



# STATEMENT

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## **IMMEDIATE RELEASE**

### **“CLIP” REPAIR PROCEDURE NOT RECOMMENDED**

**NOTE TO EDITOR:** *The use of front or rear “clips” to repair major damage to a vehicle is a practice among collision repairers and insurance companies, which pay for the majority of collision repairs. The practice involves replacing an entire section of a vehicle with a similar section from a “donor” vehicle – most frequently one that has been declared a total loss. This Statement has been developed to answer frequent questions about “clipping” that Ford receives from collision repairers.*

**DEARBORN, Mich.** – Ford Motor Company does not approve the use of “clips” to repair collision damage to vehicles.

The use of a “clip” to repair collision damage voids Ford’s New Vehicle Limited Warranty and any variety of Ford’s Extended Service Plan, as well as Ford’s new vehicle service part and corrosion warranties for each part in the “clip.” Use of a “clip” also voids any variety of Ford’s Extended Service Plan, new vehicle service part warranty and corrosion warranty for any damage to individual components, assemblies or systems on the original vehicle caused by individual components, assemblies or systems in the “clip.”

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Ford strongly recommends that repairers and insurers considering the use of a “clip” carefully check state collision repair laws and regulations to determine whether the vehicle must be re-titled as “rebuilt” or “salvage” if the “clip” procedure is used. Ford also strongly recommends that repairers advise and obtain the written repair authorization of the vehicle owner, in advance, if the “clip” procedure is to be used and re-titling is required.

Ford has adopted this position because it cannot be confident “clip” repair procedures return vehicles to pre-accident condition. Because every “clip” repair is unique, it is impossible to test whether the repair technique affects the safety, performance or durability of the vehicle. Other factors weigh heavily in this position, including:

- Hidden damage to individual components, assemblies or systems in the “clip” that may not be readily apparent to the repairer.
- Improper removal techniques and exposure to weather that may degrade the performance characteristics of individual components, assemblies or systems in the “clip.”
- Mismatching of individual components, assemblies or systems. Individual component, assembly and system modifications occur throughout the production life of new-model vehicles. It is possible a “clip” component, assembly or system will not be compatible with the vehicle it is being used to repair.

Ford recommends that only Genuine Ford Original Equipment collision replacement parts be used for collision repair to protect all parties – vehicle owners, repairers and insurers – involved in the collision repair process.

Ford also is working diligently to control the cost of major collision repairs. After research and testing, it has developed several frame sectioning procedures – and unique frame sectioning repair parts – that have been proven not to affect the safety, performance or durability of the repaired vehicle. Ford recommends repairers and insurers consider these procedures as a practical and cost-effective alternative to “clipping.”

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***Collision Repair Note***

*Recycled, salvaged, aftermarket and reconditioned parts (including body parts, wheels and safety restraint components) are not authorized by Ford. Departure from the instructions provided in the Ford Workshop Manual, including alternate repair methods or the use of substitute components, risks compromising crash safety. Failure to follow these instructions may adversely affect structural integrity and crash safety performance, which could result in serious personal injury to vehicle occupants in a crash.*

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