

HOUSE BILL ANALYSIS

HB 2555

Title: An act relating to the use of aftermarket crash parts for the repair of motor vehicles.

Brief Description: Regulating the use of aftermarket crash parts for the repair of motor vehicles.

Sponsors: Representatives Zellinsky, Constantine, Sullivan, Carrell and Dickerson.

HOUSE COMMITTEE ON FINANCIAL INSTITUTIONS & INSURANCE

Meeting Date: January 26, 1998

Bill Analysis Prepared by: Jim Morishima (786-7191)

Background: Generally, there are two types of motor vehicle crash parts. Genuine crash parts are parts manufactured by or for the original manufacturer of the motor vehicle that are authorized to carry the name or trademark of the original manufacturer. Aftermarket crash parts are parts manufactured by a person other than the original manufacturer that are not authorized to carry the name or trademark of the original manufacturer.

Summary of Bill: For the year of a motor vehicle's manufacture and four years thereafter, body shops will only be able to use genuine crash parts that are sufficient to maintain the manufacturer's warranty for fit, finish, structural integrity, corrosion resistance, dent resistance, and crash performance when repairing a vehicle unless the owner consents in writing.

Likewise, insurers cannot require the use of aftermarket crash parts in the year of a motor vehicle's manufacture and four years thereafter unless the owner consents in writing. After the five-year period described above, an insurer who intends to require the use of aftermarket crash parts must notify its policy holders either in the policy itself or on an attached sticker.

Violations of these provisions are also violations of the Washington consumer protection statute.

Appropriation: None.

Fiscal Note: None Requested.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Rulemaking Authority: Not addressed.