

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

COMMITTEE ON ENERGY AND COMMERCE

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April 28, 2016

Mr. Michael Wilson  
CEO  
Automotive Recyclers Association  
9113 Church Street  
Manassas, VA 20110

Dear Mr. Wilson,

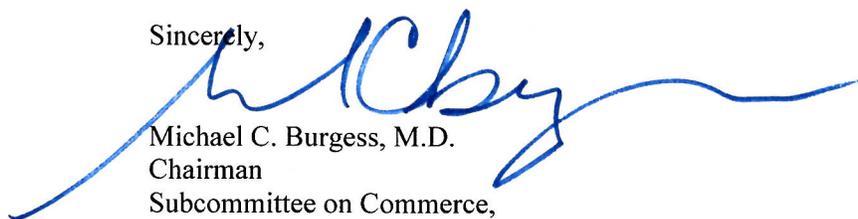
Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Thursday, April 14, 2016, to testify at the hearing entitled "NHTSA Oversight."

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 Thursday, May 12, 2016. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to [Giulia.Giannangeli@mail.house.gov](mailto:Giulia.Giannangeli@mail.house.gov).

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

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Burgess", with a long horizontal flourish extending to the right.

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

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

Attachment

Attachment - Additional Questions for the Record

**The Honorable Michael C. Burgess, M.D.**

1. The FAST Act requires manufacturers to include the name, description, and part number of components or components in its Part 573 report for defects or noncompliance, if a recall involves a defect in a specific component. Can you tell us what the automotive recycler industry's experience has been with this issue since the passage of the Act? What more needs to be done to ensure that recycled parts under recall are quickly taken off of the market?
2. There is a possibility that some of the defective Takata airbags may inadvertently be in salvage yard inventories across the country. What is your industry doing to make sure those defective airbags don't make their way into the hands of consumers?
  - a. Are you working with NHTSA or any automakers to address this problem?
  - b. How do automotive recyclers ensure the safety and reliability of a recycled part or component before it is marketed or sold to a consumer?
  - c. How are recyclers monitoring counterfeit automotive parts in the marketplace and ensuring that they are not being sold to consumers?

**The Honorable Gregg Harper**

3. The FAST Act requires manufacturers to include the name, description, and part number of components or components in its Part 573 report for defects or noncompliance, if a recall involves a defect in a specific component. Can you tell us what the automotive recycler industry's experience has been with this issue since the passage of the Act? What more needs to be done to ensure that recycled parts under recall are quickly taken off of the market?

**The Honorable John Sarbanes**

1. I was a cosponsor of the ROADS SAFE Act and worked with my colleagues in the House to make sure that the Driver Alcohol Detection System for Safety, or DADSS, program, was authorized as part of both MAP-21 and the FAST Act. I know that you are also a strong supporter of the DADSS program.
2. This is an important project as it has the possibility of eliminating drunk driving in America and saving over 7,000 lives each year according to estimates from the Insurance Institute for Highway Safety. Can you provide an update on the current status of the project? What is being done to accelerate this technology?

**The Honorable G.K. Butterfield**

1. Particularly once a car is out of warranty, many drivers have their cars repaired by independent repair shops—many of which use recycled parts.
  - a. Recycled parts are often far less expensive than the corresponding brand new part sold by a dealer. Does that have an effect on the overall market for automotive parts?
  - b. Are recycled parts meaningfully different from the corresponding new parts?
2. In your testimony, you noted that auto manufacturers frequently change original equipment (OE) replacement part numbers. Please expand on the relationship between OE replacement part numbers and VIN numbers, and why it is so important to recyclers to have access to real-time updates on OE number parts.
3. In your testimony, you referenced information posted to NHTSA's website, [safercar.gov](http://safercar.gov).
  - a. How do automotive parts recyclers use [safercar.gov](http://safercar.gov)?
  - b. When a vehicle has been subject to a recall and subsequently had that repair completed, does [safercar.gov](http://safercar.gov) provide that information?
  - c. Please explain why that information is useful to automotive parts recyclers.
  - d. Are there other changes to [safercar.gov](http://safercar.gov) that you would recommend to ensure that your members do not stock recalled parts?
4. Currently, when a recall is issued, is the defect information that is provided in the recall notice sufficiently specific? What information do automotive parts recyclers need when a recall is issued?