



Position Statement Table of Contents

Please click a link below to go directly to the position statement or scroll down to read.

- Use of New Aftermarket (Imitation) Collision Parts (June 1, 2004)
- Use of Recycled (Salvage) Collision Parts (June 1, 2004)
- Use of New Aftermarket (Imitation) Collision Parts and Air Bag Systems (June 1, 2004)
- Use of Salvaged Collision Parts and Air Bag Systems (June 1, 2004)
- Remanufacturing/Refinishing Steel/Aluminum Wheels (June 1, 2004)
- “Clip” Repair Procedure Not Recommended (February 28, 2005)
- Structural Repairs for Ford Vehicles (March 1, 2006)
- Airbag, Airbag System Component Replacement (August 15, 2007)
- Repair and Replacement of Safety Belt Assemblies (July 6, 2009)



STATEMENT

Contact: George Gilbert
313-248-8639
ggilber1@ford.com

IMMEDIATE RELEASE

USE OF NEW AFTERMARKET (IMITATION) COLLISION PARTS

DEARBORN, Mich., June 1, 2004 – The use of new aftermarket (imitation) collision parts to repair collision damage to vehicles raises concerns about warranty and quality.

Imitation collision parts are not covered by Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan. In addition, any damage to or failure of a Ford part caused by the installation or improper performance of an imitation part is not covered by Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan.

However, the use of an imitation collision part for collision repair does not, in itself, void Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan. Warranty coverages for the rest of the vehicle, excluding the imitation part itself, remain in effect.

Ford believes the interests of vehicle owners and collision repairers are best protected when genuine Ford replacement collision parts are used to repair collision damage.

###



STATEMENT

Contact: George Gilbert
313-248-8639
ggilber1@ford.com

IMMEDIATE RELEASE

USE OF RECYCLED (SALVAGE) COLLISION PARTS

DEARBORN, Mich., June 1, 2004 – The use of salvage collision parts to repair collision damage to vehicles raises concerns about warranty and quality.

Salvage collision parts are not covered by Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan. In addition, any damage to or failure of a Ford part caused by the installation or improper performance of a salvage part is not covered by Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan.

However, the use of a salvage collision part for collision repair does not, in itself, void Ford Motor Company's new vehicle service part or corrosion warranty, or any variety of the Ford Extended Service Plan. Warranty coverages for the rest of the vehicle, excluding the salvage part itself, remain in effect.

Many factors can influence the quality of salvage parts, such as exposure to weather, improper removal or hidden structural damage. In addition, parts salvaged from Ford, Lincoln and Mercury vehicles may not always be genuine Ford parts.

Ford believes the interests of vehicle owners and collision repairers are best protected when genuine Ford replacement collision parts are used to repair collision damage.

###



STATEMENT

Contact: George Gilbert
313-248-8639
ggilber1@ford.com

IMMEDIATE RELEASE

USE OF NEW AFTERMARKET (IMITATION) COLLISION PARTS AND AIR BAG SYSTEMS

DEARBORN, Mich., June 1, 2004 – Ford Motor Company is confident about the performance of air bag systems it designs and installs in its vehicles. However, Ford cannot be confident that its air bag systems and components will perform properly on vehicles that have been repaired with new aftermarket (imitation) collision parts.

Testing by Ford has shown imitation collision parts to be substandard in their fit and structural integrity. To our knowledge, no comprehensive testing has been conducted to verify that the performance of imitation collision parts -- particularly crucial front end parts, such as hoods, bumper reinforcements and header panels -- in front-end crashes will be compatible with Ford air bag systems.

Genuine Ford replacement collision parts are the same as those used on new vehicles, which have been crash tested and meet all Federal Motor Vehicle Safety Standards.

Because so little is known about the effect of imitation parts on airbag system and component integrity, Ford believes genuine Ford collision parts should be used for collision repairs to protect the interests of both collision repairers and vehicle owners.

###



STATEMENT

Contact: George Gilbert
313-248-8639
ggilber1@ford.com

IMMEDIATE RELEASE

USE OF SALVAGED COLLISION PARTS AND AIR BAG SYSTEMS

DEARBORN, Mich., June 1, 2004 – Ford Motor Company is confident about the performance of air bag systems it designs and installs in its vehicles. However, Ford cannot be confident that air bag systems or components salvaged from other vehicles for re-use will perform properly.

Many factors may influence the integrity of salvaged air bag systems or components, such as weathering and removal techniques. In addition, air bag systems are designed for specific vehicles, with changes occurring even within specific vehicle models to accommodate technological advancements. It is possible for an air bag system or an individual air bag component to fit into an inappropriate vehicle, thereby jeopardizing the integrity of the air bag system.

For these reasons, Ford believes that only new air bag systems and components should be used to repair damaged vehicles.

Ford believes the interests of repairers and vehicle owners are best protected when new genuine Ford replacement air bag systems and components are used.

###



STATEMENT

Contact: Steve Nantau
734-523-1305
snantau@ford.com

IMMEDIATE RELEASE

REMANUFACTURING/REFINISHING STEEL/ALUMINUM WHEELS

NOTE TO EDITOR: *Ford Motor Company recommends use of replacement tires and wheels that are the same size and type as those originally provided by Ford Motor Company. Use of any tire or wheel not recommended by Ford Motor Company can affect the safety and performance of the vehicle, which could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death. Additionally, the use of non-recommended tires and wheels could cause steering, suspension, axle or transfer case/power transfer unit failure. In the case of recycled wheels, Ford Motor Company offers the following specific recommendations:*

DEARBORN, Mich., June 1, 2004 – Ford Motor Company does not approve the remanufacturing/refinishing of steel or aluminum wheels when it involves re-machining, re-plating, welding, bending, straightening, reforming or adding new material other than cosmetic coatings.

As a general rule, Ford Motor Company approves refinishing of steel or aluminum wheels only if all necessary repairs/reconditioning can be completed by cosmetic sanding or polishing that removes no metal and, instead, removes only the finish. The refinished wheel must have the same part number as the part number of the wheel it is replacing.

Any wheel that is a candidate for refinishing must be carefully inspected and discarded if the wheel contains any of the following:

- 1) Cracks;
- 2) Corrosion, scrapes, gouges, dents or other damage that cannot be corrected with cosmetic sanding or polishing;
- 3) Refinishing that changes, or will change, the wheel's shape, contour, stylelines or other design features;
- 4) Refinishing that alters, or will alter, the wheel's rim flanges, wheel nut chamfers, wheel pilot holes or other functional surfaces;
- 5) Refinishing that leaves, or will leave, paint, clearcoat or other coatings on the wheel's mounting surfaces or on wheel nut contact surfaces;
- 6) Repainting that involves cure temperatures above 350°F;
- 7) Chrome plating (either re-plating or chrome plating a painted wheel).

Ford Motor Company does not warrant any remanufactured/refinished wheel provided by an aftermarket supplier.

Those choosing to use a remanufactured/refinished wheel from an aftermarket supplier for replacement of a damaged wheel should:

- 1) Request written assurance from the aftermarket supplier that the recommendations above have been followed;
- 2) Verify that the remanufactured/refinished wheel carries permanent markings that identify the aftermarket supplier and the date of remanufacturing/refinishing;
- 3) Request clarification regarding the warranty provided by the remanufacturer and/or aftermarket supplier, if any. Remember, Ford Motor Company does not warrant any remanufactured/refinished wheel provided by an aftermarket supplier;
- 4) Use new coated balance weight to reduce future cosmetic damage.

###



STATEMENT

Contact: Steve Nantau
734-523-1305
snantau@ford.com

IMMEDIATE RELEASE

“CLIP” REPAIR PROCEDURE NOT RECOMMENDED

NOTE TO EDITOR: *The use of front or rear “clips” to repair major damage to a vehicle is a practice among collision repairers and insurance companies, which pay for the majority of collision repairs. The practice involves replacing an entire section of a vehicle with a similar section from a “donor” vehicle – most frequently one that has been declared a total loss. This Statement has been developed to answer frequent questions about “clipping” that Ford Motor Company receives from collision repairers.*

DEARBORN, Mich., February 28, 2005 – Ford Motor Company does not approve the use of “clips” to repair collision damage to vehicles.

The use of a “clip” to repair collision damage voids Ford’s New Vehicle Limited Warranty and any variety of Ford’s Extended Service Plan, as well as Ford’s new vehicle service part and corrosion warranties for each part in the “clip.” Use of a “clip” also voids any variety of Ford’s Extended Service Plan, new vehicle service part warranty and corrosion warranty for any damage to individual components, assemblies or systems on the original vehicle caused by individual components, assemblies or systems in the “clip.”

Ford strongly recommends that repairers and insurers considering the use of a “clip” carefully check state

collision repair laws and regulations to determine whether the vehicle must be re-titled as “rebuilt” or “salvage” if the “clip” procedure is used. Ford also strongly recommends that repairers advise and obtain the written repair authorization of the vehicle owner, in advance, if the “clip” procedure is to be used and re-titling is required.

Ford has adopted this position because it cannot be confident “clip” repair procedures return vehicles to pre-accident condition. Because every “clip” repair is unique, it is impossible to test whether the repair technique affects the safety, performance or durability of the vehicle. Other factors weigh heavily in this position, including:

- Hidden damage to individual components, assemblies or systems in the “clip” that may not be readily apparent to the repairer.
- Improper removal techniques and exposure to weather that may degrade the performance characteristics of individual components, assemblies or systems in the “clip.”
- Mismatching of individual components, assemblies or systems. Individual component, assembly and system modifications occur throughout the production life of new-model vehicles. It is possible a “clip” component, assembly or system will not be compatible with the vehicle it is being used to repair.

Ford recommends that only genuine Ford replacement parts be used for collision repair to protect all parties – vehicle owners, repairers and insurers – involved in the collision repair process.

Ford also is working diligently to control the cost of major collision repairs. After research and testing, it has developed several frame sectioning procedures – and unique frame sectioning repair parts – that have been proven not to affect the safety, performance or durability of the repaired vehicle. Ford recommends repairers and insurers consider these procedures as a practical and cost-effective alternative to “clipping.”

###



STATEMENT

Contact: George Gilbert
313-248-8639
ggilber1@ford.com

IMMEDIATE RELEASE

STRUCTURAL REPAIRS FOR FORD VEHICLES

DEARBORN, Mich., March 1, 2006 – Ford Motor Company recommends that repairs to structural components – including frames, rails, aprons and body panels – only be completed using Ford-recommended repair procedures and factory-supplied parts.

Repair procedures are available in vehicle-specific Service Manuals, Body Repair Manuals, Technical Service Bulletins and Instruction Sheets (which accompany factory-supplied replacement parts). Repairers should contact their Ford-Lincoln-Mercury wholesale parts dealer for information on how to obtain these reference materials.

Where no factory-supplied repair information is available, repairs should be made at existing joints or seams with factory-supplied replacement parts using repair procedures that duplicate factory assembly processes/techniques.

The structural component repair procedures and repair-specific parts recommended by Ford have been validated through testing by Ford engineers to return repaired vehicles to pre-accident condition.

Alternative structural component repair procedures and/or parts recommended by others are not endorsed by Ford, and Ford cannot be certain these alternative structural component repair procedures and/or parts

will return vehicles to pre-accident condition. Should alternative structural component repair procedures and/or parts be used, repairers should be aware of the potential liability they incur.

###



STATEMENT

Contact: Steve Nantau
734-523-1305
snantau@ford.com

IMMEDIATE RELEASE

AIRBAG, AIRBAG SYSTEM COMPONENT REPLACEMENT

DEARBORN, Mich., August 15, 2007 – The use of salvage, used or reconditioned airbag modules or airbag system components to repair collision damage to vehicles raises serious concerns about safety, quality, warranty and liability.

Ford Motor Company is confident about the performance of the airbag modules and airbag system components it designs and installs in its vehicles. However, Ford cannot be confident about the performance of salvage, used or reconditioned airbag modules or airbag system components.

For these reasons, Ford Motor Company recommends use of only new replacement airbag modules and airbag system components provided by Ford Motor Company through its authorized collision parts wholesaling dealers. Use of any salvage, used or reconditioned replacement airbag module or airbag system component not recommended by Ford Motor Company can affect the safety characteristics of the vehicle, and could result in an increased risk of personal injury and death.

Many factors may influence the integrity of salvage, used, or reconditioned airbag modules or airbag system components, such as weathering, removal processes, and reconditioning techniques. In addition, airbag modules and airbag system components are designed for specific vehicles, with changes occurring even within specific vehicle models to accommodate technological advancements. It is possible for a salvage, used or reconditioned airbag module or airbag system component to fit into an inappropriate vehicle, thereby jeopardizing the integrity of the passive restraint system.

Salvage, used and reconditioned airbag modules and airbag system components are not covered by Ford Motor Company's new vehicle service warranty, or any variety of the Ford Extended Service Plan. In addition, any damage to or failure of a Ford part caused by the installation or improper performance of a salvage, used or reconditioned airbag module or airbag system component is not covered by Ford Motor Company's new vehicle service warranty, or any variety of the Ford Extended Service Plan.

However, the use of a salvage, used or reconditioned airbag module or airbag system component for collision repair does not, in itself, void Ford Motor Company's new vehicle service warranty, or any variety of the Ford Extended Service Plan. Warranty coverage for the rest of the vehicle, excluding the salvage, used or reconditioned airbag module or airbag system component, remains in effect.

Ford believes the interests of vehicle owners and collision repairers are best protected when genuine Ford replacement collision parts are used to repair collision damage.

###



STATEMENT

Contact: Steve Nantau
313-845-4202
snantau@ford.com

IMMEDIATE RELEASE

REPAIR AND REPLACEMENT OF SAFETY BELT ASSEMBLIES

DEARBORN, Mich., July 6, 2009 – Ford Motor Company encourages proper usage and repair of safety belts, the No. 1 life-saving device in automobiles, after the driver. Since Ford introduced the industry's first safety belts in the 1950s, the company has enhanced the feature with new technologies such as adaptive load-limiting retractors and pretensioners.

Load-limiting retractors can help reduce the force on the occupant's chest from the safety belt during a high-severity crash event by allowing a controlled release of webbing from the retractor. Pretensioners in the safety belt system can tighten the driver and right front passenger safety belts and enhance the overall protection that the safety belt system provides.

Ford recommends replacement of all safety belt assemblies in use at the time a vehicle is involved in an accident. However, if the collision was minor, Ford Motor Company describes recommended functional testing procedures for both shoulder harnesses, and lap belts and retractors in Ford factory service manuals. If a qualified technician finds that safety belt assemblies do not show damage and continue to operate properly per these functional test procedures, they do not need to be replaced. Safety belt assemblies not in use during a collision should also be inspected and replaced if either damage or improper operation is noted.

Before installing a new safety belt assembly, the safety belt attaching areas must be inspected for damage and distortion. If the attaching points are damaged or distorted, the sheet metal must be reworked to its original shape and structural integrity. In addition, be sure that if new safety belt service parts are needed, they are intended specifically for the vehicle in which they are being installed.

Furthermore, Ford Motor Company does not approve the use of used restraint system modules, safety belts, buckles or retractors, from pre-owned, salvage or damaged vehicles. The use of such parts could lead to serious injury.

###