



# Hey Toby!

with Toby Chess

Toby Chess is an I-CAR program instructor, Training specialist, and former salvage yard operator. Toby is universally known in the collision industry for his work with first responders and advocacy for body shops and consumers. He can be reached at [tcspeedster@gmail.com](mailto:tcspeedster@gmail.com)

## Kool Tools: Pre-SEMA 2019

I have been conducting I-CAR mobile welding tests for 15 years now. I've taught nearly 6,000 techs in ten states and have driven over 400,000 miles. During these travels, I found a few things in common:

- Many technicians have poor welding helmets.
- Proper MIG gloves are not used; most of them are torn.
- The majority of MIG welders being used today need to be scrapped.

Before SEMA starts, let's talk about MIG Welders as well as a new repair process using hot glue.

There are three welders to look at:

- Pro Spot PR-205 MV;
- Millermatic 211; and
- Millermatic 255.

Both the Pro Spot PR-205 MV and Millermatic 211 are multi-volt machines. You can plug into a 120 plug (with an adapter) or 220 volts (Fig. 1).



Fig. 1



Fig. 2

The Pro Spot 205-MV machine (Fig. 2) is synergic – you tell the machine the wire type and diameter, and then you can set the metal thickness.

The machine will then set the wire speed and volts/amperage for that metal thickness. There are steel settings for .024 wire, .030 wire, and .035 wire. You can weld aluminum with up to 1mm wire (non-pulsed welding) and .8mm copper selenium wire (non-pulsed welding only).



Fig. 3

1. Amperage/Wire Speed Display
2. Indicators
3. Voltage/Thickness Display
4. Amperage/Wire Speed
5. Weld Mode (Select between MIG, Synergic MIG, TIG, Stick & Manual Modes)
6. Thickness/Voltage

The next welder you may wish to consider is the Millermatic 211 (Fig. 4).



Fig. 4

Just like the Pro Spot PR-205MV, this welder has a multi-voltage plug (MVP), which allows connection to common 120 or 240 volt power receptacles without the use of any tools. You simply choose the plug that fits the receptacle and connect to the power cord.

The Millermatic 211 is a modified synergic welder (Fig. 5). You select the material, and then the wire

diameter and the material thickness and machine will set the wire speed automatically.



Fig. 5

The last welder you should look at is the Millermatic 255.

This welder is a great entry-level machine, and is a smaller version of their top of the line 350 Power Auto-

motive MIG Welder. (MSTP as shown is \$4,725, but you can check with a dealer for a better price).

The Millermatic 255 MIG welder (Fig. 6) is a complete 250-amp pulsed welder that comes standard with pulsed MIG welding capability. Auto-Set Elite technology allows you to use preset welding parameters based on metal thickness, shielding gas and welding wire type to achieve optimum welds. You can also set your voltage and wire feed speed manually for a custom welding arc.

In addition, the Millermatic 255 comes complete with a full-color, seven-inch LCD screen and has simple controls. It seamlessly switches between welding with a standard MIG gun or with an optional

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Spoolmatic™ spool gun. Moreover, it has a MIG brazing program that can be switched from pulsed to synergic (Fig. 7).



Fig. 6



Fig. 7

Now, I will give you my thoughts on all three welders.

If you are going to purchase a

new MIG welder, I would recommend the Pro Spot PR-205 and, or the Millermatic 211. The 120-volt standalone MIG welders are excellent machines and they are cheaper than the multi-volt machines; however, they will not be able to handle 0.35 wire (truck and SUV frames) or aluminum wire. A 220-volt or 120-volt machine allows you to perform more collision operations without an additional welder. If I'm conducting a training session, I always have my PR-205 and 211 with me, in my trailer. I've been using Miller welders for over 15 years now, and only one of my welders broke down so far; but, it's been repaired under warranty. So, they are work horses, but I do prefer my Pro Spot, because of the overall feel of the gun and the ease of use. Miller changed their "M" series MIG guns (M10, M15 and M25) to the MDX series MIG guns. Besides a different feel, the consumables are completely different. The nozzle on the "M" series guns was a press-on part, but the MDX nozzle screws on, which takes more time to remove in order to clean it. Lastly, Miller should consider adding the metric system

unit of length, millimeter (MM), since the metric system is of choice when it comes to working in the collision industry. Speaking of consumables, Miller can be found at all your local welding stores; but, you will need to go online or contact your area's Pro Spot dealer to get more consumables. Pro Spot dealers will help with the set-up of your new welder, whereas with Miller, you're on your own.

Now, let's move to the Miller-matic 255. If you are in the market for an entry level aluminum/MIG brazing pulse welder, try this one out. The controls are easy to navigate – switching between pulse and synergic when welding aluminum or MIG braze is done by just a touch of a bottom. I like how it welds, but as I stated before, I wish Miller would have the option of using millimeters instead of inches. At the time of this article, the MIG brazing program is for .035 millimeter wire, but I told Miller employees that they need to add for .030 millimeter wire (which is the most commonly used today). One final note, this machine has no OEM certifications at this time.

I, now, want to switch gears and

talk about using hot glue tabs (Fig. 8) to repair dents.



Fig. 8

Why glue tabs? With vehicle manufacturers utilizing more high strength and ultra-high strength steels and aluminum in today's vehicles, repair standards are becoming increasingly high. The Glue Tab Kit is another tool that can be used to meet OEM standards and produce quality dent pulling results. No heat will destroy the OEM applied corrosion protection on the exterior and interior panels being repaired, which is what I loved about hot gluing the tabs. The hot glues they are utilizing today will allow a technician to repair larger and stronger damage on both aluminum and steel panels. All three companies have a wide range of pulling tabs, but the one I liked the best is called "viper" from KECO. It allows the tech to build their pulling tab to fit any odd shaped dent.






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Pro Spot International. Fig. 9



Dent Fix Corporation. Fig. 10

All three companies – Pro Spot International, Dent Fix Corp, and Keco Tabs – have kits, including bridge pullers (separate with Pro Spot and

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the process, and you'll end up with change that sticks."

So when are you done? White advised that change must be anchored to the company culture. He also cautioned against declaring victory too soon and said to avoid micromanaging which is all about activities, not results. Management under stress shows up in one of three ways: the dictator, the pushover or the evangelist, and White encouraged, "Be the evangelist – believe so deeply in what you're recommending that you'd die for it ... It's not our actions that create success in our lives, it's our habits."

Concluding his presentation, White quoted **Joel A. Barker**: "Vision without action is merely a dream. Action without vision just passes the time. Vision with action can change the world."

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Keco Tabs. Fig. 11

Dent Fix), hand pullers (separate with Pro Spot), Ding Hammer (separate with Dent Fix) and DING Boards and Lights.



Non-lighted by Dent Fix. Fig. 12



18-volt light from Keco Tabs (comes with body repair kit). Fig. 13

### Repair Without Damaging the Undercoat

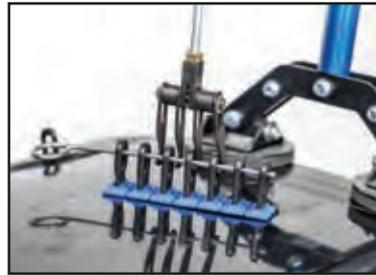


Fig. 14. Credit: Pro Spot International

### Applies in Four Easy Steps



Fig. 15

Step 1: Plug in the glue gun, so it'll be hot and ready when the area and tabs are prepared (Fig. 15).



Fig. 16



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Original Thought #78

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Step 2: Clean the area you are planning to repair with 91% alcohol (Fig. 16).

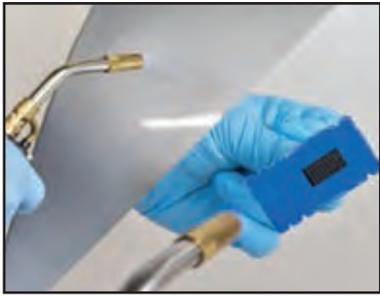


Fig. 17

Step 3: Heat the area you are repairing to remove excess moisture – no more than 100 degrees (Fig. 17).



Fig. 18

Step 4: Place glue on the tab you are

going to pull and then apply it to the area you are repairing (Fig. 18).

All three companies have kits, but the most complete is the Keco Tabs system, especially with the wide range of glue-on tabs. It also costs the most compared with the other two companies. I will show you all the tricks that I have learned in a near future article. Please seek out these manufacturers at this year's SEMA for demos of their systems.

Here is a welding helmet and a pair of MIG gloves – two top of the line items – that I have been using with great success.

#### Miller's Performance Mask



Fig. 19

This mask is under \$295. It comes with three sensors, utilizes digital operation and is light weight. I have been using these helmets for the last 15 years. Recently, three of the analog helmets have stopped working, so I replaced them with digital and they are the best.

#### MIG Welding Gloves #39 Made by Black Stallion



Fig. 20

I have tried virtually every glove on the market and these are by far the best. They have a great feel, they last long, and they provide excellent heat protection. These gloves do cost more, but they are well worth the investment.

## HGreg.com Acquires Property in FL

HGreg.com, the dealership group that has set out to redefine the car buying experience, has found a new home in West Palm Beach, FL. Construction has already begun on the site that holds an investment of over \$50 million, with a commitment of \$4.5 million on renovations, equipment and over \$35 million in inventory.

Located at 551 S. Military Trail, the 51,326 square foot site contains a showroom and office space as well as a three-story parking and services building totaling 221,406 square feet.

The location will feature the company's first dealership in the City of West Palm Beach, second in Palm Beach County and seventh in the state.

"We're committed to Florida," says John Hairabedian, president of HGreg.com. "In 2010, we chose to put down roots in the state and we couldn't be more pleased with our choice."

For more information, please visit HGreg.com and HGregLux.com.

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