

Subject: Non-approval of “Clipping” (Sectioning of Two Vehicles) for Collision Repair

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General Motors does not approve the use of “clipping” to repair collision damage to vehicles. In the collision repair industry, “clipping” refers to cutting two damaged vehicles through the windshield pillars, the rocker panels, and across the floor pan and joining the undamaged portions from these vehicles to make the repair.

The use of “clipping” voids GM’s New Vehicle Limited Warranty (and any variety of the GM Protection Plan, as well as GM’s new vehicle service part and corrosion warranties) for each part in the clip.

GM does not sanction clipping repair because it cuts across the major load-bearing paths of a vehicle and can reduce the structural integrity of the repaired vehicle. This is extremely critical because of the increase in the use of Advance High Strength Steel (AHSS). Improper repairs can lead to vehicle performance issues related to noise, vibration and handling problems.

GM recommends replacing body components at factory seams. When applicable, GM will provide specific collision repair parts, and procedures for sectioning. These parts and procedures provide a practical and cost-effective alternative to clipping. GM provides vehicle specific collision repair procedures (www.genuinegmparts.com/collision-auto-body-parts/structural-parts), which are developed to be in a location and fashion that will yield panel strength comparable to the original panel strength.

GM has not tested or validated a “clipped vehicle” repair; therefore, GM cannot endorse this type of repair or confirm the crash performance during a subsequent collision. GM recommends the use of genuine GM parts in repairs to help ensure the vehicle is returned to pre-collision condition.

