

COLLISION REPAIR INFORMATION

FOR THE COLLISION REPAIR PROFESSIONAL

TITLE: USE OF NON-OEM PARTS ON TOYOTA VEHICLES
SECTION: EXTERIOR BULLETIN #180
MODELS: ALL TOYOTA, LEXUS, AND SCION VEHICLES
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Toyota Lexus and Scion vehicles are engineered and manufactured as an integrated assembly of carefully designed and manufactured parts working as a system to provide predictable performance, safety and durability.

To help preserve the performance of Toyota, Lexus and Scion vehicles, Toyota publishes detailed repair procedures and produces and sells Genuine Original Equipment Parts, which are manufactured to the same specifications and tolerances as the parts installed on factory new Toyota, Lexus and Scion vehicles. Repairing a vehicle using Genuine OE parts and procedures can help return Toyota built vehicles to factory specifications following a collision.

Use of Alternative Parts

Due to the sensitive nature of safety and performance systems and their effect on vehicle crashworthiness, Toyota, Lexus and Scion strongly recommend the use of genuine parts, and recommend against the use of alternative parts, in collision repair procedures. Alternative parts include:

- **Aftermarket Parts:** Parts manufactured and branded by a company other than Toyota, Lexus or Scion.
- **Rebuilt Parts:** Exterior sheet metal parts (including bumpers and wheels) removed from a damaged Toyota, Lexus or Scion vehicle and refurbished for resale
- **Salvage/Recycled Parts:** Parts removed from a vehicle, then installed on a different vehicle.

Overall Body Structure

Genuine Toyota, Lexus and Scion Parts are constructed using metals with specific properties, thicknesses and design characteristics, built to perform in a consistent and predictable way during a collision event. The use of non-OEM components can compromise overall crashworthiness and occupant safety in a subsequent collision.

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Supplementary Restraint System (SRS) Components

Toyota, Lexus and Scion vehicles are equipped with SRS components that include airbags, seatbelt pretensioners, and sensors which are designed to help protect vehicle occupants from injury in the event of a collision. The installation of parts branded by companies other than Toyota, Lexus, or Scion that are not tested to match OE specifications can alter the performance of SRS components, which could result in improper operation and injury to occupants.

Exterior Sheet Metal Parts

Exterior sheet metal components are often described as “Cosmetic Parts”. However, these parts are designed and tested as part of the overall vehicle and can help send impact energy to the SRS sensors. In addition, some of these parts help Toyota, Lexus and Scion vehicles comply with several Federal Motor Vehicle Safety Standards including hood intrusion into the passenger cabin, preservation of proper door operation following a collision, and proper airbag function. Alternative parts may not be crash tested to verify compliance with these standards.

Recycled Structural Parts

Toyota, Lexus and Scion do not recommend the re-use of structural components that have been removed from another vehicle. Although parts may appear equivalent, it can be difficult to identify if a part has received collateral damage as a result of a prior collision or if the part has been subject to extreme weathering, corrosion or other detrimental environmental exposure. Furthermore, removing welded parts from a donor vehicle, can compromise the structural integrity of the parts being used.

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