



COLLISION INDUSTRY
CONFERENCE



Governmental Committee

Presented by:

Darrell Amberson, Chair – Panel Moderator

Bob Redding, Vice-Chair

Janet Chaney, Vice-Chair



COLLISION INDUSTRY
CONFERENCE



Automotive Parts and Public Policy

Presented by:
Governmental Committee

Governmental Committee Members



- **Darrell Amberson, Chair, Lametty's Collision**
- **Bob Redding, Vice Chair, Automotive Service Association**
- **Janet Chaney, Vice Chair, Cave Creek Business Development**
- **Brandon Thomas, GMG EnviroSafe, Inc**
- **Jeanne Silver, CARSTAR Mundelein**
- **John Eck, General Motors**
- **Russell Thrall, Collision Week**
- **Stephan Regan, Regan Strategies**
- **Steve Daniel, Lametty's Collision**
- **Chad Sulkala, Allstate**

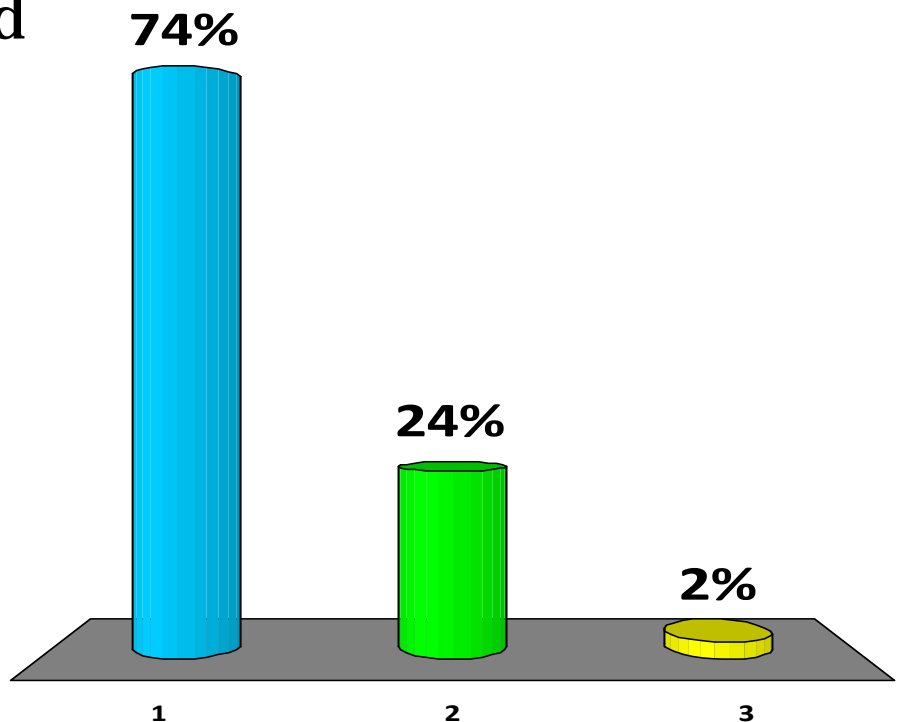


AUDIENCE RESPONSE QUESTION:



In the collision repair industry, the phrase “customer consent” refers to:

1. An authorization to proceed with repairs
2. An authorization to use aftermarket parts in the course of the repair
3. Part of a prenuptial agreement

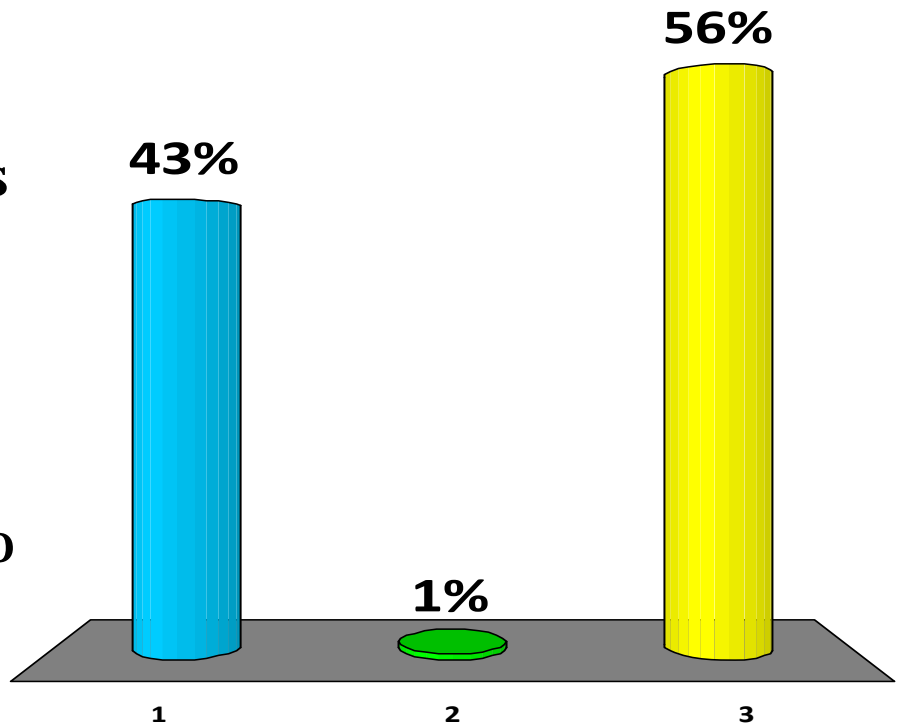


AUDIENCE RESPONSE QUESTION:



The primary objective of the Promoting Automotive Repair, Trade, and Sales (PARTS) Act is to:

1. Establish a federally-run aftermarket parts certification program
2. Mandate that all fleet vehicles replace their bumpers on an annual basis
3. Reduce a vehicle manufacturer's design patent from 14 years to 2.5 years



PARTS Act, H.R. 1879, S. 812



- The Promoting Automotive Repair, Trade and Sales Act of 2017 (PARTS Act) was reintroduced.
- Senate sponsors are U.S. Senators Orrin Hatch (R-UT) and Sheldon Whitehouse (D-RI), and House sponsors are U.S. Representatives Darrell Issa (R-CA) and Zoe Lofgren (D-CA).
- The PARTS Act would amend U.S. design patent law to reduce, from 14 years down to 2.5 years, a car manufacturer's design patent on collision parts.



State Parts Bills



- **WV SB 544-** Eliminates the requirement for consumer written consent when using aftermarket parts in a vehicle that is still under the manufacturer's warranty.
- **AR SB 291-** Repeals the requirement for the use of aftermarket crash parts in repair of a vehicle that is still under the manufacturer's warranty without the vehicle owner's written consent.
- **NY A 6617-** Requires motor vehicle repair shops to disclose types of replacement parts used in automobile collision repairs and provides a disclosure form to be signed by the owner consenting to the use of any such parts.



State Parts Bills, Continued



- **MD S 1007-** Requires the use of OEM parts or non-OEM aftermarket parts “that have been certified by a narrowly defined independent testing organization.”
- **TN HB 1098/SB 768-** Requires an auto repair shop to note on the estimate whether aftermarket crash parts made by a manufacturer other than the vehicle manufacturer are being used in the vehicle's repair.



Ohio Considers Notice Amendment



- An amendment proposed for the Ohio budget legislation would have exempted insurers from providing notice to customers when non-OEM parts are used in a repair.
- The measure was ultimately discarded in the final budget.





Moderator:
Darrell Amberson, Lamettry's
Collision



COLLISION INDUSTRY
CONFERENCE

Panelists



Jeanne Silver
CARSTAR Mundelein

Terry Fortner
LKQ/Keystone

Jack Gillis
Certified Automotive Parts Association (CAPA)
Consumer Federation of America

Wayne Weikel
Alliance of Automobile Manufacturers



COLLISION INDUSTRY
CONFERENCE