment (taking into account the different chassis types): Is there a single time or is there a risk that no common time will be found? CAB's answer: the options are to make 1) times per make, or 2) one common time that needs to be completed per make. The best option will be found when there is enough study results and it is seen whether it is possible to have a common time.

It was commented that such a possible common "average time" must be well justified and transparent in order to minimize divergent interpretations. It won't work if the differences in one direction or the other are high.

The insurance industry would like to know how long it will take for the set priorities to be examined, when would it be realistic to expect results.

Communication

The distribution of documents takes place primarily through CABAS to ensure secure storage. The CABAS Support page will have its own title for the Expert Group material.

Material will also be distributed to group members via email.

Next meeting

The date of the next meeting will be decided once the priority lists have been reviewed. CAB will return to the lists with comments in week 43.

In any case, the meeting will be held in January 2021 at the latest, unless there is a need to book a Teams meeting to address the study needs before that.

Annexes:

- Presentation material 13 October 2020
- Minutes of the last meeting (17 Aug 2020)
- Motor branch priorities
- Insurance branch priorities