

CCC/ Motors GTE (P Pages Update 10/2018)

Live digital online CCC P Pages: https://help.cccis.com/webhelp/motor/gte/guide_Left.htm#

Downloadable MOTOR GTE Guides: https://www.motor.com/wp-content/uploads/CED-GTE_20181008.pdf

The follow changes have been made to both the CCC P Pages/ MOTORS GTE Guide. Changes are marked in BLUE. Red represents the Subject groups in which the changes were made in. Green are DEG Notes.

Special Precautions>>

ADAS Precautions>>

ADAS Precautions

On vehicles that use advanced driver-assistance systems (ADAS), OEM repair information must be consulted to ensure repairs will not negatively impact ADAS functionality.

Special Substrate Metals>>

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Some vehicle manufacturers use special or alternative metals in the construction of their vehicles. When possible, parts made from one of the seven listed metals will be identified using the abbreviations shown below.

It is not always possible or practical to identify where special or alternative metals are used on a vehicle. Do not assume that a part not identified as special metal isn't actually made of special metal. When in doubt, it is recommended that you contact the vehicle manufacturer for further information. When performing repairs to special metal substrates, refer to OEM recommendations for specific information. Improper repairs may adversely affect the structural integrity and safety of the vehicle.

In instances where a component is comprised of multiple grades of material, MOTOR will indicate the highest-grade material used. Therefore, it is necessary to refer to the relevant OEM repair information to determine if component repair or replacement is required based on the precise area damaged.

ULTRA HIGH STRENGTH STEEL (UHS)

(Grammatical change) Generally, door guard beams, bumper reinforcements and other special purpose areas contain this type of steel. These parts must not be repaired. They are to be replaced only. Contact the vehicle manufacturer for applicable locations. This information supersedes information published in previous Guide to Estimating pages.

NOTE: Due to space limitations, special substrate metals information is not available in MOTOR CEG Online or DVD products.

Labor Time Premise>>

Labor Time Premise>>

The times reported in this publication are to be used as a GUIDE ONLY. MOTOR assumes the repair facility is equipped with the necessary tools, equipment, and training to complete any given repair. Reported times include normal adjustment procedures within the range of motion permitted by the fastener(s) or component to insure proper fit of the individual new part being replaced. Reported times include tube/paddled OEM caulking and seam sealer removal/application on welded replacement panels. Spray-able seam sealer equipment requires preparation and adjustment before application and is NOT INCLUDED IN LABOR TIME.

Times do not apply to vehicles with equipment other than that supplied by the vehicle manufacturer as standard or regular production options. If other equipment is used, the time may be adjusted to compensate for the variables. Removal and replacement of exchanged or used parts is not considered. If additional aligning or repair must be made, such factors should be considered when developing the estimate. Items not listed under the INCLUDED/DOES NOT INCLUDE heading for any given procedure have not been considered in the estimated work time development for that procedure, unless specified by a footnote. All included/not included items for labor procedures listed between pages G10 and G33 are for component R&R and R&I procedures unless otherwise indicated in operation heading.

Many OEMs recommend a pre- and post-repair diagnostic scan on all vehicles involved in a collision that could reveal pre-accident or accident-related damage. Please refer to OEM position statement and repair procedures for more information. [Due to the variety of scan tools used, both OEM and aftermarket, as well as the variation from vehicle to vehicle and repair to repair, MOTOR is unable to develop a time that accounts for these different scenarios. Therefore, MOTOR recommends an on-the-spot evaluation to determine an appropriate estimated time to perform diagnostic scans for each repair.](#)

OPERATION TIMES LISTED ARE BASED ON NEW UNDAMAGED PARTS INSTALLED ON NEW UNDAMAGED VEHICLES AS INDIVIDUAL OPERATIONS. TIME HAS NOT BEEN CONSIDERED FOR ALIGNMENT PULLS, DAMAGE RELATED ACCESS TIME, DAMAGED, USED, REMANUFACTURED OR AFTERMARKET PARTS. SOME OPERATION TIMES ARE APPLICABLE AFTER BOLTED, ATTACHED OR RELATED PARTS HAVE BEEN REMOVED. REFER TO SPECIFIC FOOTNOTES ATTACHED TO OPERATION TIME LISTING.

LABOR TIME DOES NOT INCLUDE:

SPECIAL NOTATION:

The items listed below apply to all labor procedures

- [Access to repair information/subscription cost](#)
- [Alignment, straightening, or verifying the dimensional accuracy of related parts](#)
- [Maintenance costs of building or equipment](#)
- [Repair information retrieval/lookup](#)
- [Trial-Fit of a component to verify dimensional accuracy of adjoining parts](#)

Fender- Labor Procedure group>>

Fender - Outer Panel>>

SPECIAL NOTATION:

[Some replacement components may or may not be supplied with duplicated OEM caulk/seam sealer. This is not included in R&R time and requires an on-the-spot evaluation.](#)

Refinish Time Premise>>

[ADAS PRECAUTIONS](#)

[On vehicles that use advanced driver-assistance systems \(ADAS\), OEM repair information must be consulted to ensure repairs will not negatively impact ADAS functionality.](#)

Three-Stage Finishes (Base/Mica/Clear coat)

Included:

[Tinted clear as required by paint manufactures color formula](#)

Does Not Include:

[Tint clear coat to achieve color match](#)

Color Blend

Included:

[\(2018 New verbiage\) Wet Bed application](#)

(DEG Note: Wet Bed Application is NOT INCLUDED when blending within a repaired refinish panel requiring "Wet Bed" to blend within. Labor and Materials would be an on the spot evaluation)

Three-Stage Color Blend (adjacent panels)

Does Not Include:

Cover/mask recessed edges/jamb

(This verbiage was already listed in the P Pages as included and was identified as a mistake and switched to "NOT INCLUDED")

Stone Chip Guard (Protective Material)

Does Not Include:

Masking of non-applicable area(s)

CCC/ Motors GTE (P Pages Update 10/2018):

RACED Guides (Recycled Assemblies)

Downloadable MOTORS RACED Copy: https://www.motor.com/wp-content/uploads/RACED-GTE_20181010A.pdf

All changes are same as above with the exception of the fender group not mentioning the "seam sealer/ caulk" scenario. This is due to the RACE Guide assuming the RECYCLED Part would come with Seam Sealer/ Caulking already applied from the previous vehicle the part is removed from.