



NEWS

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TEST DATA IDENTIFIES SIGNIFICANT FIT AND APPEARANCE PROBLEMS WITH AFTERMARKET PARTS THAT FAILED TO MEET CAPA STANDARDS

Vehicle Test Fits of Over 1,000 Parts Show Nearly 50% Do Not Meet CAPA Standards

Additional Quality Problems also Noted

Washington, DC: As part of its comprehensive Vehicle Test Fit (VTF) Program, the Certified Automotive Parts Association regularly conducts test fits of aftermarket parts which have been submitted for consideration for CAPA certification. From the inception of the VTF program through May 2003, CAPA put 1,031 part numbers through an extensive vehicle test fit and discovered that 44% (458 part numbers) did not meet CAPA standards for fit, finish and appearance. These part numbers were not CAPA certified, but may still be in the marketplace as non-certified (see the full Report at www.CAPAcertified.org).

Additionally, 30% of the failed part numbers (136) were approved by other part approval programs at the time of testing. These 136 part numbers represent thousands of aftermarket parts in the market.

Common fit and appearance problems detected during VTFs include: incorrectly positioned hood strikers, bumper cover mounting holes in the wrong position, tailgate hinge brackets incorrectly shaped, and fenders with serious gap and flush problems. Most of these defects would not be visible to an observer looking at the part; they must be mounted on the vehicle to be detected. Parts with these problems will not receive CAPA certification until the problems are rectified. The report contains photos that illustrate these defects.

CAPA initiated the VTF Program to ensure that parts bearing the CAPA Quality Seal were equal to or better than car company service parts with regard to fit. Part numbers submitted to CAPA for certification consideration that do not fit the vehicle are

not certified. Only if the problems are corrected and the part passes a second vehicle test fit will the part become CAPA certified. The only way to determine if a part has fit problems is to test it on an actual vehicle. As far as we know, there is no other certification program that takes this step to ensure quality.

Because CAPA is the only program, that we are aware of, that subjects parts to a rigorous VTF prior to certification, the best way to ensure that the part being used will not have fit or appearance problems is to ensure that it bears the CAPA quality seal. This also assures the user that the part is made of the correct material and has the correct weld and adhesive application.

“Collision repairers need the peace of mind that the CAPA Quality Seal provides-knowing that the part number has undergone and passed strict quality standards prior to certification. To have this assurance, all they need to do is insist on CAPA certified parts and check the parts they receive for the distinctive yellow and blue CAPA Quality Seal,” said Jack Gillis, Executive Director. “Regardless of what the seller says, if the part doesn’t have a CAPA seal, it’s not CAPA certified.”

The Certified Automotive Parts Association (CAPA), an ANSI-certified Standards Developer founded in 1987, is the nation’s only independent, non-profit, third party quality certification organization for cosmetic crash parts. CAPA certification identifies, for both consumers and the collision repair industry, those aftermarket parts that meet our high quality standards for fit (through VTFs-Vehicle Test Fits), form, finish, material content and corrosion resistance. For more information see www.CAPAcertified.org.