



Press Release

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FOR IMMEDIATE RELEASE

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SCRS Documents Position on SRS Replacement Parts

Prosser, Washington, May 12, 2010 — In response to recent attempts in various states to legislate the use of salvaged airbags in the repair process, the Society of Collision Repair Specialists (SCRS) has published a formal position for industry use. The SCRS position is as follows:

SCRS recommends that collision repair professionals use exceptional caution when performing repairs to consumers' vehicles, and to only use parts that they know will perform with the same level of quality and safety as the original part; both upon installation, and for the life of the vehicle.

There are many variables introduced by utilizing alternative Supplemental Restraint System (SRS) replacement parts that have the potential to affect SRS operability, and could impair the integral safety function that these parts are intended to provide. Due to the additional liability assumed by the repairer utilizing the replacement part, SCRS encourages repairers to follow the Vehicle Manufacturers' recommended repair procedures when replacing SRS components, and does not recommend the use of salvaged, remanufactured or aftermarket alternatives for this repair.

“Through our Legislative Committee, the models developed by NCOIL that instigated the introduction of these bills in various states has certainly been a center of discussion for our group,” shared SCRS Legislative Committee Chairman Andy Dingman. “In preparation that this issue may be faced in their state at some point, many of our affiliates have specifically asked for a documented position from SCRS who has been actively involved in addressing and researching the topic.”

SCRS' position is analogous to several other industry groups, who have also documented firm positions or cautions on this issue, creating a clear and direct message to members, consumers and lawmakers about the concern that the industry holds regarding this practice.

“We believe that laws and regulations should be formed based on the recognition of consensus through broad industry representation,” added SCRS Chairman Barry Dorn. “This is where a national association such as SCRS can leverage the expansive size of its network, to use the feedback we receive and develop resources such as this position to empower our state affiliates as they address these issues on a local basis.”

About SCRS: Through its direct members and 39 affiliate associations, SCRS is comprised of 6,000 collision repair businesses and 58,500 specialized professionals who work with consumers and insurance companies to repair collision-damaged vehicles. Additional information about SCRS including other news releases is available at the SCRS Web site: www.scrs.com. You can e-mail SCRS at the following address: info@scrs.com.

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