

Insurance Times: NCOIL delays car part model bill as parties spar
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Supporters and opponents of generic auto replacement parts made some strikes recently on the public relations front.

The Alliance of American Insurers cited a recent study that shows original equipment manufacturer parts don't measure up to their generic counterparts. The Certified Automotive Parts Association, or CAPA, conducted the study. CAPA refers to itself as "the nation's only independent, nonprofit, third-party organization that tests automobile parts produced by independent manufacturers."

AIA says the CAPA study, which tested 1,907 car company parts over two years, showed about half didn't meet CAPA standards.

CAPA, on the other hand, attempted to rebut a General Motors report that apparently showed the carmaker's own manufactured parts aren't much different than CAPA parts.

CAPA took issue with the report, claiming it incorrectly says many of GM's parts are made the same way, and that it implies CAPA parts "are inferior because they did not match the specific GM parts of specifications referenced in their reports."

CAPA says 65 percent of 467 GM parts included in a vehicle fit test didn't meet CAPA standards.

GM presented its report to the National Conference of Insurance Legislators in November and February.

CAPA presented its rebuttal at the recent NCOIL summer meeting, held July 11-14 in Boston.

At that NCOIL meeting in Boston, legislators decided to delay action on a proposed certified aftermarket crash parts model bill until NCOIL's November annual meeting in San Francisco.

Committee chairman Rep. Craig Eiland of Texas formed a subcommittee to work more closely on the model legislation, said Candace Flick, NCOIL's director of legislative affairs.

NCOIL members from Vermont, Louisiana, Florida, Michigan and New Jersey were appointed to the subcommittee, Frick said.