



Subaru of America, Inc.
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Position Statement

Subject: Structural Repairs

Subaru of America, Inc., March 2020 - If a collision repair is necessary, Subaru of America, Inc., strongly recommends that it be performed by a Subaru Certified Collision Center using Subaru Genuine Parts designated for use in the specific Subaru vehicle being repaired, including all mechanical and electrical parts, body panels, and structural components.

For all repairs to unibody/structural components – (including frame rails, apron assemblies, quarter panels, floor structures, bumpers, bumper reinforcement bars, A-pillars, B-pillars, and body panels) – repair facilities should follow Subaru published repair procedures and use Subaru Genuine Parts. These structural components are specifically designed to work in concert to protect the vehicle occupants and maintain cabin integrity.

All elements of an occupant supplemental restraint system, including but not limited to air bags, side-curtain air bags, and air bag deployment sensors, must work in concert with energy absorption components to provide proper timing for air bag deployment.

Compromising any element of a collision energy absorption system or an occupant supplemental restraint system in the repair of a collision-damaged vehicle may have an adverse effect on occupant safety in any subsequent collision.

Repair procedures are available in vehicle-specific Service Manuals, Body Repair Manuals and Technical Service Bulletins. Structural components may be replaced individually when Subaru Genuine Parts are available. However, do not presume that if a component is available that there are published replacement procedures. If specifications and repair procedures are not available from Subaru, then the individual components are not repairable.

Subaru does not support the use of aftermarket, alternative, or reverse-engineered components, or anything other than Subaru Genuine Parts for the collision repair of any Subaru vehicle. Additionally, Subaru does not support the use of parts that have been removed, salvaged or recycled from an existing vehicle. The use of non-OEM components that may not be manufactured to Subaru specifications or tolerances, or the use of alternative structural repair procedures, could compromise occupant safety in a subsequent collision.