



Automotive Service Association®

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April 23, 2019

The Honorable Kevin Cavanaugh
Chair
Senate Commerce Committee
New Hampshire Senate
Concord, New Hampshire 03301

RE: Support House Bill 664

Dear Chairman Cavanaugh:

I represent the Automotive Service Association (ASA). ASA is the largest and oldest national association representing collision and mechanical repair facilities. We are writing today in support of House Bill 664 addressing original equipment manufacturer repair procedures for collision repairs. The changes made in the original legislation, regarding glass in Section II, dilute the bill’s overall effectiveness but ASA still supports the legislation.

House Bill 664 addresses an issue of concern for consumers and repairers. The Seebachan v. John Eagle Collision Center decision reminded collision repairers of the importance of having proper repair procedures. The original equipment manufacturers’ (OEM) repair procedures are the logical repair processes to be followed. To be clear, ASA does not support the use of OEM parts only. ASA’s interest is in requiring the industry to adhere to a set of repair procedures that assure the best opportunity for vehicle safety on our highways. House Bill 664 calls for vehicle repair standards that should be an accepted, standard practice in the collision industry:

“Insurers shall pay a claim to the claimant or repairer based upon the repairer’s utilization of repair procedures or specifications that conform to the original equipment manufacturer’s recommended procedures, specifications, or allowable tolerances of such vehicle year, make, model, and trim level. If the repair procedure or specification from an original equipment manufacturer includes a directive to conduct a scan, calibration, or diagnostic test of a vehicle’s electronics systems before or after the commencement of repairs, such directive shall be considered as a required part of the repair procedure. The insurer shall reimburse the repairer if the repairer follows the directive.”

This legislation ensures that the State of New Hampshire has done as much as possible to protect consumers and small businesspersons in the repair chain following an accident.

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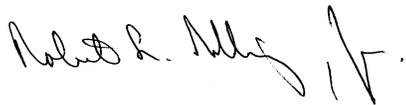
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ASA supports a competitive parts marketplace. We do not believe HB 664 harms the collision repair marketplace. In addition, ASA does not believe this legislation will impact insurance rates. All segments of the collision repair industry should support quality, safe repairs. Establishing a baseline of expected repair procedures is a step towards quality, safe repairs for the motoring public. Please call on us if we can provide additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Redding, Jr.", with a stylized flourish at the end.

Robert L. Redding, Jr.
Washington, D.C. Representative