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The **AUTO BODY** Monthly

from

D&R AUTO PAINT AND SUPPLY

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60 Seconds Between Coats?



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US Driving Rises Further through August

Vehicle miles travelled would seem to indicate continued economic recovery.

Using the assumption that the number of vehicles requiring repair is purely a function of the number of miles driven, then the continued upward trend in US driving is good news for the collision repair industry, if not the economy as a whole.

The latest government figures on the number of miles driven in the US showed that driving continued to increase through the end of August. Total travel on all U.S. roads and streets increased 0.7 percent (1.9 billion vehicle miles) in August 2009 compared to the previous August.

While this increase may not be as impressive as that recorded in July, the increase raises the total cumulative travel for 2009 to levels exceeding those recorded during the same period in 2008. The cumulative estimate for the year is now 1967.8 billion vehicle miles of travel, or 0.9 billion miles more than the same time last year.

In August 2009, the Federal Highway Administration estimates the total vehicle-miles traveled (VMT) for the month to be 259.0 billion vehicle miles, just 4.37 billion less miles than the revised July total of 263.4 billion miles.

Words To Live By

Character cannot be purchased, bargained for, inherited, rented, or imported from afar.

DWT... The New DUI?



Here's one issue in these contentious times that almost everyone appears to agree on: Driving while typing out text messages on a mobile phone is dumb, potentially deadly and should be banned.

So let's just ban driving while texting, right? Not so fast. Nothing's ever that easy, especially when powerful economic interests and different levels of government are involved.

Later this month, the National Highway Traffic Safety Administration plans to convene a "summit" on "distracted driving." The issue of driving while texting, or DWT, will be high on the agenda. For the first time, it appears that most major interest groups involved are for doing something to make DWT illegal.

The wireless phone industry's main Washington lobbying arm, CTIA-The Wireless Association, once opposed bans on using mobile phones to talk or text. Now the association supports bans on texting and is officially neutral on other limits to mobile phone use. It notably didn't object when Transportation Secretary Ray LaHood said that if it were up to him alone (which it is not), he'd institute a federal ban on DWT. CTIA is also working with the National Safety Council on a series of advertisements warning of the dangers of on-road texting.

CTIA would prefer one nationwide law on the matter, says John Walls, a spokesman for the association.

That's not quite the same position as the Governors Highway Safety Association. This influential group had also balked at the idea of banning driving while texting. Now, the GHSA says it supports state laws banning the practice, though it doesn't like proposals in Congress that would compel states to ban DWT or risk losing federal highway funds.

Some safety advocates argue that any use of mobile communications while on the road is dangerous and should be stopped. On their side is a body of research that suggests that the mere act of talking to someone not in the car -- whether the phone's up against your head or in a cupholder while you wear an earpiece -- is a risky overload of a driver's cognitive functions.

But automakers, and some safety researchers, are gearing up to argue to federal safety regulators -- at this month's summit and beyond -- that with the proper technology and under appropriate conditions, communicating from a moving vehicle is a manageable risk.

What the auto and phone industries hope to get out of the government's distracted-driving summit is funding for more naturalistic research, such as a study that's gearing up to include observations of some 2,000 motorists over two years.

In the meantime, given how hard it will be for police to enforce legislated bans, the best way to curb texting while driving probably is to make it socially unacceptable, particularly among teens.



Cold Weather Warning

Well, summers gone. That means not only cold weather, but slower dry times. All product dry times are based upon a 75 degree METAL temperature. Metal temperatures can be 15 to 20 degrees below air temperature. Below 75 degree metal temperature all catalyzed paint products curing time (not dry time, cure time) slows down. Below 60 degrees, curing stops.

Even with a paint bake booth, the priming process in the shop can be negatively affected. Shrinkage, poor sanding, and ringing are all results of an uncured primer. Soft films, die-back, poor buffing, and delamination are all results of an uncured top coat. The simple cure is heat. Contact your D&R sales representative for heat lamps to fit every budget and use.