ATTACHMENT 2, FEBRUARY 1, 2024, JOHN MILLER

MISC. INFORMATION RELATED TO THE DISCUSSION of Idaho S1233

Provided by John Miller. Bonners Ferry, Idaho.

A quote from the NHTSA

Vehicle "safety" has changed drastically over the years, and today newer cars are safer than ever before. Thanks to advanced engineering in-depth research and analysis of crash data

The Idaho Consumer commonly is uneducated and or unaware of the full scope of the technological safety features in the modern car.

Common automotive repair methods incorporate the use of cheaper, non-original or untested parts. While cheaper may seem a reasonable fair market option, recent crash testing has arguably shown that in fact safety can and may be at risk.

Most professional collision repairers know that aftermarket parts are not the same as OEM parts. Unfortunately, insurers are willing to use their leverage to favor non-OEM parts which usually increases their profits.

With recent crash test imagery where 100%-OEM cars and same cars fitted with non-OEM parts (2 identical cars repaired differently) are subjected to the identical crash test, we can now see visible, substantial structural failure in the non-OEM cars.

By favoring non-OEM vehicle repairs for decades, insurers have potentially contributed to safety and performance changes in non-OEM repaired vehicles.

2009 Honda Fit
(non-OEM parts)

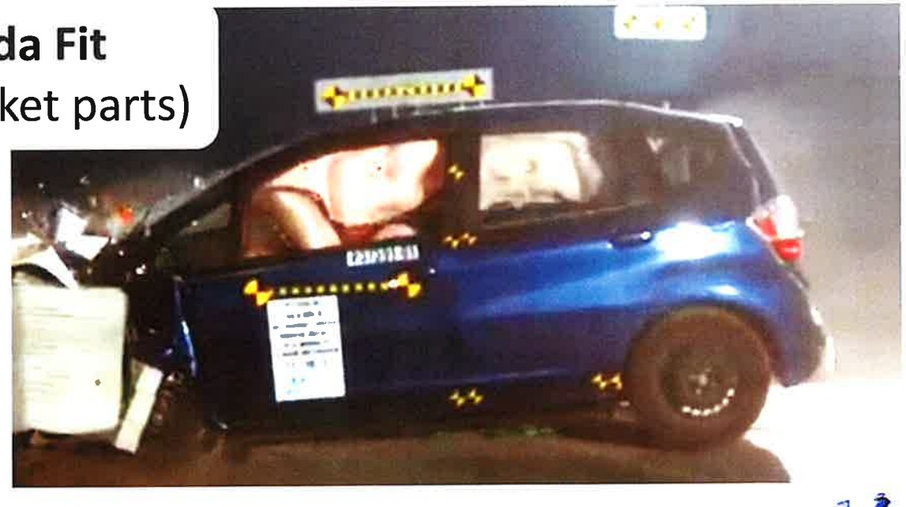
view video:

2010 Honda Fit
(control)

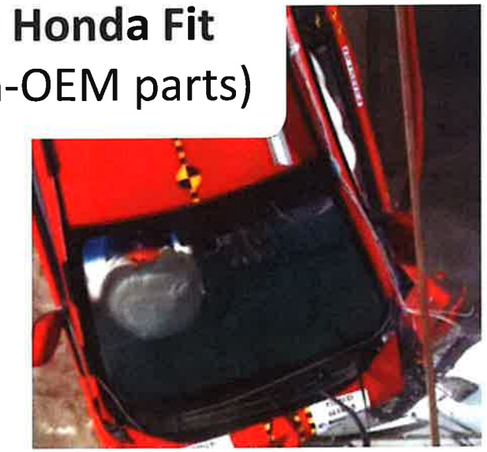
view video:

2013 Honda Fit
(aftermarket parts)

view video:



2009 Honda Fit (non-OEM parts)



2010 Honda Fit (control)

2013 Honda Fit (aftermarket parts)

The red 2009 Fit received unapproved repairs, including an adhesive-bonded roof (instead of welding it as Honda demands) and an aftermarket windshield.

The blue 2013 Fit received a variety of aftermarket parts, some certified, some not.

These included **Certified Automotive Parts Association** approved fenders and a **CAPA** certified hood, a non-**CAPA** aftermarket radiator support, an **NSF** certified bumper reinforcement bar, left and right hood hinges, wheel and windshield. All were installed using OEM repair procedures. Note that the OEM installation procedures do not change the fact of the quality of the **CAPA** certified or **NSF** certified parts.

The key component here is that *the parts are **not** the same.*

CAPA certification is essentially nothing but a piece of paper that is completely disconnected from the original engineering parameters and is "untested" by the OEM.

NSF certification does not require marks equalling original engineering parameters. They do not stand up to the crash test and crash test data from the OEM.

(OEM is the acronym for original equipment manufacturer.)

Image #1


Golf VII
replaced with Genuine Parts
Golf VII
replaced with IAM Parts

2009 Honda Fit
(non-OEM parts)

Received unapproved repairs, including an adhesive-bonded roof (instead of welding it as Honda demands) and an aftermarket windshield. This emulated the conditions of the real-world crash which predecated these tests.

2010 Honda Fit
(control)

An unaltered black 2010 Honda Fit was crashed as a control vehicle. the differences between the two experimental Fits and the control Fit are noticeable.

2013 Honda Fit
(aftermarket parts)

A variety of aftermarket parts, both certified and not. **CAPA**-approved fenders and a **CAPA**-certified hood, a non-**CAPA** aftermarket radiator support, an **NSF**-certified bumper reinforcement bar, hood hinges, wheel and windshield.

A AIRBAGS

Note the junction of the curtain airbag where it intersects with the steering wheel bag. See how clearly different it looks than the unaltered control car. The steering wheel bag of the black car is clearly in a more advanced stage of deployment than the other 2 cars.

B ROCKER PANEL

The buckle in the lower rocker panel is good. It demonstrates the absorption of the energy from the impact. The blue car's rocker panel is not absorbing the energy of the impact and front is collapsed further back than the two cars above.

C AXLE DISPLACEMENT

The axle is clearly further back then the other examples. The floorboard in this car has been torn apart and separated.

AXLE DISPLACEMENT

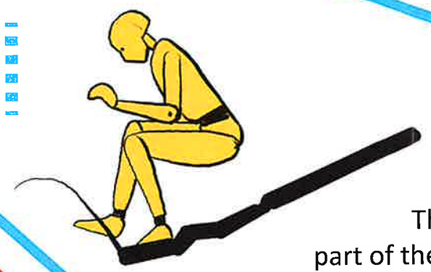
C

The wheel and axle structural strength is vital to the livelihood of the driver.

All parts in a repaired vehicle MUST work in unison for the safety of the driver, but often do not.

ROCKER PANEL

B

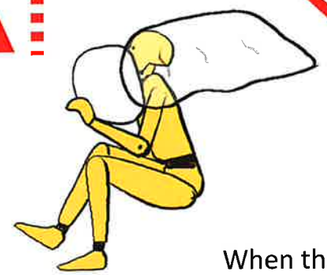


The rocker panel is a part of the lower unibody framework in this car model.

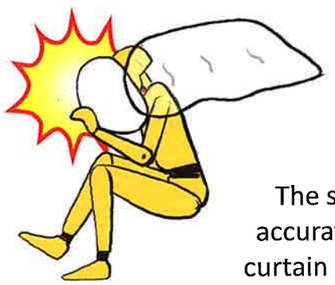
When there is no buckling in the lower rocker panel it is not absorbing the energy of the impact, endangering the driver.

AIRBAGS

A



When the airbags are synchronized wrong they will deploy dangerously.



The steering wheel bag must be accurately synchronized to the side curtain airbag. Honda Motor Co says: "If it [an airbag] deploys 1/100th of a second too late it can kill."

NOTE: The structural safety problems resulting from using inferior parts are not limited to these few examples.