



OCTOBER 2023

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From The Executive Director

This month I'll be preparing the ballot for the 2024 NATA Board of Directors. This is the time to make nominations. It appears all 2023 Board Members will be on the 2024 ballot in addition to any nominations we receive from YOU. Phone our office to make your nomination in October. The ballots will be mailed to you in November.

On September 20th, we hosted a meeting presented by Sterling Cobb from OSHA. He provided a lot of information and answered member questions as we went along. If you didn't catch the meeting – you can find a recording on the **Newsletter** page of our website or read about the highlights in this newsletter.

Also on our website you can visit the **Training** page which includes a great lineup of classes taught by CTI-Carquest Technical Institute, brought to you by Baxter Auto Parts and NATA.

Don't forget to read our regular article called **A Member Asks...** This should remind you that NATA is your resource for information. If we don't know the answer – we'll find it for you!

The first day of Fall was September 21st. Brace yourselves... here come the holidays!

Margaret

Margaret Ragan, Executive Director
NATA 503-253-9898

NEW 50 STATE AUTO INDUSTRY ECONOMIC IMPACT TOOL LAUNCHES

By Staff/Wire Reports On September 13, 2023 | Published in National News

Provides economic insights and consumer trends, includes jobs and tax revenue data, and data on vehicle registration, fueling infrastructure and more

Washington, DC. | The Alliance for Automotive Innovation has released its new Economic Insights database, which provides a range of data on the automotive industry's total contribution to the U.S. economy.

The database is searchable by state and congressional district and includes metrics on U.S. jobs, tax revenue, export activity, vehicle registration, fueling infrastructure, consumer trends and more.

Here are a few takeaways:

Auto industry and American jobs:

- Supports 9.7 million jobs coast to coast — 4.9 percent of U.S. jobs.
- Produces \$702 billion in total labor income annually.

Auto industry and economic growth:

- In 2022, 13.5 million new light-duty vehicles sold in the U.S.
- In 2022, motor vehicles and parts exported from the U.S. totaled \$96.6 billion — \$1.1 trillion over the past decade.

Auto industry generates tax revenue:

- Nearly \$126 billion in federal tax revenue generated annually by the auto industry — 2.8 percent of all federal tax revenue.

[Access the new tool here:](https://www.autosinnovate.org/resources/insights)

<https://www.autosinnovate.org/resources/insights>



OSHA MEETING SUMMARY



On September 20 we were happy to welcome a presentation from Sterling Cobb of OSHA. Sterling presented a ton of information. We recorded the presentation and you can find it on our website www.aboutNATA.org; look in the NEWSLETTER page. Please note – the video starts roughly 8 minutes into the presentation - we apologize.

OSHA has great online resources on their website: www.oregon.osha.gov. One of the many things he discussed was Senate Bill 592 which was passed and enacted this year. This bill SIGNIFICANTLY increased fines. Whereas a minor violation was \$100 – the new minimum fine is \$1116! A serious violation carried a minimum fine of \$200 – the new minimum fine for serious offense is now \$11,000!

See the chart below for a list of the most common violations. You can also search and modify the content of this report here: <http://www4.cbs.state.or.us/ex/imd/reports/rpt/index.cfm?ProgID=OIS8052>. (Note the fines levied on this chart are pre- SB592.



TOP 25 OSHA STANDARDS VIOLATIONS

Top 25 Standards Violated												
Oregon Department of Consumer & Business Services			Standards Cited During Oregon OSHA Inspections Opened in Calendar Year 2022 Industry: NAICS code 811 Category: Safety and Health									
Oregon OSHA - ENFORCEMENT											09/05/23 12:31 PM	
Rank	Standard Violated	Subject	Total Violations	Serious	Repeat	Willful	Other	Total Initial Penalties	Serious	Repeat	Willful	Other
1	29 CFR 1910.1200(e)	Written hazard communication program	114	84	0	0	30	\$9,435	\$9,435	\$0	\$0	\$0
2	OAR 437-001-0765(1)	Rules about safety committees or safety meetings	25	6	0	0	19	\$680	\$680	\$0	\$0	\$0
3	29 CFR 1910.134(c)	Respiratory protection program	24	13	0	0	11	\$1,730	\$1,730	\$0	\$0	\$0
4	29 CFR 1910.1200(h)	Employee information and training	21	4	0	0	17	\$490	\$490	\$0	\$0	\$0
5	29 CFR 1910.1200(g)	Safety data sheets	15	0	0	0	15	\$0	\$0	\$0	\$0	\$0
6	OAR 437-002-0107(3)	Rules for all spray finishing operations	12	4	0	0	8	\$505	\$505	\$0	\$0	\$0
7	OAR 437-002-0161(5)	Emergency eyewash and shower facilities	8	6	0	0	2	\$800	\$800	\$0	\$0	\$0
8	OAR 437-002-0134(1)	Requirements for hazard assessment and equipment selection	6	5	0	0	1	\$585	\$585	\$0	\$0	\$0
9	29 CFR 1910.134(e)	Requirements on the selection of respiratory protection	5	5	0	0	0	\$860	\$860	\$0	\$0	\$0
10	29 CFR 1910.215(a)	Abrasive wheel machinery - general requirements	4	4	0	0	0	\$430	\$430	\$0	\$0	\$0
11	OAR 437-001-0765(13)	Documentation of safety committee meetings	4	0	0	0	4	\$0	\$0	\$0	\$0	\$0
12	OAR 437-002-0187(2)	Rules regarding inspection and maintenance of fire extinguishers	4	0	0	0	4	\$0	\$0	\$0	\$0	\$0
13	OAR 437-002-0221(38)	Automotive hoist requirements	4	4	0	0	0	\$1,910	\$1,910	\$0	\$0	\$0
14	OAR 437-002-0221(4)	Storage of material - location	4	0	0	0	4	\$0	\$0	\$0	\$0	\$0
15	29 CFR 1910.1200(f)	Labels and other forms of warning	3	0	0	0	3	\$0	\$0	\$0	\$0	\$0
16	29 CFR 1910.22(a)		3	3	0	0	0	\$585	\$585	\$0	\$0	\$0
17	OAR 437-001-0765(11)	Frequency of safety meetings dependent on type of work done	3	1	0	0	2	\$100	\$100	\$0	\$0	\$0
18	OAR 437-002-0210(2)	General requirements for piping systems	3	3	0	0	0	\$300	\$300	\$0	\$0	\$0
19	OAR 437-002-0382(2)	Toxic & hazardous substances - Oregon table Z-2 requirements	3	3	0	0	0	\$360	\$360	\$0	\$0	\$0
20	29 CFR 1910.141(d)	General environmental controls - washing facility requirements	2	1	0	0	1	\$180	\$180	\$0	\$0	\$0
21	29 CFR 1910.212(a)		2	2	0	0	0	\$200	\$200	\$0	\$0	\$0
22	29 CFR 1910.215(b)	Guarding of abrasive wheel machinery	2	2	0	0	0	\$370	\$370	\$0	\$0	\$0
23	29 CFR 1910.303(g)	Requirements for electric equipment operating at 600 volts, nominal, or less	2	1	0	0	1	\$100	\$100	\$0	\$0	\$0
24	29 CFR 1910.305(b)	Wiring requirements for cabinets, boxes, and fittings	2	1	0	0	1	\$185	\$185	\$0	\$0	\$0
25	29 CFR 1910.1001(f)	Asbestos - Method of compliance requirements	1	1	0	0	0	\$100	\$100	\$0	\$0	\$0
Note: Standards violated have been summarized to the rule or first paragraph level and may therefore not reflect the complete standard cited by Oregon OSHA. This report is therefore not comparable to the published reports prior to 2008 where total counts and penalties were for the complete standard. The violation data for any calendar will not be complete until July 1 of the following year (e.g. for CY 2009 complete data will be available after 7/1/2010). Industry is classified according to the North American Industrial Classification System (NAICS), 2002 edition.												



TRAINER SAYS SURVEY DATA SHOWS THE INDUSTRY NEEDS TO 'WAKE UP' ON WELD TESTING

More than one-third of collision repairers (37%) nationwide have never sought to be paid to perform test welds, according to the latest quarterly results of the “Who Pays for What?” survey.

While that is a big improvement from the 80 percent of repairers that acknowledged in 2015 never charging for that procedure, it still leads trainer and consultant Mike Anderson of Collision Advice to question whether that one-third of shops are even conducting weld testing.

“We need to wake up on this one,” Anderson said. “This is a non-negotiable procedure that every OEM says is necessary. If your techs aren’t doing this, don’t delay, get them doing it today. I recently was at a shop that set up and performed a destructive test weld that failed because the welding equipment did not have the latest software update. That was not the first time I’ve seen that happen. Be sure to check with your welder equipment company to know when any updates should be performed.”

In 2015, 78 percent of repairers said that the eight largest insurers never paid for the time it takes to make and destructively test welds prior to welding on the vehicle. That number has since dropped to 38 percent, but still only 33 percent of repairers say they are regularly paid for the procedure.

Anderson said he’s disheartened by the fact that only one-third of shops say insurers pay them for destructive testing of welds.

“Our whole industry needs to acknowledge how critically important test welds are,” he said. “Repairers need to perform them routinely, and insurers need to pay for them routinely.”

TAKE THE SURVEY!

The latest quarterly “Who Pays for What?” survey is open during the month of October. It focuses on billing and payment practices related to scanning and calibrations, aluminum repair and shop supplies. Shops can take the survey at: <https://www.surveymonkey.com/r/N59QHPS>

Survey participants receive a free report with complete survey findings along with analysis and resources to help shops better understand and use the information presented. The survey can be completed in about 15 minutes by anyone familiar with their shop’s billing practices and the payment practices of at least some of the largest national insurers. Each shop’s individual responses are held in the strictest confidence; only aggregated data is released.

The results of previous surveys are also available online (www.crashnetwork.com/collisionadvice)



A Member Asks...

I have a question for you regarding laws around record retention. How long do I have to retain invoices for, and do they need to be a physical copy or can it be digital record.

NATA: Some records require 7 year retention, others require 10 years. We recommend 10 years for all. Digital storage of these records is adequate and, in some cases, more secure.

Tip: For convenience - If you are storing boxes of files – clearly mark the discard date in LARGE LETTERS on the box.

For disposal of old records, we recommend:

Shred Northwest 503-669-0460 26180 SE Hwy 212, Boring, OR 97009
They can come to your location or you can bring your boxes of records to them.

WELCOME NEW MEMBERS!

NATA is happy to welcome new member

Accurate Auto of Hillsboro!

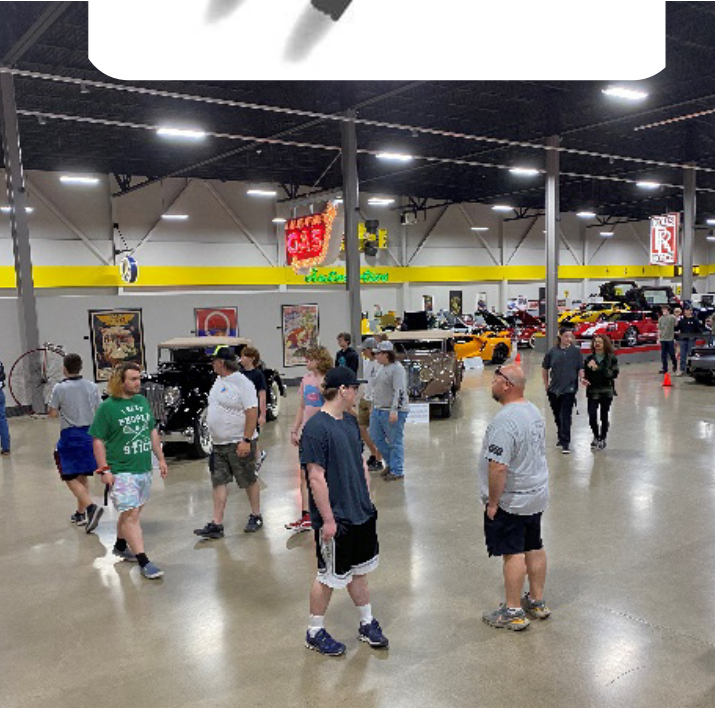
This is 1 of 5 locations for Accurate Auto.

This location was established in 2003.





AUTOMOTIVE STUDENTS GET A FREE TOUR OF THE BROTHERS CAR COLLECTION



NATA has been working with The Brothers Car Collection to coordinate a tour for automotive students on October 19. This event will bring over 500 students from Oregon. Schools from as far away as The Dalles and Tillamook have reserved time to view this amazing collection.

Unlike other visitors, these students get the opportunity to visit the repair shop and meet the two mechanics who get the cars running and keep them running.

The Brothers generously offer this opportunity to the students at **NO COST**. They hope to instill the same love of cars that they have themselves.



ST. HELENS HIGH SCHOOL TO HOST JOB FAIR

St. Helens High School will be hosting a job fair for their students in early November.

Not only does this program teach Automotive Service Technology, this year they began teaching Diesel and Heavy Equipment as well.

If you are interested in participating, you can email Jay Groom, Instructor, jayg@sthelens.k12.or.us

School Job Openings



Clark College is looking for **2 Part-time Lab Techs** in their Auto Department.

These positions work with the students, supervising lab assignments and some general tasks in the shop. Hoping to find someone with a flexible schedule. A great opportunity for a retiree with too much time on their hands.

Contact: Dannie Nordsiden, Manager of Technician Development
Office: 360-992-2566 Cell: 360-907-4053

www.schooljobs.com/careers/clarkcollege/hourly/jobs/3785082/part-time-instruction-classroom-support-technician-2-automotive?pagetype=jobOpportunitiesJobs



Portland Community College *Sylvania Campus* has an **opening in the Automotive Service Technology Department.**

See link below for more details.

Part-time Instructor

pcc.csod.com/ats/careersite/JobDetails.aspx?id=75&site=9



Part-Time Auto Body and Refinishing Instructor **IMMEDIATE OPENING**

This is a part-time faculty pool for available assignments during the academic year. Applications are considered throughout the academic year and reviewed based on department need. Should a review of your application result in the intent to pursue your candidacy, you will be contacted by phone or email for an interview.

Requires flexible work schedule to meet program needs, which may include evenings and/or weekends. We are interested in finding the best candidate for the job, and that candidate may be one who comes from a less traditional background. We encourage you to apply, even if you do not believe you meet every one of the qualifications described.

Read More Here:

<https://www.schooljobs.com/careers/Clackamascc/jobs/3967794/job-description-auto-body-collision-repair-refinishing-instructor-faculty-part?page=3&pagetype=jobOpportunitiesJobs>



IN PERSON TRAINING

Training for Automotive Service Professionals

High quality technical training classes now in Portland, Bend, and Medford!

NATA has partnered with Baxter Auto Parts to bring in-person training from CTI – Carquest Training Institute. More classes will be added as we move toward 2024 and beyond. NATA members can save hundreds of dollars on the registration subscription.

The classes are each four hours and are held in the evening at each location. NATA or TECHNet members can register for just \$99 per month for up to 6 technicians. Automotive instructors may attend for free.

Upcoming classes include: Hybrid and Electric Vehicle Service, Variable Camshaft Timing & Variable Displacement Cylinder Management, Hybrid & Electric Vehicle Drivetrains, All Wheel Drive Technologies & Four Wheel Drive (4WD) Technologies

To learn more visit the TRAINING page on our website: **www.AboutNATA.org**

GETTING EMPLOYEES TO TAKE CONTINUING EDUCATION

You as an owner know technicians need continuing education. Getting your technicians to attend training is not easy – if not impossible. Most classes are held in the evening. After a long day of physical work – it's hard to find energy for a class. We get it. But, considering the current advancements in technology, is it time to begin REQUIRING continuing education? If you REQUIRE training you must pay the employee wages. You can create a 'training wage'. This wage does not need to be their regular compensation. Your 'training wage' rate must meet or exceed minimum wage. In the box below is an example of a continuing education clause to include in your employee manual. Be sure to have your attorney review this first.

CONTINUING EDUCATION

Because of the rapid technological changes being made by car manufacturers, we request (or require) all repair technicians strive to complete a minimum of (list amount) classroom hours of technical training each year. Technicians and non-technicians must clear with management in advance all classes they wish to take. Employees who attend appropriate classes with supervisor's approval, will have the tuition paid by (COMPANY NAME). Employees will also be compensated 50% of their regular wages or minimum wage, whichever is greater. Depending on circumstances, Oregon regulations may require payment for travel time to attend a class.

Get four free at-home COVID-19 tests this fall on COVIDTests.gov

Every U.S. household may place an order to receive four free COVID-19 rapid tests delivered directly to your home.

Order Free At-Home Tests: <https://special.usps.com/testkits>

Need help placing an order for your at-home tests?

Call 1-800-232-0233 (TTY 1-888-720-7489)



The U.S. government will continue to make COVID-19 tests available to uninsured individuals and underserved communities through existing outreach programs. Please contact a HRSA health center, Test to Treat site, or ICATT location near you to learn how to access low- or no-cost COVID-19 tests provided by the federal government.



SAIF DECLARES \$135 MILLION DIVIDEND

This is the 14th consecutive year Oregon businesses will receive a dividend from SAIF.

September 6, 2023

Today the SAIF board of directors declared a \$135 million dividend for its policyholders. This marks the 14th year in a row SAIF has been able to offer a dividend, and the 26th dividend since 1990.

SAIF is one of the only insurance carriers in Oregon that has regularly returned dividends to employers. As a not-for-profit with a public mission to make workers' compensation coverage available, accessible, and affordable, it's an important part of our value to policyholders.

"Serving our customers with expertise and heart is at the core of what we do," said Chip Terhune, president and CEO of SAIF. "We have carefully considered current economic trends and believe it is right that we offer this dividend to our employers."

SAIF determines whether a policyholder dividend is appropriate based on capital levels, claim trends, and the overall economic environment.

This year, SAIF is able to pay dividends because of its solid financial standing and continued success in managing workplace safety and health and controlling losses.

"In addition to dividends, we are proud to offer the largest network of workplace safety professionals of any insurance carrier in Oregon," said Terhune. "Our vision is to make Oregon the safest and healthiest place to work, and we appreciate our policyholders' efforts to ensure workers go home safely at the end of each day."

52,023 policyholders will receive the dividend. The dividend will be based on premium for policies whose term ended in 2022 and will be distributed in October.

ABOUT SAIF

SAIF is Oregon's not-for-profit workers' compensation insurance company. For more than 100 years, we've been taking care of injured workers, helping people get back to work, and striving to make Oregon the safest and healthiest place to work. For more information, visit the About SAIF page on saif.com.

CLASSIFIED ADS

Hello Folks! Classifieds is a new feature we are offering. This is NOT for employment purposes. This is for selling, leasing, or donating items. If you'd like to have something listed, send it to **Margaret@aboutNATA.org** no later than the 15th of the month to be included in the next newsletter.

FOR LEASE

Automotive shop available for lease in SE Portland. A long time established business has closed. Shop has 3200 square feet with five lifts. Complete fenced parking for main lot with an additional fenced parking lot adjacent to main shop. Property is available for immediate occupancy. For additional information, please contact Teri @ 503 819-4941

Helpful Links to Oregon Agencies

If you're looking for information, help or training from Oregon regulators, here are some helpful links:

The Oregon Bureau of Labor and Industry (BOLI) offers training seminars on such topics as wage and hour laws, discipline and discharge, and the latest developments in employment law. Details are available here:
www.oregon.gov/boli/employers/pages/employer-training-seminar-schedule.aspx#EMPLOYERSEMINARSCHEDULE

The Oregon Department of Environmental Quality invites businesses that handle hazardous waste to sign up for a free class covering basic management of such waste. For more information, visit:
www.oregon.gov/deq/Hazards-and-Cleanup/hw/Pages/HW-Trainings.aspx

The Oregon Occupational Safety and Health Administration (OSHA) offers classroom workshops and online training. For current class description and schedule, visit osha.oregon.gov/edu/Pages/index.aspx



NW Automotive Trades Association

benefits + networking + outreach

**15 82nd Drive, Suite 15
Gladstone, OR 97027**

Follow us!

f aboutnata

(503) 253-9898

www.aboutnata.org

JOIN The Northwest Automotive Trades Association TODAY!

Regular Member Benefits | When you join NATA you gain a reliable partner that is committed to providing every member the assistance they need to be successful. Whether it's insurance services, regulatory assistance or answers to your employee issues – NATA is there for you!

NATA promotes the professionalism of the automotive industry through public relation campaigns that educate consumers about the skills necessary to repair cars. NATA also works with government agencies and legislators to correct complicated and expensive regulations and sponsors management and technical training classes that improve the industry's competitiveness.

Businesses also belong because of the referrals from other members and the knowledge that they can refer their customers to different members when customers are out of their geographical area.

Associate Member Benefits | When you join NATA as an Associate Member you earn the opportunity to reach over 600 automotive repair, collision, tow, supplier, parts, auto recycler, car dealer and transmission businesses around the state that are members of NATA. Your partnership with us is one we appreciate and reward by offering you opportunities to work with the decision-makers of our industry.

Education Member Benefits | NATA recognizes there is a large shortage of skilled labor throughout our industry and membership. The best way for NATA to support those needs is to insure our existing automotive programs and instructors have support and resources from industry. We participate on many school advisory boards and events – as well as maintaining a current list of all educators so we can reach out to them with information regarding job availability for their students.

To learn more and for applications, please visit: www.aboutnata.org/join-now/