

ONE HUNDRED FOURTEENTH CONGRESS
Congress of the United States
House of Representatives

COMMITTEE ON ENERGY AND COMMERCE

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Minority (202) 225-3641

October 13, 2015

Mr. Joe LaFeir
Senior Vice President
IHS Automotive IS&S
26533 Evergreen Road
Southfield, MI 48076

Dear Mr. LaFier,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Friday, September 25, 2015, to testify at the hearing entitled "Legislative Hearing on VIN Database and Auto Whistleblower Bills."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Monday, October 19, 2015. Your responses should be e-mailed to the Legislative Clerk in Word format at Dylan.Vorbach@mail.house.gov and mailed to Dylan Vorbach, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Michael C. Burgess, M.D.
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

Additional Questions for the Record

The Honorable Adam Kinzinger

1. Secretary Foxx responded to the record of a February 2015 House Transportation and Infrastructure Committee hearing that:

I support requiring automotive manufacturers to provide parts numbers related to recalls to professional automotive recyclers to ensure the proper identification of such parts. Vehicle safety recalls often involve replacing defective parts, and defective parts that are reused as replacement parts on other vehicles could present a safety risk. The automotive manufacturers should provide this information in an efficient and easy-to-use format directly to recyclers and others who need the information.

- A. Does your company currently receive Original Equipment (OE) part numbers, part descriptions, and other identifying data as coded in the last six digits in the VIN from all automakers?
- B. The automotive parts supply chain includes over 500,000 parts that are removed and recycled from vehicles every day. Do your company's databases have the ability to identify these recycled parts, especially if they are subject to a recall, and note their remedy status?
- C. If so, can IHS incorporate this parts data into automated systems for industry stakeholders so they are also able to track parts that are defective? If not, should Secretary Foxx's recommendation be implemented, could IHS then incorporate the data into an automated system for stakeholders?