

Presentation by the Parts Committee April 23, 2009



Stability of the OEMs

- All vehicle manufacturers are affected by the economic recession
- Chrysler and General Motors have received loans from the federal government
- All companies have cut production
- Most have announced lay-offs
- Vehicle sales under 10 million



The OEMs report:

 Parts availability from them is higher than ever

◆ Initial fill rate: 95 – 96%

♦ Final fill rate: 98 – 99%

♦ Fewest backorders ever

General Motors has over 500,000 parts active daily



- Low sales of new vehicles is one reason why parts are so available
- Sheet metal in production is the same as parts production
- The dies move to tier one suppliers after new vehicle production runs end
- Gerstenslager is major Tier One supplier
 - Worthington Industries
 - ♦ Financially sound

- All are closely monitoring the viability of their parts suppliers
- All the OEMs have contingency plans in place to insure continued parts availability to the collision industry
- \$5 billion in federal funds is going to parts suppliers
- All feel that the biggest issue for the parts supply chain is at the local level



Dealer health is the biggest issue $\diamond 21,200$ dealers at end of 2007 ◆ 881 closed in 2008 (50% in last 3 mos.) ◆ 1200 – 1500 to close in 2009 New light vehicle sales ◆ 16.1 million in 2007 ♦ 13.2 million in 2008 ◆ 8.5 – 9.0 million in 2009



Dealers are going out of business
5 - 10% are on COD
Metropolitan areas are the hardest hit
Chrysler, Ford and General Motors do want fewer dealers
Less dealers, some abrupt bankruptcies and COD status can affect parts flow



In conclusion:

The NADA economist projects 11 million in new vehicle sales for 2009

 Federal monies to GMAC: 62% of loans approved in March

♦ We will monitor this situation

 A panel will be convened at our July meeting to update and cover this topic in depth