

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20

BILL NO. 63

OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: \_\_\_\_\_

BILL NO. SB 63

OR

SUBJECT Auto Parts

(NAME) John Sunderland

(Street Address or Route Number) 10 E. Giltella Rd.

(City and Zip Code) Black Oaks WI 53127

(Representing) Progressive Insurance

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

(NAME) John Dixon

(Street Address or Route Number) 150 Camelot Dr

(City and Zip Code) Fond du Lac WI 54936

(Representing) Society FINS

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

(NAME) Chet Gerlach

(Street Address or Route Number) 44 E. McMillin Suite 900

(City and Zip Code) Madison, WI 53703

(Representing) State Farm Insurance

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63  
OR

SUBJECT \_\_\_\_\_

\_\_\_\_\_

Jon Skene  
(NAME)

P.O. Box 7038  
(Street Address or Route Number)

Madison, WI 53707  
(City and Zip Code)

Stoke Farm Ins  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1999

BILL NO. SB-63  
OR

SUBJECT \_\_\_\_\_

\_\_\_\_\_

Misha Lee  
(NAME)

44 E. Michigan, Suite 305  
(Street Address or Route Number)

Madison, WI 53703  
(City and Zip Code)

Sentry Insurance  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB63  
OR

SUBJECT \_\_\_\_\_

\_\_\_\_\_

Bill Schroeder  
(NAME)

3125 Highland Park  
(Street Address or Route Number)

Drovers Grove, IL 60515  
(City and Zip Code)

Alliance of American Insurers  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR  
SUBJECT AUTO REPAIR

DOUGLAS L. ASHBREIDT

(NAME)

324 W. MOERN DR.

(Street Address or Route Number)

MILWAUKEE, WI 53208

(City and Zip Code)

FARMER'S INSURANCE

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR  
SUBJECT \_\_\_\_\_

Ron Square

(NAME)

8201 S. Keloland Dr.

(Street Address or Route Number)

MADISON WI 53711

(City and Zip Code)

MISCELLANEOUS MOTORAL INS.

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. \_\_\_\_\_

OR  
SUBJECT SB 63

Second Rate Auto Parts

Don Krehl

(NAME)

2 E. W. H. P. W. St. #600

(Street Address or Route Number)

MADISON 53703

(City and Zip Code)

IND INS. Agents of WI

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-26-95

BILL NO. \_\_\_\_\_

OR

SUBJECT SB 63

Second Rate Auto Parts

Don Kuehn

(NAME)

2 E. Milwaukee St. #600

(Street Address or Route Number)

MADISON 53703

(City and Zip Code)

(Representing) Professional Ins. Agents of WI

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-26-95

BILL NO. \_\_\_\_\_

OR

SUBJECT SB 63

Second Rate Auto Parts

Don Kuehn

(NAME)

2 E. Milwaukee #600

(Street Address or Route Number)

MADISON, WI

(City and Zip Code)

(Representing) WI Assoc. of Life Under-

Writing in Favor:

Writing Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

MICHAEL R. VUUGHAN

(NAME)

P.O. BOX 2038

(Street Address or Route Number)

MADISON, WI 53701

(City and Zip Code)

(Representing) ST. PAUL FIRE & MARINE INSURANCE COMPANY

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1999

BILL NO. Senate Bill 63  
OR

SUBJECT \_\_\_\_\_

Ron Egelseen  
(NAME)

P.O. Box 278  
(Street Address or Route Number)

Hustisford, WI 53034  
(City and Zip Code)

Smart Pacts, Inc - Auto Regulator  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63  
OR

SUBJECT \_\_\_\_\_

Dwain SEHWEDTERR  
(NAME)

6000 American Army  
(Street Address or Route Number)

MADISON, WI 53578  
(City and Zip Code)

American Family Fns  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63  
OR

SUBJECT \_\_\_\_\_

LEE FANSHAW  
(NAME)

6000 AMERICAN PRAKTY  
(Street Address or Route Number)

MADISON, WI 53783  
(City and Zip Code)

AMERICAN FAMILY INSURANCE  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB-63

OR  
SUBJECT CRASH BARS

AL Backus

(NAME)

5114 PEARUM RD  
(Street Address or Route Number)

MADISON, WIS. 53718  
(City and Zip Code)

NORTH STAR  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. 63

OR  
SUBJECT Affennakiet

Boats

Keth Greenfield

(NAME)

5085 Wren Dr  
(Street Address or Route Number)

Appleton, W. 54915  
(City and Zip Code)

NORTH STAR  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR  
SUBJECT \_\_\_\_\_

Pete Christianson

(NAME)

1 S. Pinckney, Suite 600  
(Street Address or Route Number)

MSN WI 53701-2113  
(City and Zip Code)

American Insurance Association  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:  
but not speaking:

Registering Against:  
but not speaking:

Speaking for information  
only; Neither for nor against:

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Madison, WI 53707-7882

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SUBJECT \_\_\_\_\_

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OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. 63  
OR

SUBJECT \_\_\_\_\_

Dennis R. Dusscher  
(NAME)

17512 22171 Cherry Lakes  
(Street Address or Route Number)

Sussex WI  
(City and Zip Code)

D M Sports  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

Lee Fink  
(NAME)

162 E Bank St  
(Street Address or Route Number)

Fond du Lac WI 54935  
(City and Zip Code)

Society Insurance  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

DAVE KISTEK  
(NAME)

1101 ABBOTT LN.  
(Street Address or Route Number)

Sun Prairie WI 53590  
(City and Zip Code)

WEB Property & Casualty Ins  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/30/99

BILL NO. SB63

OR

SUBJECT \_\_\_\_\_

(NAME)

Barbara Keeser

(Street Address or Route Number)

6333 W. Bluemound

(City and Zip Code)

W1 STATE AVE. C10

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
Room 109-LL One East Main  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB63

OR

SUBJECT \_\_\_\_\_

(NAME)

Johnna Richard

(Street Address or Route Number)

123 W. Washington St.

(City and Zip Code)

Madison WI 53703  
Attorney General's Office

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1999

BILL NO. SB63

OR

SUBJECT \_\_\_\_\_

(NAME)

Robert Fassbender

(Street Address or Route Number)

1507 Walnut Cir

(City and Zip Code)

Madison WI 53562  
Alliance of Automobile Manufacturers

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1991

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/91

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-91

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

Robert Fassbender

(NAME)

10 E Doty

(Street Address or Route Number)

Madison 53562

(City and Zip Code)

Daimler Chrysler

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

Amy Boyer

(NAME)

10 E. Doty St. #502

(Street Address or Route Number)

Madison 53703

(City and Zip Code)

Ford Motor Co.

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

Debrae Trummer

(NAME)

5115 19th St

(Street Address or Route Number)

Clayton Falls 54729

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR

SUBJECT Astermarket Alternative Parks

Steve Humblet

(NAME)

7610 Hwy 70 West

(Street Address or Route Number)

Minocqua WI 54548

(City and Zip Code)

Consumer Interest  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 20 April 1999

BILL NO. Senate Bill 63

OR

SUBJECT \_\_\_\_\_

Senator Fred Rissler

(NAME)

220 South Carpenter

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR

SUBJECT Repair Parks

Mary Ann Gerard

(NAME)

150 E Gilman S

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4.20.99

BILL NO. SR 63

OR

SUBJECT \_\_\_\_\_

David S. Stearns  
(NAME)

1705a 97th St  
(Street Address or Route Number)

Bloomer 54744  
(City and Zip Code)

W A C T A C  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

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DATE: 4/20/99

BILL NO. 63

OR

SUBJECT \_\_\_\_\_

Bill Luckenbach  
(NAME)

16 Kinner Bay Dr  
(Street Address or Route Number)

Superior 54880  
(City and Zip Code)

W A C T A C  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. 63

OR

SUBJECT New Original Parts

Geir Bryhane  
(NAME)

604 Sunset  
(Street Address or Route Number)

Keweenaw WI 53813  
(City and Zip Code)

Auto Ass  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. 63

OR

SUBJECT Now or Never's Party

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63-~~6~~

OR

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

James Bryhan  
(NAME)

64 SUNSHINE DR.  
(Street Address or Route Number)

Waukesha WI 53186  
(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

William Bush  
(NAME)

1212 CRYSTAL DR  
(Street Address or Route Number)

Waukesha WI, 54601  
(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

Sue Peterson  
(NAME)

1226 S1742 Hwy 1104  
(Street Address or Route Number)

Waukesha WI 53186  
(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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BILL NO. SB-63

SUBJECT \_\_\_\_\_

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DATE: 4.20.99

BILL NO. SB 63

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

SUBJECT Oem Parts

Bob Dahler  
(NAME) 513 Pine  
~~775 So #1111~~

(Street Address or Route Number)

SPARTA, WI, 54656  
(City and Zip Code)

Honda Motorworks  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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P.O.Box 7882  
Madison, WI 53707-7882

Marc Bentley  
(NAME) 501 Grand Canyon  
(Street Address or Route Number)

(City and Zip Code)

WI. Madison WI.  
(Representing)

WE Motor Carriers Assoc  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

David Steber  
(NAME) 21089 county Hwy. X  
(Street Address or Route Number)

(City and Zip Code)

Cadott, WI 54727  
(City and Zip Code)

Cadott Auto Recyclers, Inc.  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT OEM Parts Bill

Forbes McIntosh  
(NAME)  
44 E Miffin St. # 404  
(Street Address or Route Number)

Madison WI 53703  
(City and Zip Code)

Concerned Auto Dealers of WI  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB-63

OR

SUBJECT \_\_\_\_\_

Selator  
(NAME)  
27th State Capitol  
(Street Address or Route Number)

\_\_\_\_\_  
(City and Zip Code)

27th State Capitol  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4.20.99

BILL NO. SB 603

OR

SUBJECT \_\_\_\_\_

Rep. Steve Freese  
(NAME)  
Co-Author  
(Street Address or Route Number)

\_\_\_\_\_  
(City and Zip Code)

\_\_\_\_\_  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1995

BILL NO. SB-63  
OR

SUBJECT QEM

Kelly Sparks  
(NAME)

7435 S. Howell Ave  
(Street Address or Route Number)

DAK CREEK, WI 53403  
(City and Zip Code)

W.A.W.  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/89

BILL NO. 63  
OR

SUBJECT \_\_\_\_\_

Jorge Tolkan/Bill B...  
(NAME)

5700 S. 27th  
(Street Address or Route Number)

Milwaukee 53221  
(City and Zip Code)

Bob Tolkan Buick  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63  
OR

SUBJECT \_\_\_\_\_

Repair Parts

GARY WALLESE  
(NAME)

3032 Monahan Circle Ed  
(Street Address or Route Number)

LA CROSSE, WI 54601  
(City and Zip Code)

Ray Hutson Chevrolet  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB-63

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. 63

SUBJECT \_\_\_\_\_

RONALD J. GRASS  
(NAME)

1701 BOWLING ST  
(Street Address or Route Number)

WARRIESHA, WI  
(City and Zip Code)

GREENFIELD RUTAC BUIER  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

Jack Gillis  
(NAME)

\_\_\_\_\_  
(Street Address or Route Number)

\_\_\_\_\_  
(City and Zip Code)

Certified Auto Parts  
(Representing) Association

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

David C. Guiser  
(NAME) Fond du Lac

1092 Rienzi Rd.  
(Street Address or Route Number)

Fond du Lac 54935  
(City and Zip Code)

Fond du Lac Bumper Exchange, Inc  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**  
(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

CRAIG PAATS Bill  
JOHN GABLER'S  
FOR TOBACCO

(NAME)

W. 333. W. 4020 Penthuis Dr.

(Street Address or Route Number)

NAS KOTAH, Wisc.

(City and Zip Code)

NAPA AUTO PARTS

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**  
(Please Print Plainly)

DATE: 4-30-99

BILL NO. SB-63

OR

SUBJECT ALTER MARKET

Part

(NAME)

11644 FIRELANE S

(Street Address or Route Number)

MENASHA WI 54955

(City and Zip Code)

BOSS AUTO BODY, INC

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**  
(Please Print Plainly)

DATE: April 20 1999

BILL NO. Senate Bill 63

OR

SUBJECT \_\_\_\_\_

Kirk Hansen, Alliance of American Insurers

(NAME)

2600 River Road

(Street Address or Route Number)

Des Plaines IL 60057

(City and Zip Code)

Alliance of American Insurers

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB-63

OR  
SUBJECT \_\_\_\_\_

SEN GROSS  
(NAME)  
Box 104  
(Street Address or Route Number)

Stien WI 53812  
(City and Zip Code)

WACCAE  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:   
but not speaking:

Registering Against:   
but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/30/99

BILL NO. SB 63

OR  
SUBJECT APRER MARKET

PART 4

LARRY McMILLIN  
(NAME)

6000 AMERICAN BLVD  
(Street Address or Route Number)

MADISON, WI 53783  
(City and Zip Code)

AMERICAN FAMILY  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:   
but not speaking:

Registering Against:   
but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20, 1999

BILL NO. SB-63

OR  
SUBJECT \_\_\_\_\_

Joe Landolfi  
(NAME)

1800 North Point Dr.  
(Street Address or Route Number)

Stevens Point, WI 54481  
(City and Zip Code)

Sentry Insurance  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:   
but not speaking:

Registering Against:   
but not speaking:

Speaking for information only; Neither for nor against:

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P.O. Box 7882  
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**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB 63

OR

SUBJECT Am. Parts

Mike Cavalari

(NAME)

18707063 Woodland Dr.

(Street Address or Route Number)

Kenosha WI 53072

(City and Zip Code)

State Farm Ins

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

Larry Denchek / Paul Blume

(NAME)

261 Insurance

(Street Address or Route Number)

(City and Zip Code)

McWauke, WI

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB 63

OR

SUBJECT \_\_\_\_\_

Jim Brown

(NAME)

161 W. Wisc #6000

(Street Address or Route Number)

Milw WI 53202

(City and Zip Code)

Ch for Consumer Affairs

(Representing) CC-Milw

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99

BILL NO. SB-63

OR

SUBJECT Aster Market

parts

(NAME) Mark Quella

(Street Address or Route Number) 2402 Pickers Ave

(City and Zip Code) Madison WI, 53704

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: APRIL 20/99

BILL NO. S.B. 63

OR

SUBJECT \_\_\_\_\_

(NAME) RICHARD DORSEY

(Street Address or Route Number) 5114 STATE RD. 44

(City and Zip Code) OSHKOSH, WI 54904

(Representing) WIS. AUTO CLUBS IN ASSOC. INC. 1992

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

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State Capitol - B35 South  
P.O. Box 7882  
Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99

BILL NO. SB-63

OR

SUBJECT \_\_\_\_\_

(NAME) Brian M. Monroe

(Street Address or Route Number) 625 N. Barker Rd

(City and Zip Code) Brookfield WI 53092

(Representing) ABRA Youth Body Glass

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South  
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Madison, WI 53707-7882

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4-20-99  
BILL NO. SB-63  
OR  
SUBJECT \_\_\_\_\_

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: April 20 1999  
BILL NO. SB 63  
OR  
SUBJECT Crash Pats

**SENATE HEARING SLIP**

(Please Print Plainly)

DATE: 4/20/99  
BILL NO. SB 63  
OR  
SUBJECT \_\_\_\_\_

Tim Adelmann

(NAME)

6601 Skingate Creek Pkwy  
(Street Address or Route Number)

MPS MN 55430  
(City and Zip Code)

ABBA Auto Body & Glass  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

Eileen A. Sothle

(NAME)

10631 N20 14th St. #202  
(Street Address or Route Number)

Plantation, FL 33322  
(City and Zip Code)

KeyStone Automotive  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

ERIC EROLDSON

(NAME)

44 E. Main St  
(Street Address or Route Number)

(City and Zip Code)

WIS Insurance Alliance  
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

press X for register

Senate Sergeant-At-Arms  
State Capitol - B35 South  
P.O.Box 7882  
Madison, WI 53707-7882

**Senate Committee on Judiciary and Consumer Affairs**  
**Request for Paper Ballot Executive Action on 1999 Senate Bill 63**

Due to the difficulty of getting all of the members together in one place, the Senate Committee on Judiciary and Consumer Affairs is unable to hold an Executive Session on Senate Bill 63 as planned. We would like to conduct a paper ballot on the bill. **Please return your ballot to Sen. George's office (Room 118 South) by noon Friday, March 10, 2000.**

**Introduction and Adoption of Substitute Amendment (LRB s0344/1):**

\_\_\_\_\_ Moved (Optional -- Please check if you wish to Move Introduction and Adoption of the Substitute Amendment)

\_\_\_\_\_ Seconded (Optional -- Please check if you wish to Second Introduction and Adoption of the Substitute Amendment)

Aye (In Favor of Adoption of the Substitute Amendment)

\_\_\_\_\_ No (Oppose Adoption of the Substitute Amendment)

**Passage of Senate Bill 63 As Amended:**

\_\_\_\_\_ Moved (Optional -- Please check if you wish to Move Passage of the Bill as Amended)

\_\_\_\_\_ Seconded (Optional -- Please check if you wish to Second Passage of the Bill as Amended)

Aye (In Favor of Passage of the Bill as Amended)

\_\_\_\_\_ No (Oppose Passage of the Bill as Amended)

Signed: \_\_\_\_\_

*Alice Clausung*

March 10, 2000

Please return to Sen. George's Office by noon Monday, March 10, 2000.

**Senate Committee on Judiciary and Consumer Affairs**  
**Request for Paper Ballot Executive Action on 1999 Senate Bill 63**

Due to the difficulty of getting all of the members together in one place, the Senate Committee on Judiciary and Consumer Affairs is unable to hold an Executive Session on Senate Bill 63 as planned. We would like to conduct a paper ballot on the bill. Please return your ballot to Sen. George's office (Room 118 South) by noon Friday, March 10, 2000.

**Introduction and Adoption of Substitute Amendment (LRB s0344/1):**

- Moved (Optional -- Please check if you wish to Move Introduction and Adoption of the Substitute Amendment)
- Seconded (Optional -- Please check if you wish to Second Introduction and Adoption of the Substitute Amendment)
- Aye (In Favor of Adoption of the Substitute Amendment)
- No (Oppose Adoption of the Substitute Amendment)

**Passage of Senate Bill 63 As Amended:**

- Moved (Optional -- Please check if you wish to Move Passage of the Bill as Amended)
- Seconded (Optional -- Please check if you wish to Second Passage of the Bill as Amended)
- Aye (In Favor of Passage of the Bill as Amended)
- No (Oppose Passage of the Bill as Amended)

Signed: 

March 10, 2000

Please return to Sen. George's Office by noon Monday, March 10, 2000.

**Senate Committee on Judiciary and Consumer Affairs**  
**Request for Paper Ballot Executive Action on 1999 Senate Bill 63**

Due to the difficulty of getting all of the members together in one place, the Senate Committee on Judiciary and Consumer Affairs is unable to hold an Executive Session on Senate Bill 63 as planned. We would like to conduct a paper ballot on the bill. **Please return your ballot to Sen. George's office (Room 118 South) by noon Friday, March 10, 2000.**

**Introduction and Adoption of Substitute Amendment (LRB s0344/1):**

<input type="checkbox"/>	Moved	(Optional -- Please check if you wish to Move Introduction and Adoption of the Substitute Amendment)
<input type="checkbox"/>	Seconded	(Optional -- Please check if you wish to Second Introduction and Adoption of the Substitute Amendment)
<input checked="" type="checkbox"/>	Aye	(In Favor of Adoption of the Substitute Amendment)
<input type="checkbox"/>	No	(Oppose Adoption of the Substitute Amendment)

**Passage of Senate Bill 63 As Amended:**

<input type="checkbox"/>	Moved	(Optional -- Please check if you wish to Move Passage of the Bill as Amended)
<input type="checkbox"/>	Seconded	(Optional -- Please check if you wish to Second Passage of the Bill as Amended)
<input checked="" type="checkbox"/>	Aye	(In Favor of Passage of the Bill as Amended)
<input type="checkbox"/>	No	(Oppose Passage of the Bill as Amended)

Signed: Alberta Darling March 10, 2000

Please return to Sen. George's Office by noon Monday, March 10, 2000.

**Senate Committee on Judiciary and Consumer Affairs**  
**Request for Paper Ballot Executive Action on 1999 Senate Bill 63**

Due to the difficulty of getting all of the members together in one place, the Senate Committee on Judiciary and Consumer Affairs is unable to hold an Executive Session on Senate Bill 63 as planned. We would like to conduct a paper ballot on the bill. **Please return your ballot to Sen. George's office (Room 118 South) by noon Friday, March 10, 2000.**

**Introduction and Adoption of Substitute Amendment (LRB s0344/1):**

- OK Moved (Optional -- Please check if you wish to Move Introduction and Adoption of the Substitute Amendment)
- OK Seconded (Optional -- Please check if you wish to Second Introduction and Adoption of the Substitute Amendment)
- ✓ Aye (In Favor of Adoption of the Substitute Amendment)
- \_\_\_\_\_ No (Oppose Adoption of the Substitute Amendment)

**Passage of Senate Bill 63 As Amended:**

- \_\_\_\_\_ Moved (Optional -- Please check if you wish to Move Passage of the Bill as Amended)
- \_\_\_\_\_ Seconded (Optional -- Please check if you wish to Second Passage of the Bill as Amended)
- ✓ Aye (In Favor of Passage of the Bill as Amended)
- \_\_\_\_\_ No (Oppose Passage of the Bill as Amended)

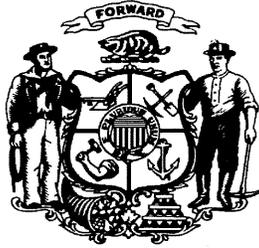
Signed: \_\_\_\_\_

*Fred A. Russer*

March 10, 2000

Please return to Sen. George's Office by noon Monday, March 10, 2000.

# State of Wisconsin



**GARY R. GEORGE**  
**SENATOR**

**TO:** Selected Members, Senate Committee on Judiciary and Consumer Affairs

**FROM:** Dan Rossmiller, Clerk  
Senate Committee on Judiciary and Consumer Affairs

**RE:** Written Testimony Relating to Senate Bill 63  
(SB 63 was heard on April 20<sup>th</sup>)

**DATE:** May 3, 1999

Attached please find copies of written testimony received by the committee Darling regarding Senate Bill 63. Senate Bill 63 relates to requiring written authorization for the use of non-original manufacturer replacement parts in the repair of a motor vehicle.

(I am sending these materials only to those members who were not present for the portion of the April 20<sup>th</sup> hearing during which SB 63 was heard.)

---

# State of Wisconsin



**GARY R. GEORGE**  
**SENATOR**

**TO:** Members, Senate Committee on Judiciary and Consumer Affairs

**FROM:** Dan Rossmiller, Clerk  
Senate Committee on Judiciary and Consumer Affairs

**RE:** Paper Ballot on Bills That Have Previously Received a Public Hearing in the Senate Committee on Judiciary and Consumer Affairs and on Which There Appears to be a Consensus In Favor

**DATE:** March 9, 2000

Attached please find paper ballots as well as proposed amendments and proposed substitute amendments to bills that have previously received a public hearing. Included are: AB 62; AB 72; AB 111; AB 533; and SB 63. These are bills that I reviewed and discussed with your staff yesterday (March 8, 2000).

A substitute amendment is being drafted to address concerns raised about the way the offense is defined in SB 213 and the penalty structure set up in the original bill. After we have reviewed the substitute amendment with the author of the bill, we will forward a copy to your office along with a paper ballot on SB 213.

**Note: Please return the paper ballots by noon tomorrow (Friday, March 10, 2000)**

## Rossmiller, Dan

---

**From:** Lange, Cathy  
**Sent:** Tuesday, June 22, 1999 8:34 AM  
**To:** Rossmiller, Dan  
**Subject:** FW: S 63

-----Original Message-----

**From:** dave dwyer [<mailto:rtrider@centuryinter.net>] <[mailto:\[mailto:rtrider@centuryinter.net\]](mailto:[mailto:rtrider@centuryinter.net])>  
**Sent:** Wednesday, June 16, 1999 12:15 PM  
**To:** Sen.George  
**Cc:** Sen.Grobschmidt  
**Subject:** S 63

Senator George,

I ask that you consider including motorcycles in S 63, Motor vehicle insurance; nonoriginal replacement parts. I realize that this will meet with opposition from the insurance industry. We at ABATE of Wisconsin will do all that we can to help in the effort to have this needed legislation passed, but we feel that we must be included. There is no good reason to treat motorcyclists as second class citizens for the profits of the insurance industry. Please share your thoughts on this with me.

Thank you  
David Dwyer  
Legislative Committee Chairman  
ABATE of Wisconsin  
N9629 Kuhn Rd.  
Portage, Wi, 53901

WISCONSIN STATE SENATOR  
**RICHARD GROBSCHMIDT**

7TH SENATE DISTRICT



TO: Members, Senate Committee on Judiciary and Consumer Affairs

FROM: State Senator Richard Grobschmidt

DATE: April 20, 1999

RE: **Senate Bill 63**, related to requiring authorization for the use of nonoriginal manufacturer replacement parts in the repair of a motor vehicle.

Under current law, insurance companies can dictate what kind of replacement crash parts are used to repair a vehicle. Current law only requires that they notify the consumer prior to using an imitation (nonoriginal manufacturer) part. Consumers do not have a true choice whether or not their vehicle is repaired using imitation parts. As a recent Consumer Reports article revealed, imitation parts such as bumpers were more easily crumpled in crash tests, and that imitation fenders were more prone to rust. Consumer Reports also verified the longtime complaint of auto repair technicians who report that imitation parts are very often hard to fit and result in a poor match with the vehicles original body parts .

Senate Bill 63 replaces the current notice requirement by instead requiring insurers to notify consumers of the imitation parts that may be used in the repair and requiring the consumer to authorize their use. The authorization form will explain that the consumer may choose either an original manufacturers replacement part, or, a nonoriginal part. The insurer can use a nonoriginal part only if approved by the consumer.

Given the evidence that raises serious questions about the quality of imitation parts, it is reasonable to give consumers a choice of either original manufacturer's equipment, or the imitation replacement parts.

## TESTIMONY OF KELLY SPARKS, UAW CAP COORDINATOR

- SB-63 Motor Vehicle Insurance; Original Replacement Parts
- Judiciary, and Consumer Affairs Committee: Gary George, Chair

April 20, 1999

Chairman George and respected members of this Committee, I thank you for the privilege of appearing before you to speak in favor of SB-63. Speaking on behalf of UAW Region 4 Director Paul Korman and the more than 30,000 UAW members in the State of Wisconsin, we wish you to know that like you and your Committee, we are also very much interested in protecting the consumer in the State of Wisconsin.

I will resist the temptation to address American jobs that are related to OEM especially since China is insistent on becoming a member of the World Trade Organization (WTO) with assistance from the Clinton administration and is gearing up to increase manufacture of replacement parts. The UAW represents Chrysler workers in Kenosha and Milwaukee and GM workers in Oak Creek and Janesville who will be adversely affected by the inclusion of China in the WTO. Unfair trade that robs Wisconsin and the U.S. of family-supporting jobs is extremely

important to the UAW, but not the prime concern of this committee today.

Consumer safety is a prime concern; and it is to that I will address my remarks.

This is a good time to point out that SB-63 prohibits an insurer from requiring use of a non-original part in repair of a motor vehicle unless the insured gives written authorization.

Last year, the Certified Auto Parts Association (CAPA) attempted to persuade this committee, that was then chaired by Senator Adelman, that the crinkled and crumpled parts they dump in our market are superior products and will protect our families in accidents; but since that time, we have garnered evidence to the contrary and others will testify to the truthfulness of their claims. CAPA is an organization that mostly certifies Taiwan replacement parts. Of the 23 manufacturing companies they represent, (20) are Taiwan, (2) USA, and (1) Canada.

Less than 3% of all after-market parts are CAPA certified. And even if all after-market parts were CAPA certified and were "functionally equivalent" as is required by CAPA, they would not be **identical** and not be crash tested as is required by OEM; and they would still be "**Taiwan Tin**" and not worthy of putting in an automobile that must protect our families' safety.

The West Virginia law that was passed in 1995 requires that shops use genuine crash parts sufficient to maintain the manufacturer's warranty for fit, finish, structural integrity, corrosion resistance, dent resistance, and crash performance unless the vehicle owner consents at the time of repair to use after-market parts. The law also states that for three years from the date of purchase, an insurance company cannot require the use of after-market parts. Premiums have not been increased by West Virginia requirements.

I encourage this committee to rebuff the efforts of insurance companies who will argue that consumers should not be given the option of choosing safe, crash-tested OEM replacement parts over unsafe, untested, **shoddy junk** that is being pushed by them.

The question this committee must answer is who should have the responsibility for protecting the considerable automobile investment and providing for the **safety of our family** - the **consumer** or the **insurance company**?

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## U.S. TRADE BALANCE - NOVEMBER 1998

### 1998 Deficit Headed Up

The seasonally-adjusted U.S. merchandise trade deficit was \$19.8 billion in November, up from \$18.4 billion in October and \$15.7 billion in November 1997. The first eleven months of 1998 produced a seasonally-adjusted deficit of \$211.2 billion, 27.6 percent higher than the \$165.5 billion deficit for the same period of 1997. The U.S. manufactured goods trade deficit through November grew to \$221.4 billion from \$162.8 billion in 1997, a 36 percent jump. When full-year figures are released in mid-February, the total deficit for 1998 is expected to be about \$240 billion, breaking the 1997 record of \$181.5 billion by more than 30 percent and establishing a new record deficit for the fourth consecutive year.

### Growing Imbalance in Auto Trade

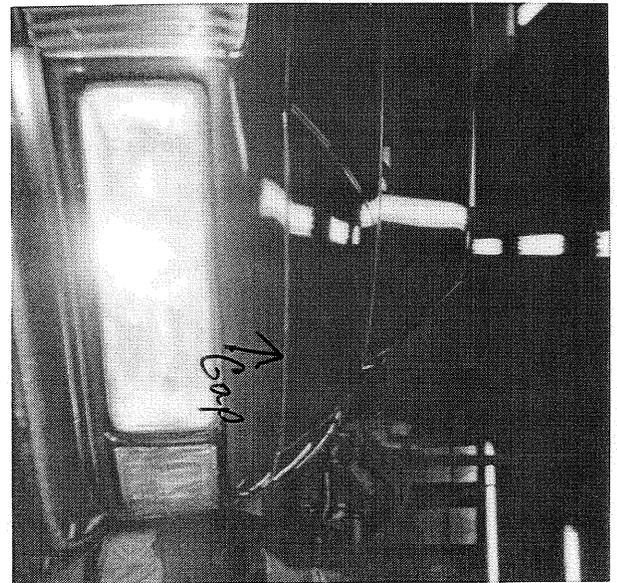
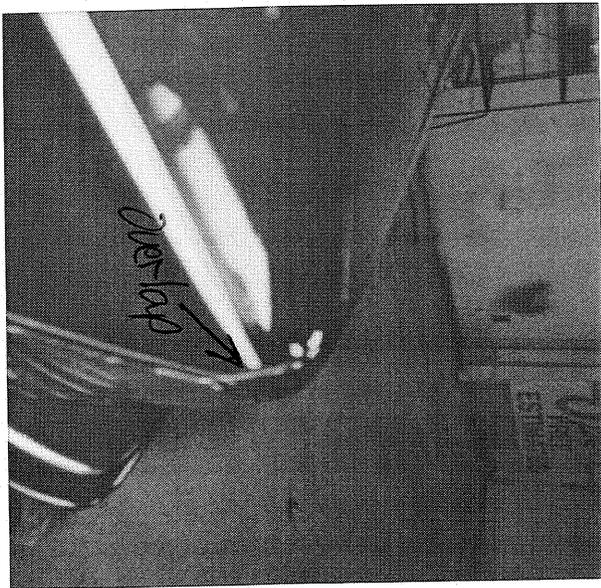
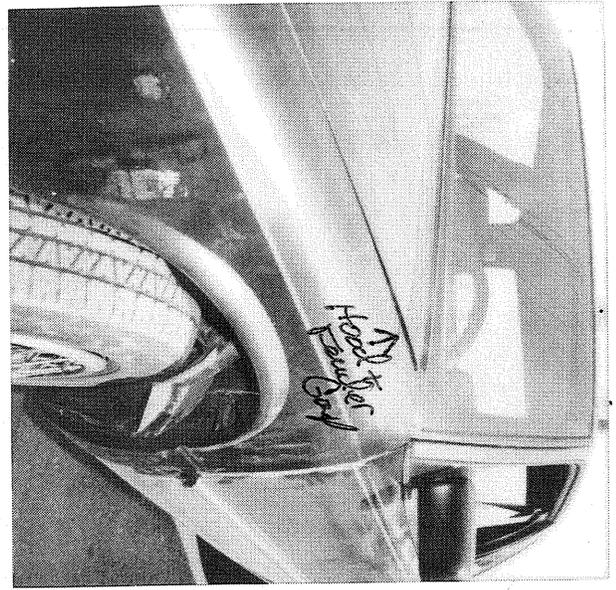
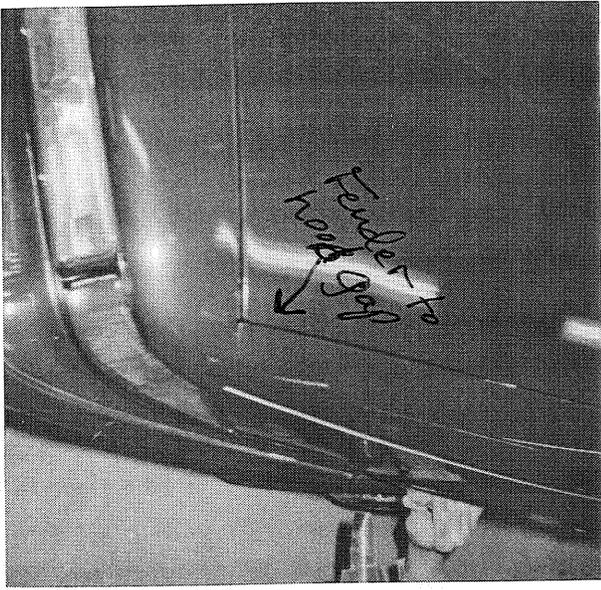
Automotive trade produced a deficit of \$70.2 billion for the first eleven months of 1998, up from \$61.0 billion in 1997. Nearly all of the increase was the result of higher 1998 deficits with Germany (\$10.4 billion, up from \$8.5 billion), Canada (\$11.6 billion), Japan (\$31.0 billion) and Mexico (\$15.0 billion). In addition, the impact of the Asian economic crisis can be seen in U.S. auto trade with Korea, Taiwan and China. Exports of parts to Korea and China and vehicles to Taiwan, though relatively small, fell sharply in 1998, while U.S. imports of parts from all three countries increased, pushing the U.S. deficit up by about \$1 billion.

### Big Deficits with Other Developed Countries

Japan's overall trade surplus with the U.S. for January through November jumped from \$50.9 billion in 1997 to \$58.2 billion in 1998. A big bulge in exports of steel has contributed to large U.S. job losses. Germany's surplus with the U.S. increased from \$16.5 billion in the first eleven months of 1997 to \$20.6 billion last year. The eleven-month U.S. deficit with the European Union as a whole grew to \$23.7 billion in 1998, from \$14.8 billion. Canada accounted for \$16.6 billion of the U.S. trade deficit through November of last year, up from \$14.6 billion in 1997.

### Deficit with Mexico Widens

The U.S. deficit with Mexico, which was \$13.9 billion in the first eleven months of 1997, rose to \$14.4 billion in 1998. The shift to a larger U.S. deficit came only in the last few months of the year, indicating that 1999 could bring an even wider imbalance. The pace of economic growth in Mexico is expected to slow in the coming year, which will hurt workers' job prospects. In addition, the peso fell in value in 1998 and could be under further downward pressure in 1999, making Mexican production even cheaper for U.S. companies and contributing to more rapid inflation and less buying power for workers there.



Aug 2

Sen. Gary George

P.O. Box 19882

Milwaukee WI 53307-7882

Dear Sen. George:

On the cab ride from

the airport, I learned Wisconsin  
is considering a bill on after-  
market auto parts. Don't be  
fooled!! This type of bill  
is designed to give OEM  
companies a monopoly - - -  
costing all of us more money  
to repair cars and insure  
them. I ought to know.

I used to work for Bob Tolkan  
Buick before retiring... I know this  
issue. Please Stop SB 63!!

Thank you

Wm G Smith

3709 La Junta

424 East Wisconsin Avenue, Milwaukee, WI 53202 89120

SEN. GARY GEORGE, WHEN THE JUDICIARY  
COMMITTEE MEETS TO DISCUSS S.G.3, MY  
WIFE AND I WOULD LIKE YOU TO CONSIDER  
HAVING MOTORCYCLES INCLUDED. TO US IT  
SEEMS LIKE A FAIRNESS ISSUE, WHY SHOULD  
OTHER VEHICLES BE TREATED BETTER BY  
INSURANCE COMPANIES THAN OURS?

WGS

A.B.A.T.E. AREA REPS  
MARK & SUE JACKSON

## Oral Testimony of

Jack Gillis  
Executive Director  
Certified Automotive Parts Association

Before the  
Wisconsin  
Senate Committee on Judiciary and Consumer Affairs  
on  
SB 63

April 20, 1999

My name is Jack Gillis; I am Executive Director of the Certified Automotive Parts Association. I also serve as Director of Public Affairs for the Consumer Federation of America and am author of The Car Book, which is prepared in cooperation with the Center for Auto Safety. I am here today representing the Certified Automotive Parts Association to comment on SB 63.

CAPA is a non-profit organization, which oversees a testing and inspection program that certifies the quality of parts used for auto body repairs. CAPA's goal is to promote price and quality competition in the crash parts industry, thereby reducing the cost of crash repairs to consumers without sacrificing quality. We simply establish standards for competitive parts in order to ensure their equivalency to car company parts and provide consumers, auto body shops, and insurance companies with an objective method of evaluating their functional equivalency. My written testimony includes an in depth overview of CAPA.

As a consumer advocate, I have spent nearly 10 years working on this program in order to protect American consumers from a car company parts monopoly. Car companies spend millions of dollars to discredit aftermarket parts, scare consumers, co-opt body shops and intimidate state legislatures into protecting their monopoly with thinly veiled legislation like these bills. This state by state approach has been adopted by car companies and collision repairers because they were unsuccessful achieving the same results on the national level when they tried to alter federal design patent laws in 1993. Supporting this legislation will, in effect, promote a monopoly and destroy the free market that Wisconsin consumers have traditionally embraced.

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Certified Automotive Parts Association

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CAPA strongly believes that consumers should have the right to have their vehicles repaired to pre-accident condition. We also believe in disclosure, however, if disclosure is important for simple cosmetic crash parts then it should be even more important for complicated and safety related mechanical parts. Interestingly, auto repair shops are against this type of disclosure requirement.

Consumers should also have the right to know that the vehicle warranty will not cover non-car company parts. However, tying the use of an aftermarket part to the voiding of a new car warranty is simply fraud and against Federal law.

What is at stake here is the consumer protection inherent in a truly free and responsible marketplace. What the car companies and body shops are asking this Assembly to do is to attempt to legislate out of business an industry which is forcing them to offer competitive prices. For example, from the time of their introduction in 1983 to 1989, prices for fenders for the Chevrolet Chevette and Honda Accord, which were subject to competition, dropped 44 and 38 percent, respectively, once competition was introduced. During the same period, front door prices, not subject to competition rose 30 and 45 percent for the same two models.

An example of just how over priced car company parts can be is best exemplified by comparing a Ford hood with a combination TV/VCR. A hood for a 1994 Ford Taurus costs almost \$400, and that doesn't include painting, and installation. Comparably, a combination TV/VCR sold by RCA costs around \$200. It is not uncommon for a car company to charge more for a simple stamped piece of than something that requires complex assembly, has thousands of parts, and multiple operations including various buttons and controls, movement of tape into place, electronic programming and a fragile, sophisticated, cathode ray tube. This type of pricing is what happens when the product is controlled by a monopoly. RCA has many competitors forcing it to provide high quality at a low price, Ford does not.

This bill effectively establishes the car companies as the benchmark for quality. BEWARE. As a consumer advocate who has spent over 20 years studying automobiles, may I respectfully offer a serious warning: Using car companies as your benchmark for quality is inviting disaster.

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Each year, automakers recall millions of vehicles for safety related problems. In fact, in 1995, a record 17.8 million cars and trucks were recalled for safety-related defects -- more cars were recalled than sold. Furthermore, each year autos are the most complained about product sold in the United States. A simple check with the Wisconsin Attorney General's office will tell you what your citizens think of car company quality. Yet, this legislation puts you in the position of telling the car owner, "Insist on quality--use only General Motors parts. Insist on quality--use only Ford parts." In fact, in the last 10 years, the U.S. DOT has recalled 2.7 million car company hoods for serious safety problems. By their own estimates, more than 900,000 are still on the road. The Wisconsin Legislature ought to beware of using car companies as its benchmark of quality and safety. Wisconsin consumers know better.

I'd like to comment on some of the issues of concern to you.

Safety: CAPA certified parts do not have significant safety ramifications--nor are there any federal safety standards for these types of parts. And I should be concerned--I've spent over 20 years of my life fighting for safer cars. Crash tests conducted on the one part that could potentially have safety ramifications (the hood) show that it performs no differently in crash tests than those hoods made by the car companies. Ironically, in a recent attempt to discredit CAPA parts before body shops at a body shop trade show, an organization named Wreck Check conducted an unscientific crash test on a vehicle with a certified fender and hood. While the test was designed to find fault with CAPA certified parts, the sponsors had to publicly acknowledge that the CAPA certified hood and fender performed in the same manner expected of a car company part.

Is there reason to effectively prohibit aftermarket parts because some are bad? No manufacturing process I know of is perfect -- certainly not that of a car company. A recent collision repair demonstration conducted, ironically, to prove that CAPA parts were unacceptable, actually resulted in repairers rating CAPA parts as equal or better than car company parts. Not only was this conducted by collision repairers, but it was done in a blind fashion -- the raters didn't know which part was which. In the CAPA program, when we discover bad parts, they are decertified and recalled. The car companies do not do this. Nevertheless, would it make sense to force the industry out of

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Certified Automotive Parts Association

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business because of mistakes? If that were the case, what would this committee's position be on Ford, GM, and Chrysler whose safety defects force the recall of millions of cars each year? CAPA's standards requiring functional equivalency and quality address the concerns which inspired the concept of a ban of aftermarket parts. CAPA's presence in the marketplace assures the consumer that quality will not be sacrificed in the name of competition. This legislation would essentially take away that assurance.

On another note, there are those who would like you to believe that there is something wrong with the fact that CAPA is funded by the insurance industry. This allegation flies in the face of logic. If the insurance industry were trying to force problem parts on consumers, the last thing in the world they would do is establish a non-profit, independent, certification organization that fully complies with generally accepted guidelines for third party certification programs--and hire a consumer advocate to manage it. In fact, the easiest thing insurance companies could do would be to "throw up their hands", use OE only, and pass the extra cost on to consumers. Thankfully, they are not doing that.

Additionally, I want to point out that some of the most outspoken critics of the insurance industry, including the Consumer Federation of America, Ralph Nader's Public Citizen, and Consumer's Union, have gone on record in support of CAPA and aftermarket parts--quite an unlikely event if there were something inherently wrong with the insurance industry initially funding such an organization.

I know this committee has some concerns about a recent article in Consumer Reports on crash parts. Let me assure you I had the same concerns as a longtime fan of that publication. However, when I looked at the facts behind the article, this is what I found:

- CU found only one non car company hood that failed in the last 10 years. On the other hand, there were 2.7 million car company hoods investigated and recalled by the U.S. DOT.
- Consumers Union has not able to document wide spread problems with non-car company parts. They relied solely on claims of problems by collision repairers.

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- CU found no evidence of safety problems with any of the parts.
- CU failed to mention that insurance companies provide full warranties for repairs and rarely, if ever, do consumers need these warranties.
- CU failed to mention that if there were problems with bumpers, it would be at the expense of insurance companies.
- CU sent the best car company parts they found to the repair shop and did not send the best CAPA parts. Nevertheless, the second best CAPA parts did well.

I am submitting a detailed response to the Consumer Reports article to the committee for its review.

It is clear, ladies and gentlemen, that this legislative effort is a thinly veiled attempt to provide the car companies with a monopoly on aftermarket parts. Consumer groups are concerned any time a monopoly is protected, and this legislation will go a long way to protect car company monopolies. Americans are not afraid of competition. Nor, I assume, are Wisconsin consumers. Yet, the spirit, intent and result of this legislation is to kill competition. CAPA Standards offer a market place solution, rather than a legislated one. Again, I urge you to vote for competition and quality. Thank you for your time.

**Testimony of**

**Jack Gillis  
Executive Director  
Certified Automotive Parts Association**

**Before the  
Wisconsin  
Senate Committee on Judiciary and Consumer Affairs  
on  
Senate Bill 63**

**April 20, 1999**

My name is Jack Gillis; I am Executive Director of the Certified Automotive Parts Association. In addition, I serve as Director of Public Affairs for the Consumer Federation of America and I am author of The Car Book, which is prepared in cooperation with the Center for Auto Safety. I am here today representing the Certified Automotive Parts Association.

CAPA is a non-profit organization, which oversees a testing and inspection program that certifies the quality of parts used for auto body repairs. CAPA's goal is to promote price and quality competition in the crash parts industry and thereby reduce the costs of crash repairs to consumers without sacrificing quality. We are not a manufacturing, marketing, or sales organization. We simply establish standards for competitive parts in order to ensure their functional equivalency to car company parts. The program provides consumers, auto body shops, and insurance adjusters with an objective method of evaluating the functional equivalency of certified parts to similar parts made by automobile companies.

As a consumer advocate, I have spent nearly 10 working on this important program in order to protect American consumers from the ravages that a car company monopoly of aftermarket parts would inflict on them.

Car companies are spending millions of dollars to discredit aftermarket parts, scare consumers, co-opt body shops and intimidate state legislatures into protecting their

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Certified Automotive Parts Association

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monopoly with thinly veiled legislation like this bill. This state by state approach has been adopted by car companies because they were unsuccessful achieving the same results on the national level when they tried to alter federal design patent laws in 1993.

In the process of putting forth this bill, its proponents have posed a number of underlying questions to which I would like to respond:

Should consumers have the right to have their vehicles repaired to pre-accident condition? YES.

Should consumers have the right to be informed that non-car company parts have been specified for repairs? YES - but if this is important for simple cosmetic crash parts then it should be even more important for complicated and safety related mechanical parts. Interestingly, auto repair shops are typically against this type of required disclosure.

Should consumers have the right to know that the vehicle warranty will not cover non-car company parts? YES. However, I would like to remind this committee that tying the use of an aftermarket part to the voiding of a new car warranty is against Federal law.

No one argues the importance of disclosure--what is at stake is the consumer protection inherent in a truly free and responsible marketplace. What the car companies and body shops are asking this committee to do is legislate out of business an industry which is forcing them to offer competitive prices. For example, from the time of their introduction in 1983 to 1989, prices for fenders for the Chevrolet Chevette and Honda Accord, which were subject to competition, dropped 44 and 38 percent, respectively, once competition was introduced. During the same period, front-door prices, not subject to competition, rose 30 and 45 percent for the same two models.

An example of just how over priced car company parts can be is best exemplified by comparing a Ford hood with a combination TV/VCR. A hood for a 1994 Ford Taurus costs about \$400, and that doesn't include painting and installation. Comparably, a combination TV/VCR made by RCA costs around \$200. As you can see, it is not uncommon for a car company to charge more for a simple stamped piece of metal than something that requires complex assembly, has thousands of parts, and multiple

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operations including various buttons and controls, movement of tape into place, electronic programming and a fragile, sophisticated, cathode ray tube. This type of pricing is what happens when the product is controlled by a monopoly. RCA has many competitors forcing it to provide high quality at a low price, Ford does not.

With this bill, the body shops are asking this committee to use the car companies as the benchmark for quality. Before you use car companies as the epitome of quality, beware. As a consumer advocate who has spent considerable time studying automobiles, may I respectfully offer a serious warning: Using car companies as your benchmark for quality is inviting disaster for this legislative body and Wisconsin consumers.

Let us look at your potential benchmark for quality. For years, domestic car companies lost millions of dollars in sales to high priced Japanese competition for one reason, lack of quality. Each year, automakers recall millions of vehicles for safety related problems. In fact, in 1995, a record 17.8 million cars and trucks were recalled for safety-related defects -- more cars were recalled than sold. Furthermore, each year autos are the most complained about product sold in the United States. A simple check with your state Attorney General's office will show you what citizens think of car company quality. Yet, this legislation puts you in the position of telling the car owner, "Insist on quality--use only General Motors parts. Insist on quality--use only Ford parts." In fact, in the last ten years, the U.S. DOT has recalled 2.7 million car company hoods for serious safety problems. By their own estimates 800,000 are still on the road. The bottom line? The Wisconsin Legislature needs to beware of using car companies as your benchmark of quality and safety. American consumers know better and so do Wisconsin residents.

Consumer groups are concerned any time a monopoly is protected, and this legislation will go a long way to protect car company monopolies. Americans are not afraid of competition. Nor, I assume, are Wisconsin consumers. Yet, the spirit, intent and result of this legislation is to kill competition.

I know this committee has some concerns about a recent article in Consumer Reports on crash parts. Let me assure you I had the same concerns as a longtime fan of that publication. However, when I looked at the facts behind article, this is what I found:

- Consumers Union found only one non car company hood that failed in the last 10 years. On the other hand, there were 2.7 million car company hoods investigated and recalled by the U.S. DOT.
- CU has not able to document wide spread problems with non-car company parts. They relied solely on claims of problems by collision repairers.
- CU found no evidence of safety problems with any of the parts.
- CU failed to mention that insurance companies provide full warranties for repairs and rarely, if ever, do consumers need these warranties.
- CU failed to mention that if there were problems with bumpers, it would be at the expense of insurance companies.
- CU sent the best car company parts they found to the repair shop and did not send the best CAPA parts. Nevertheless, the second best CAPA parts did well.

I am submitting a detailed response to the Consumer Reports article to the committee for its review.

If this legislative body is truly concerned about quality, it is ironic to note that auto crash parts are the only part category in which there is a true benchmark for quality. Shops and consumers using aftermarket parts can be assured of quality parts by looking for the CAPA Quality Seal. This legislation would essentially take away that ability.

I would like to take a moment and explain CAPA and how it benefits collision repair shops and consumers.

#### THE CAPA CERTIFICATION PROGRAM

The Certified Automotive Parts Association (CAPA) has a nine-member board, which includes representatives from auto body shops, consumer groups, insurance companies, and part distributors. CAPA currently contracts with Entela Labs., Inc., a well respected, independent testing facility, to conduct the testing, inspection, and

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compliance aspects of the program.

Replacement body parts that meet or exceed CAPA quality standards for fit, materials and corrosion resistance are allowed to display the CAPA seal and are listed in a directory, which is widely available to the crash parts industry.

In order for an aftermarket part to be certified by CAPA, a participating manufacturer must first allow a detailed review and inspection of its factory and manufacturing processes by our independent testing laboratory, which determines compliance with CAPA requirements. We evaluate the tooling, assembly, painting, and inspection processes to ensure that the manufacturer is capable of producing aftermarket parts equal to, or better than, car company parts. In addition, the manufacturer's quality control system and manual are reviewed for compliance with our quality control standards.

Once the factory has been approved, the company can submit individual parts for certification. These parts are tested for material content, fit, finish, paint adhesion, and corrosion, and are examined to ensure that they include markings identifying the manufacturer and the country and date of manufacture. Finally, sample parts are placed on vehicles to insure an accurate fit. If the part complies with all of the CAPA standards, then the manufacturer is allowed to apply a CAPA Quality Seal to that part-the final step in the certification process. In addition, CAPA has a recall program designed to remove non-conforming parts from the marketplace-a mechanism which car companies do not have in place.

Once the part has been certified, the factory is subject to regular random checks to ensure that the standards are maintained. In addition, there are random checks of parts leaving the factory and in warehouses. CAPA also encourages the users of parts bearing the CAPA seal to file a complaint if they believe the part may not meet our standards. CAPA's random checks and complaint program have led to the decertification of parts which originally met our standards.

The CAPA Technical Committee is made up of experts from a cross section of the industry. This committee performs periodic, in-depth reviews of the standards, refining

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them as required, to assure the continued quality of aftermarket replacement parts receiving CAPA certification.

Our standards cover metal and plastic automobile parts, such as fenders, hoods, doors, quarter panels, deck lids, bumper fascias and covers, header panels, and grille opening panels.

All test procedures, where possible, refer to nationally recognized standards, such as those of ASTM and SAE. Each of our standards provides for testing and inspection procedures, with detailed specifications for establishing the quality of the parts covered by that standard. The standards include dimensional checks (form and fit), metallurgical and material analysis (composition, mechanical properties and thickness), corrosion protection (salt spray tests), and construction requirements, as well as identification and certification markings. Form and fit measurements are made using a master checking fixture (specially fabricated for each part) and a part from the original manufacturer. About 4% of crash parts meet our standards.

Now that you have an overview of the CAPA program, I'd like to respond to some of the issues that are often raised regarding CAPA parts:.

Is there reason to prohibit aftermarket parts because some are bad? No manufacturing process I know of is perfect -- certainly not that of a car company. However, in the CAPA program, when bad parts show up and we find out about them--from body shops--we'll decertify the part and issue a recall notice. The car companies do not do this. Nevertheless, as in all industries--would it make sense to force the industry out of business because of mistakes? If that were the case, what would this Assembly's position be on Ford, GM, and Chrysler who last year recalled millions of cars for serious safety defects? CAPA's standards requiring functional equivalency and quality already address the concerns which inspired the concept of a ban of aftermarket parts. CAPA is the solution to insuring both fair prices and high quality.

The car companies claim that the CAPA standards do not cover rust protection or safety. CAPA manufacturers use a sophisticated electro deposition primer (EDP) process which is comparable to the primer processing used on many car company parts. EDP

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priming is a widely used technology to achieve corrosion resistance. Although car companies have publicly promoted their recent use of galvanized sheet steel, the vast majority of cars on the road today were not made using galvanized sheet steel outer body panels. Furthermore, using the EDP process CAPA has certified over 10,000,000 parts and we have been able to uncover only one case of premature corrosion.

Comments that there is something wrong with the safety of these parts are irresponsible. CAPA certified parts do not have significant safety ramifications. And I should be concerned--I've spent over 20 years of my life fighting for safer cars. Crash tests conducted on the one part that could potentially have safety ramifications (the hood) show that it performs no differently in crash tests than those hoods originally made by the car companies. In addition, since the federal government has no federal safety standards for aftermarket parts, whether they are made by a car company or an independent manufacturer, why consider legislating compliance to these non-existent standards? In fact, I would like to point out that CAPA does not certify any parts which have specific safety or energy absorbing functions. Ironically, in a recent attempt to discredit CAPA parts before body shops at an ASA east coast meeting, an organization named Wreck Check conducted an unscientific crash test on a vehicle with a certified fender and hood. While the test was designed to find fault with CAPA certified parts, the sponsors had to publicly acknowledge that the CAPA certified hood and fender performed in the same manner one would expect a car company part to perform. A copy of a video which addresses the safety of crash parts can be provided to the committee chairman.

How can CAPA be effective if it is funded by the insurance industry? There is no question that initial funding and start up costs associated with this multimillion dollar certification program have been provided by the insurance companies, and for good reason--it is in their best interest to ensure that the parts they pay for to repair automobiles (whether from the car companies or independent suppliers) be of the highest quality possible.

The car companies, and some body shops, would like you to believe that there is something wrong with the fact that CAPA is funded by the insurance industry. This

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Certified Automotive Parts Association

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allegation flies in the face of logic--if the insurance industry was, in fact, interested in foisting poor quality parts on the American consumer, the last thing in the world that they would do is establish a non-profit, independent, certification organization that fully complies with generally accepted guidelines for third party certification programs--and hire consumer advocates to manage it.

I would also like to point out that some of the most outspoken critics of the insurance industry, including the Consumer Federation of America, Ralph Nader's Public Citizen, and Consumer's Union, have gone on record in support of CAPA and aftermarket parts--quite an unlikely event if there were something inherently wrong with the insurance industry's initially funding such an organization.

I would also like to add a personal note regarding the independence of the Certified Automotive Parts Association. When I took over as Executive Director, I did so with one simple condition: I would be given complete freedom to run the program as a straightforward, legitimate means to ensure that consumers and body shops have a way to identify high quality aftermarket parts. To date, I can assure you that my integrity and the integrity with which this program has been managed have in no way been compromised due to its association with the insurance industry. The simple, bottom line is that when it comes to crash parts, the interests of the insurance industry and the interests of the American consumer are parallel.

It is clear, ladies and gentlemen, that this legislative effort is a thinly veiled attempt to provide the car companies with a monopoly on aftermarket parts. Supporting this legislation will, in effect, promote a monopoly--thereby destroying the free market that Wisconsin consumers have traditionally embraced.

CAPA's presence in the marketplace assures the consumer that quality will not be sacrificed in the name of competition.

Thank you for your time.

## MEMORANDUM

To: All Assembly and Senate Colleagues

From: Representative Stephen Freese  
Senator Richard Grobschmidt

Date: February 15, 1999

Re: Co-sponsorship of companion bills, LRB-1591/1 (Assembly version) and LRB-2124/1 (Senate version), relating to requiring authorization for the use of nonoriginal manufacturer replacement parts in the repair of a motor vehicle.

We will be introducing legislation very similar to 1997 Assembly Bill 416/Senate Bill 225, relating to the use of original manufacturer replacement parts. Some modifications have been made, but the intent of this legislation is still the same. This bill will finally allow the consumer a true choice in which replacement parts are used in the repair of their motor vehicle.

The February, 1999 issue of Consumer Reports published an unbiased report entitled, Cheap car parts can cost you a bundle: Auto insurers are pushing shoddy collision-repair parts, and consumers may not know it. The magazine did its own independent study on original (OEM) and nonoriginal (non-OEM) fenders and bumpers to test for strength, fit, rust resistance and collision damage. The report concluded that non-OEM parts were inferior by stating, "The imitation bumpers and fenders we tested were inferior to OEM parts. The bumpers fit badly and gave poor low-speed crash protection. Most of the fenders also fit worse than OEM fenders, and they rusted more quickly when scratched to bare metal." Consumer Reports recommends consumers think twice before using non-OEM body parts because "until the quality of imitation parts can be demonstrated to be on par with OEM parts, we cannot make a blanket recommendation to use them."

The analysis by the LRB can be found below. **If you would like to co-sponsor LRB-1591/1 and LRB-2124/1 please contact Rob in the Freese office at 6-7502 or John Sumi in the Grobschmidt office at 6-7505 by February 22, 1999.**

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### *Analysis by the Legislative Reference Bureau*

Under current law, an insurer may not use nonoriginal manufacturer replacement parts in the repair of an insured's motor vehicle unless the insurer complies with specific notice requirements. (Nonoriginal manufacturer replacement parts are nonmechanical sheet metal or plastic parts for the repair of the exterior of a motor vehicle that are not made by or for the manufacturer of the insured's motor vehicle.) The notice must clearly identify the replacement parts as nonoriginal manufacturer replacement parts and advise

the insured that warranties on the parts are provided by the manufacturer of the parts, not the manufacturer of the insured's motor vehicle. The notice must be on or attached to any repair estimate prepared by the insurer that is based on the use of one or more nonoriginal manufacturer replacement parts. If the insured has obtained one or more estimates and the insurer approves an estimate that is based on the use of one or more nonoriginal manufacturer replacement parts, the insurer must make sure that the insured receives the notice before the motor vehicle is repaired. The insurer may give the notice by telephone after repairs have begun if the insured authorizes repairs to begin before the insurer approves the estimate. The insurer may not require the person repairing the vehicle to give the notice.

This bill changes the requirements that apply in order for an insurer to require the use of nonoriginal manufacturer replacement parts in the repair of an insured's motor vehicle. An insurer must provide an insured with the notice and authorization form. The notice must clearly identify any nonoriginal manufacturer replacement parts that will be used in the repair, if the insured authorizes the use. The notice must also explain that the insured may choose to have replacement parts made by or for the manufacturer of the insured's vehicle used in the repair and that the insurer's obligation to cover the repair is not affected by the type of replacement parts that the insured chooses. The authorization part of the form must allow the insured to choose either a nonoriginal or original manufacturer replacement part for each replacement part that will be used in the repair. The insurer may require the use of a nonoriginal manufacturer replacement part only if so authorized on the form by the insured. The notice and authorization form must be attached to a repair estimate prepared by the insurer or delivered before repairs begin if the insurer approves an estimate obtained by the insured. The bill removes the authority to provide the notice by telephone and removes the prohibition against an insurer requiring the person repairing the vehicle to give the notice.

The provisions in current law do not apply to mopeds, semitrailers or trailers designed for use in combination with a truck or truck tractor. The bill provides that the provisions do not apply to motorcycles, either.