

# PARTS & MATERIALS COMMITTEE

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CCIF  
Toronto  
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# Where we have been.

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- Aftermarket Parts

- Better understanding between Shops, Suppliers and Insurers.
- More Aftermarket parts being used.
- Better fit and finish of the parts used.

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- Recycled Parts.

- Understanding between the stake holders.

- Better rules for ordering of recycled parts.

# Where are we going next?

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- Parts procurement and the impact on workflow and profit?
  - If and when this method comes into effect.
  - Is it good or bad for the Shop? The Insurer? The supplier?

# Things impacting the availability of repairable vehicles.

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## Price of OE?

- Specific tool or training requirements.
- Availability of parts. Damage to rails cannot be repaired - must be replaced. No use for Recyclers to keep the parts - there is no sale potential.
- Changing vehicle technology. "The cost of repairs associated with changes in vehicle design will result in a significant increase in total losses."
- The number of write-offs - particularly airbag costs.


Making cars we can't fix

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- Three issues for collision repair industry:
  - Inconsistent volume
  - Profitability
  - Through-put (cash flow)

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- Should airbags be removed from reparability?

Effect on profitability and the number of write-offs.

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- OE's demand that their vehicles be repaired at their own Collision Facilities.



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These are some of the issues that can be explored.

We need your help at the break-out session this afternoon to guide the committee as to what direction we should take.