

TO: Roger Amorosi  
FROM: Les Viland *LV*  
DATE: October 10, 1990  
SUBJECT: Comments in regard to Jack Gillis Article in Auto Inc.

1. When a CAPA part is decertified, some sort-of a red flag is needed so dealers cannot continue selling decertified parts, to unwary customers.
2. This may require a bigger budget; a bigger policing program. Although CAPA does not warrant parts (Nor DTL), we need to find ways to keep the certification program effective..
3. Should each manufacturer be required to send a part such as a LF Fender that fits at all points of the median or average part picked from the 3 OEM parts each manufacturer is required to have on hand for comparison; to send this part in to be checked against the one master part on the master checking fixture mentioned by Jack Gillis? I am told that there is not such a master OEM part, but should there be one here at DTL or some other placed designated by CAPA?
4. Since we now are certifying over 800 different parts, should this program be limited to the more important, more expensive parts? If it continues to grow, it seems to me that it will get out of hand, where we can't be sure of the quality we have certified. Again, this goes back to the need for a bigger program needing more funding.
5. Another viewpoint: Is DTL's part of the CAPA program big enough to offset any possible loss of business from the OEM manufacturers (GM, Ford & ~~Chevrolet~~)?  
*Chrysler*

LV:blw  
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