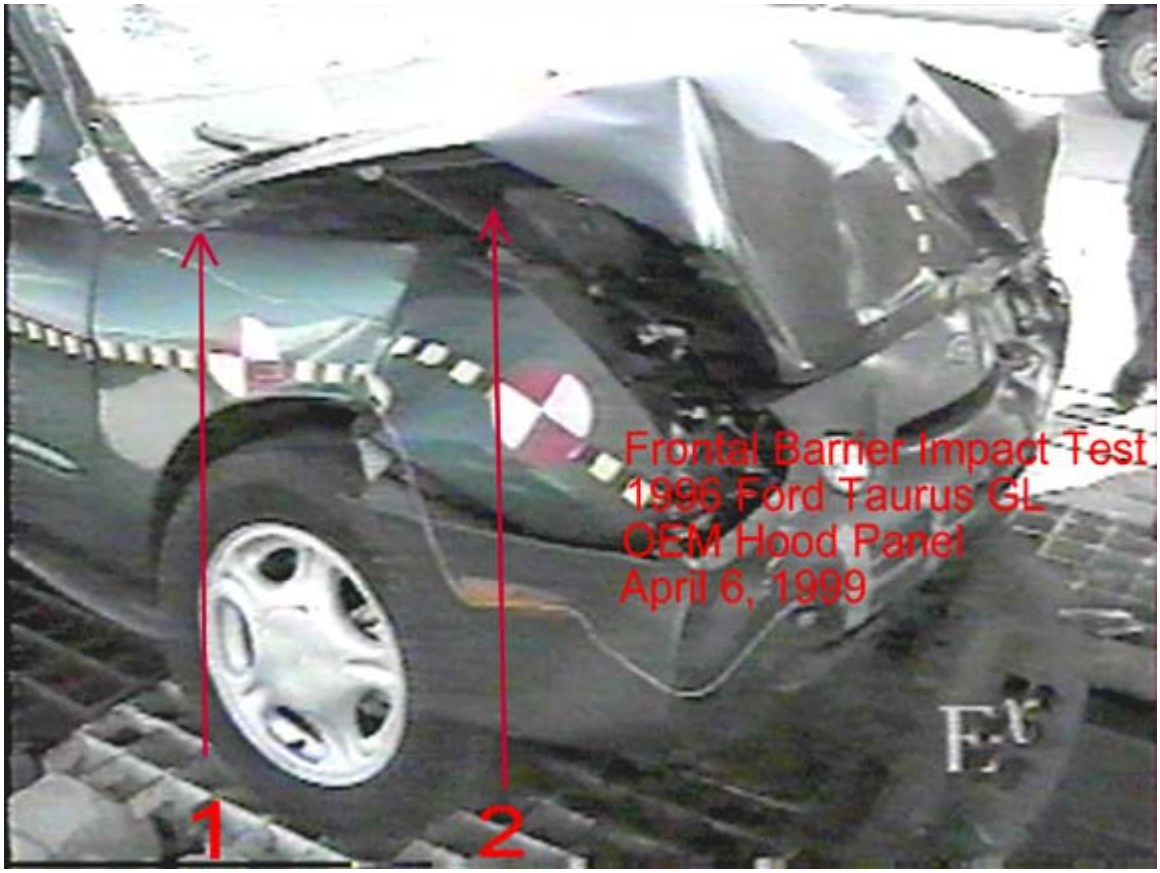
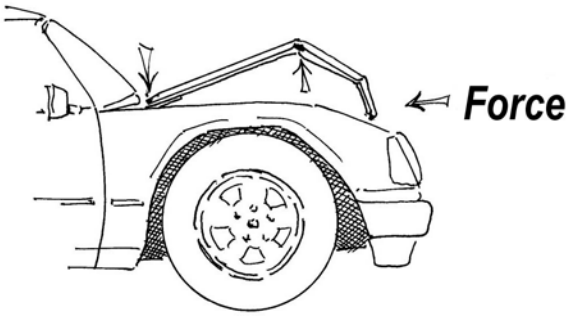
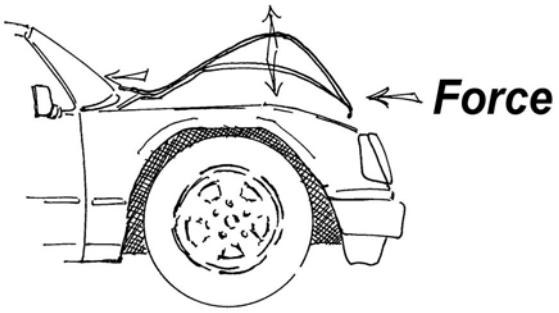


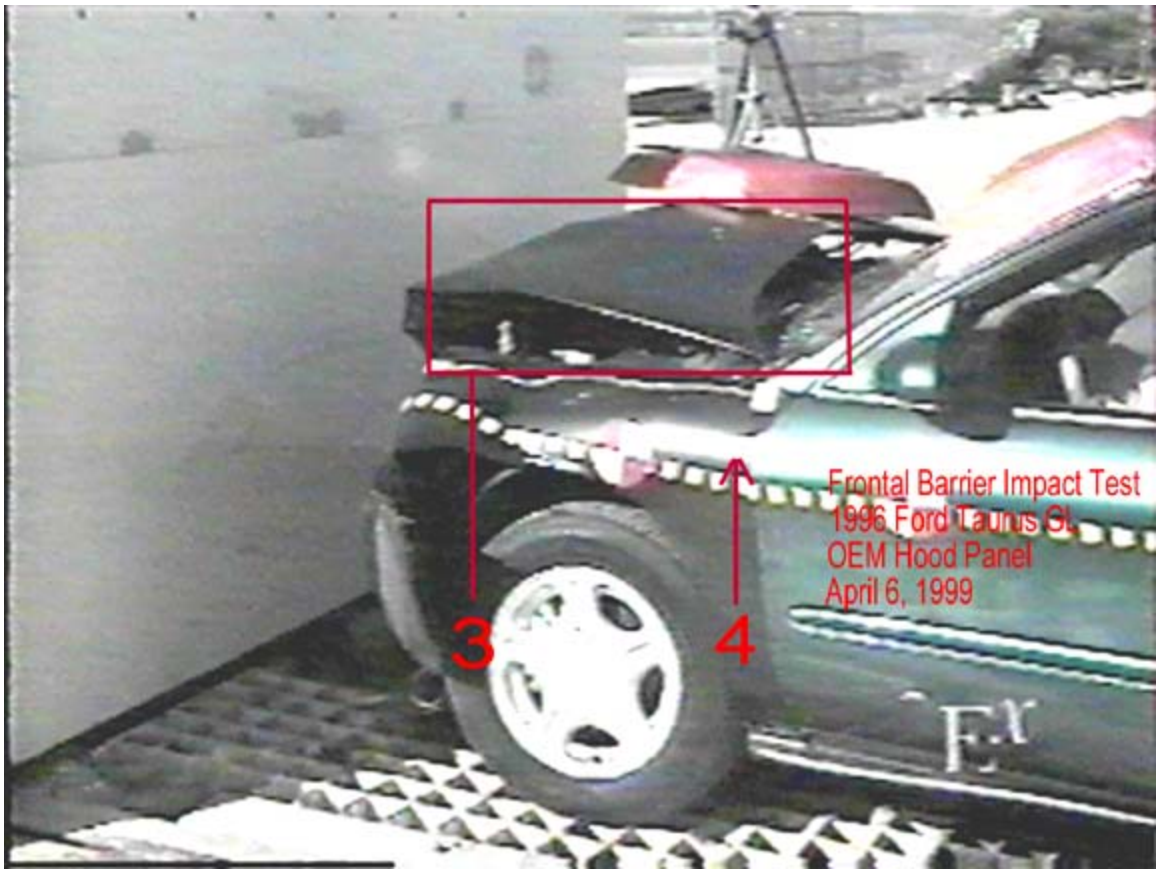
The above and following photos were captured from videotape of crash tests performed on April 6-7, 1999. Two identical 1996 Ford Taurus GL models were used in these tests. One vehicle had original manufacturer hood and fender; one vehicle had a CAPA certified hood and left fender installed.

The first vehicle tested (pictured above) retained the original factory hood and fender. From these photos it appears that the hood performed as designed in that the hinge area (1) retained contact with the hinge plate and the hood “tented” (2) absorbing energy forward of this area.



The above test performed on April 7, 1999 used the vehicle in which a CAPA certified hood and left fender were installed. In this crash test, the hood performed in a different manner than the previous test using OEM parts. The hinge area (1) raised significantly higher than the OEM, and the inner frame of the hood separated (2) allowing uncontrolled transfer of energy over the entire panel.





This photo is of the vehicle with OEM hood and left fender from the opposite side after impact. Note the sharp angles and relatively flat areas pictured (3), which indicate the factory designed “darts” performed as designed.

The left hinge area and rear fender (4) are consistent with the damage on the right side.

This photo is of the Ford Taurus on which aftermarket body parts were installed. Note the uneven distortion on the rear of the hood (3), and the damage to the rear of the aftermarket fender against drivers' door, which does not appear on the three OEM fenders, which were involved in these tests.