



FOR IMMEDIATE RELEASE

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FOR MORE INFORMATION

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**NWRA CALLS ON AUTO GLASS INDUSTRY TO FIGHT Z26 DRAFT  
NWRA Believes Standard Contains Numerous Deficiencies**

The National Windshield Repair Association (NWRA) has begun an educational effort to alert the auto glass industry, as well as related industries, to the provisions of the drafted ANSI/SAE Z 26.1-2007 released by the Society of Automobile Engineers (SAE).

It is the opinion of the NWRA Board of Directors that if passed as drafted, the new Z26 will have very serious implications for those who repair and/or replace glass in vehicles, and will also affect anyone that applies chemical treatments such as primers, Aquapel®, Rain-X® and Window Tint.

After mobilizing its membership, the association developed and released an action memo for companies and associations in the auto glass, window film and insurance industries, as well as, automotive dealers, urethane manufacturers and salvage yards. The memo contains numerous points that NWRA believes demonstrates the weaknesses of the drafted Standard.

All groups contacted were asked to respond with a negative opinion to the American National Standards Institute (ANSI) during the drafted standard's public comments period which ends December 24, 2007.

Below are some highlights of the memo which can be found at [www.nwrassn.org](http://www.nwrassn.org):

- As written, the draft Standard requires that modifications such as a change in vehicle glass size, drilling, chemical treatment or repair be marked.
- As written, the draft Standard requires any chemical treatment (including primer) made to the glass to be marked on the glass. With the exception of some sidelites, almost all replacement glass requires the application of primer (i.e. a chemical treatment) before installation. Etching every piece of primed replacement glass as required goes way beyond the perceived intent of this Standard and would create its own set of chain of custody issues.
- Requiring marks for repairs from a committee made up of many companies that stand to gain greatly if the amount of repairs are reduced is a restraint of trade issue;

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The NWRA is a not-for-profit trade association organized in 1994 to promote the legitimacy of the windshield repair industry. The NWRA provides a forum for the exchange of ideas between its members and provides the public, industry and government with a reliable source of information regarding windshield repair. The NWRA also organizes, at a grass-roots level, campaigns to influence the governmental agencies responsible for establishing regulations for the windshield repair industry.

For more information, visit [www.nwrassn.org](http://www.nwrassn.org).

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