



Research Council for Automobile Repairs

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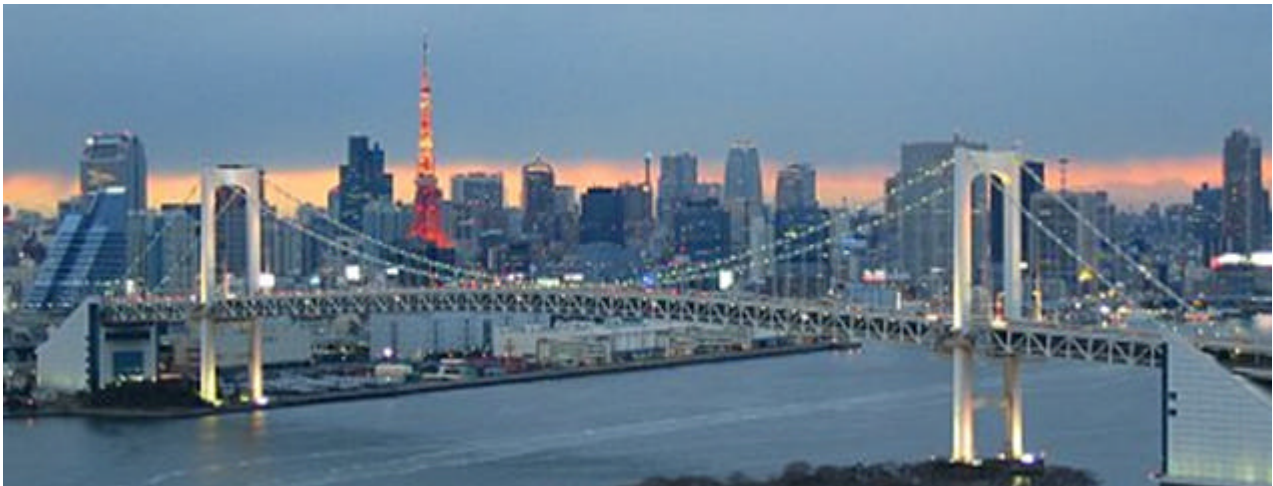
RCAR Newsletter

www.rcar.org

October 2006

Welcome to Tokyo

JKC welcomes the RCAR Members to Tokyo, Japan, for the 2006 RCAR Conference which this year is being held from 22 to 27 October at the Hotel Nikko and the National Museum of Emerging Science and Innovation (*Miraikan*).



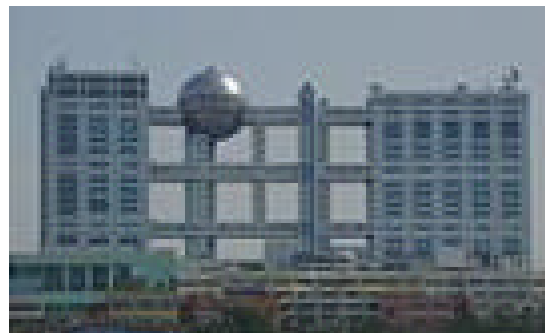
Tokyo is the capital of Japan as well as its political, economic and cultural centre. It is one of the world's most vital major cities and boasts attractions such as cutting-edge technology, information, culture and fashion. It has a high standard of public safety. It is one of Japan's 47 prefectures but is called a metropolis (*to*) rather than a prefecture (*ken*). The metropolis of Tokyo consists of 23 city wards (*ku*), 26 cities, 5 towns and 8 villages. At its core is the business centre of Chiyoda Ward. To the east is the centre of the former Edo-town people's culture, Shitamachi, and to the west is the skyscraper city of Shinjuku, where the Tokyo government now resides.

Odaiba

During the 1980s a spectacular redevelopment of the futuristic business district began. Since the mid 1990s Odaiba, which is built on reclaimed land in Tokyo Bay, has developed as one of Tokyo's most interesting tourist spots.



The Giant Sky Wheel



Fuji Television Building

Among the attractions of Odaiba are several shopping and entertainment centres, theme parks, museums and the futuristic architecture and city planning. Even access to Odaiba can be considered an attraction!

Welcome to Tokyo



Odaiba Skyline

Tokyo Tower

At 333 meters, Tokyo Tower is 13 meters taller than its model, the Eiffel Tower in Paris, and is the world's tallest, self-supporting, steel tower. It was completed in 1958 as a symbol for Japan's rebirth as a major economic power, and it serves as a television and radio broadcast antenna and tourist attraction.

Visitors can ascend to the main observatory at 150 meters and to the special observatory at 250 meters to get a bird's eye view of Tokyo. When weather conditions are good Mount Fuji can be seen in the distance.

An aquarium, wax museum and several other attractions can be found on the ground floors of the Tokyo Tower.



**Nijubashi Bridge,
A representative symbol of Tokyo**

The Imperial Palace (*Kokyo*)

The Tokugawa Shogunate castle (*Edo Castle*) became the Imperial Palace in the first year of the Meiji Era (1868). Currently this is the residence of the Imperial Family. The Imperial Household Agency buildings are here too.

The Imperial Palace East Gardens (*Kokyo Higashi Gyoen*) are a part of the inner palace area and are open to the public. At the top of any list of Tokyo sights is the Imperial Palace Outer Garden.

Welcome to Tokyo

Asakusa

Asakusa is the centre of Tokyo's shitamachi. It is one of the few districts of Tokyo which have preserved a certain atmosphere of the old Tokyo. Asakusa's main attraction is Sensoji, a very popular Buddhist temple built in the 7th Century. The temple is approached via the Nakamise, a shopping street that has been providing temple visitors with a variety of traditional, local snacks and tourist souvenirs for centuries. Kaminarimon is the first of two large entrance gates leading to Sensoji Temple. It was first built more than one thousand years ago and is the symbol of Asakusa. The Nakamise shopping street leads from Kaminarimon to the temple grounds.



Asakusa
Kaminari-mon (Gate of Thunder) on right of picture

Nikko

Nikko is a small city north of Tokyo situated at the entrance to the Nikko National Park. It is most famous for the Toshogu, Japan's most lavishly decorated shrine complex and the mausoleum of Tokugawa Ieyasu, the founder of the Tokugawa shogunate.



Yomeimon Gate at Toshogu Shrine
“The gate where people spend all day long to look”

Nikko has been a centre of Shinto and Buddhist mountain worship for many centuries and the Nikko National Park is famous for its scenic, mountainous landscapes, lakes, waterfalls, hot springs, wild monkeys and hiking trails.

Welcome to Tokyo

Tokyo Disney Sea



Tokyo Disney Resort, the most popular amusement park in Japan, consists of “Tokyo Disney Land” and “Tokyo Disney Sea”. It is located only about 15 minutes by train from Tokyo station. It explores the world of the imagination through a romantic Italian harbour to the jungles of Central America, from the heights of a live volcano to an underwater fantasy world. It appeals to children and adults alike



Tokyo Disney Sea marked its 5th Anniversary on 4 September 2006, with 10 months of celebrations which began on 14 July and will end on 31 May 2007.

The Jiken Centre



JKC's Office and Facilities at Ichikawa near Tokyo

The Jiken Centre Co Ltd (JKC) is a research and training centre for automobile repairs in Japan. Established in July 1973, JKC is located in the city of Ichikawa, which is about 20 minutes east of central Tokyo by commuter train. JKC has 86 employees and most of its revenues come from non-life insurance companies operating in Japan. They account for about 98% of the Japanese auto insurance market.

The Jiken Centre

Currently JKC is focusing on the following four major areas:

- Offering various training programmes and publications for improving estimation skills mostly for the auto insurance adjusters.
- Producing and improving JKC repair times.
- Conducting research on damageability and reparability of automobiles.
- Conducting research on improving repair methods.

JKC Management Team



Minoru Suzuki
President

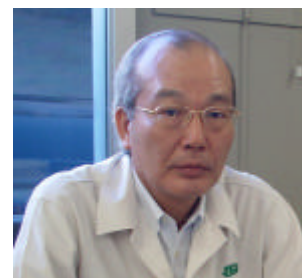
Minoru Suzuki joined JKC in June 2004 when he took over from Yasuaki Kada as the President of JKC. Prior to this he had been with the Tokio Marine and Fire Insurance Company for 34 years, the last three as its Managing Director.



Shigeyuki Yamaoka
Director
Executive Senior Researcher



Kanji Hayashi
Director
Corporate Planning
Technical Development



Tomoyuki Okumoto
Director
JKC Repair Time



Yoshifumi Kobayashi
Director
Corporate Administration



Ken Tsuda
Director
Training & Customer Relations

RCAR Technical Programme 2006

Monday 23 October

Session 1—09.30-12.30 hrs

09.30	Welcome by Host Centre, JKC	Minoru Suzuki
09.40	Report by Steering Committee Chairman	Wilf Bedard
09.50	Secretary General's Report and Budget for 2007	Michael Smith
10.05	Presentation and Application by CAA China for RCAR Membership	Jason Yat-sen Li
10.15	IAG New Research Centre Newington	IAG
10.30	First Year Experience Using the Market Place for Turnover of Damaged Cars, Yachts and Industrial Machinery	NARC
10.45	Break for Refreshments (½ hour)	
11.15	Sale by Internet of Vehicles Declared Total Loss	Centro Zaragoza
11.30	Matching Quality—Spare Parts Market Analysis of Bumper Beams	CESTAR
11.45	External Parts of Vehicles Easily Stolen	CESVIMAP
12.00	Vehicle Security Update	Thatcham
12.15	Development of Training Programme for Installation of VICC Approved Aftermarket Immobilisers	MPI
12.30	End of Day 1.	

Tuesday 24 October 2006

Session 2 – 09.30 – 12.45 hrs

09.30	Aluminium Repair of Cosmetic Panels	CESVI France
09.45	Paint Study 2006/07—Adjustment of Calculation Formulae due to EU Regulation	NARC
10.00	UK Design Guide for Repair	Thatcham
10.15	RCAR Reparability Working Group—Chairman's Report	Andrew Walker
10.30	Quality in Car Refinish: Epoxy Primers and Putties	CESTAR
10.45	Break for Refreshments (½ hour)	
11.15	A Method of Investigating Vehicle Fire by Fuel Tank	KART
11.30	Nano Clear Coat Repair Study	AZT
11.45	NCG Tubes Fixation	CESVI Argentina
12.00	Enhanced Sectioning Procedure—Ford Freestyle	Tech-Cor
12.15	Assessment of Environmentally Friendly Spray-on Box Liners	MPI
12.30	Panel Bonding	CESVI France
12.45	Break for lunch (1¼ hours)	

RCAR Technical Programme 2006 (continued)

Session 3 – 14.00 – 17.00 hrs

Japanese Auto Manufacturers—For More Mutual Understanding

14.00	RCAR Presentations	
	Introduction to RCAR	Michael Smith
	Low Speed Crash Testing	Hartmuth Wolff
	Head and Neck Injury	Adrian Lund
14.45	Japanese Auto Manufacturers' Presentations	
	Initial Address	Toyota
	Presentations by	Toyota, Nissan, Honda and Mazda.
15.30	Break for Refreshments (½ hr)	
16.00	Japanese Auto Manufacturers' Presentations (continued)	
17.00	End of Day 2	

Thursday 26 October 2006

Session 4 – 09.30 - 12.30

09.30	CESVI Pruebas (Key to Identifying Responsibility in Traffic Accidents)	CESVI Colombia
09.45	Air Bag Deployment in Dual Control Vehicles	ICBC
10.00	Effects of Electronic Stability Control on Crashes and Insurance Costs in the USA	IIHS
10.15	Primary Safety Informal RCAR Working Group	Matthew Avery
10.30	Manifest for Life – Law Enforcement of Alcoholic Drivers	CESVI Brasil
10.45	Break for Refreshments (½ hour)	
11.15	Development of Calibration Jig for HRMD and H-Point Machine	ICBC
11.30	IIWPG Procedures and EuroNCAP Plans for Whiplash – Report by Chairman of IIWPG	Adrian Lund
11.45	Child Passenger Safety Research Update	State Farm
12.00	Traffic Accident Analysis	Länsförsäkringar
12.15	Crashworthiness of US Vehicles in Front and Side Crashes	IIHS
12.30	Break for lunch (1¼ hours)	

Session 5 – 13.45 – 17.30

13.45	Plans for 2007 Bone and Joint Decade Task Force on Neck Pain	State Farm
14.00	Road Safety Integral Plan for Transport Enterprises	CESVI Mexico
14.15	KART's Safety Research	KART
14.30	Vehicle Visibility Rating	IAG
14.45	Safety Index	CESVI Argentina
15.00	Extrication of Injured Occupants after a Vehicle Crash	State Farm
15.15	Video: World Championship Crash Test (5 minutes)	AZT
15.20	Road Accident Investigation Teams in Finland – Information Base For Road Safety Work	VAT

RCAR Technical Programme 2006 (continued)

Session 5 – 13.45 – 17.30 (continued)

15.30	Break for Refreshments (½ hr)	
16.00	Safety Failures in Chevrolet Meriva	CESVI Argentina
16.15	CESVI Automotive Rating – Car Group	CESVI Brasil
16.30	E-invoice Programme in Finland	VAT
16.45	CESVIMAP E-Learning: Virtual Classroom	CESVIMAP
17.00	New Generation User Interface for Loss Adjustment Systems in Norway	NARC

Friday 27 October 2006

Session 6 – 09.30 – 13.00

09.30	Bodyshop Evaluation Programme as a Tool for the Insurance Company	CESVI Colombia
09.45	Audatex Paint Study	Tech-Cor
10.00	Body Structure for Pedestrian Protection and its Influence on Damageability of Cars	JKC
10.15	Gravity Low Speed Crash Rig	IAG
10.30	Bumper Barrier Testing at IIHS	IIHS
10.45	Break for refreshments (½ hour)	
11.15	Corner Crash Test Research	Thatcham
11.30	RCAR Crash Test Working Group – Bumper Test Summary Report by Chairman (30 minutes)	Hartmuth Wolff
12.00	Body Structure for Improvement of Vehicle Compatibility and its Influence on Damageability of Cars	JKC
12.15	RCAR Matters – Final Discussion (½ hr)	Michael Smith
12.45	RCAR Conference 2007 – Brasil	CESVI Brasil

From The Secretary General

Welcome to our annual meeting in Tokyo and to this conference edition of the RCAR Newsletter. As in the format of more recent conference newsletters you will note the emphasis is on Tokyo, the Jiken Centre and its Management Team, plus details of the Technical Programme. This year 22 of our 26 research centres are attending the conference. Folksam, KTI, IBC and Winterthur are unable to join us. We also warmly welcome a Chinese research centre, CAA, who will be making a presentation to us on the first day.

The Technical Programme represents our interests well and focuses on our research work to reduce vehicle accidents. It reflects our work on the control of the costs of material damage and the theft of vehicles and their contents and provides a unique and structured networking forum not available to research centres elsewhere. A number of RCAR Working Groups will report progress and we need to decide on joint action for the future.

This year we have set aside an afternoon for presentations to and from the main Japanese Car Manufacturers: Toyota, Nissan, Honda, and Mazda. This provides an excellent opportunity to exchange information and in so doing help to further our mutual understanding. We very warmly welcome them to our annual conference.

I know that Minoru Suzuki and his team have worked hard to organise an interesting social programme. We thank them for their hard work and dedication. I hope that you enjoy and gain value from the conference.

Best wishes, Michael Smith