

## Tuesday Sept 28<sup>th</sup> 2021 at the in-person ATMC Conference, Scottsdale AZ

ADAS EV roundtable; Facilitator: Michael D Williams DTNA. Notes below: Mike Mallett DTNA, and table he stayed at.

### Round 1

- No standardization in design, nomenclature, etc
- Safety PPE
- Mandatory WBT for all Techs
- ASE testing potential, yet would need to be somewhat generic
- Industry training does not exist
- ADAS and collision is a tough one – More push to sublet to Dealer?

### Round 2

- Safety and foundational skills critical
- 48V system too
- Base electrical very important since most aren't knowledgeable
- ADAS is leading up to driverless
- Tesla and amount of info they collect grows as customer base grows
- System check/calibration and accidents (bumper etc) – need to self-regulate before Gov steps in
- NHTSA Sept – OE to report if ADAS vehicle has incident (Chrysler sends a Rep (sublet) to check blackbox
- Not as strong of technical support from OEM

### Round 3

- ADAS no consistency and touches all the basic systems that is commonly serviced by less experienced Techs
- Training the right people (skill set, interest level, need to attract a different breed)
- Much different impact on an OEM vs an Aftermarket service provider (training and technical info)
- Aftermarket breadth of tools needed since all makes (alignment as well as electronic)
- ADAS a high tech understanding required and especially the variety of types and evolution
- Standardization needed? Training, testing, design? A standard target for alignment would be a win.
- OBDII brought standard terminology

### Round 4

- ADAS/EV challenge and Technicians. Correctly done/aligned. Training critical.
- Need standardized terminology
- Can calibrate an ADAS system but no real way to test it...
- Repair variables with aftermarket windshields, retread tires, etc
- Liability concerns since safety system and high voltage
- Marketing terms seem to be a big reason that things are named different (brands try to stand out)

### Round 5

- ADAS/EV training and repairs are critical
- Not always attracting the right Techs (RC car, etc) and showing a career path

Roundtable wrap up group discussion was brief but the bulk was covered above and the following were mentioned

- ADAS is scary
- No standards