



# **ASA Documented Collision Repair Operations**



# Table of Contents

Blend vs. New Panels .....	3
LKQ vs. New Panels .....	4
Raw Bumper Covers vs. Primed Bumper Covers .....	5
Repaired vs. New Panels .....	6
Included, Non-Included Refinish Operations .....	7
Quarter Panel Refinish Operations .....	8

# Additional Refinish Time for Blended Panels

## Compare Basic Refinish Procedures for **Blend vs. New Panels**

25 blended panel procedures vs. 25 new panel procedures\*\*

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided.  
Please refer to your information provider to confirm included/not-included operations.

### **Blend Panel\***

**vs.**

### **New Panel\***

1. Clean panel/edges for refinish.
2. Wax and grease removal and check for damage.
3. Abrade panel for adhesion. This process may be repeated three or four times to remove all gloss from panel to achieve complete adhesion.
4. Remove residue and rinse with water.
5. Mask and bag for paint.
6. Mix color (minimum amounts required).
7. Tint color to achieve acceptable blend.
8. Spray out test panel (2-stage) and let-down panel (3-stage).
9. Wax and grease removal for contamination.
10. Blow off and tack for dust.
11. Apply wet bed (eliminates scratches in blend).
12. Apply basecoat to partial panel.
13. Allow for additional flash time.
14. Tack blend area for dirt/overspray.
15. 2nd basecoat application, stepped out for blend application.
16. 3rd basecoat application, stepped out again to achieve maximum hiding and full blend effect.
17. Clean basecoat spray gun.
18. Mix clear coat.
19. Apply two coats of clear.\*\*
20. Clean clear spray gun.
21. Bake according to paint manufacturer specifications.\*\*
22. Cool down process.
23. Denib and polish refinish panels.
24. Finish, wet sand and buff.
25. Unmask for re-assembly.

1. Clean panel/edges/vehicle for refinish.
2. Wax and grease removal and check for damage.
3. Abrade panel for adhesion. This process may be repeated three or four times to remove all gloss from panel to achieve complete adhesion.
4. Mask and bag for sealer and paint.
5. Mix sealer.
6. Mix color (minimum amounts required).
7. Tint color to achieve acceptable blend.
8. Spray out test panel (2-stage) and let-down panel (3-stage).
9. Wax and grease removal for contamination.
10. Blow off and tack panel for dust.
11. Mix etch primer (for bare metal areas).\*\*
12. Apply etch primer for adhesion.\*\*
13. Clean etch primer spray gun.
14. Apply sealer.
15. Clean sealer spray gun.
16. Apply basecoat color to entire panel.
17. Clean basecoat spray gun.
18. Mix clear coat.
19. Apply two coats of clear.\*\*
20. Clean clear spray gun.
21. Bake according to paint manufacturer specifications.\*\*
22. Cool down process.
23. Denib and polish refinish panels.
24. Finish, wet sand and buff.
25. Unmask for reassembly.

\*Based on paint manufacturer requirements, industry refinish standards, technical data sheets, warranty requirements and procedure pages.

\*\*Please contact your local paint representative for specific refinish procedures.



# Additional Refinish Time for LKQ Panels

## Compare Basic Refinish Procedures for LKQ vs. New Panels

**17 MORE STEPS:** 44 LKQ panel procedures vs. 27 new panel procedures.\*\*

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided.  
Please refer to your information provider to confirm included/not-included operations.

### LKQ Panel\*

vs.

### New Panel\*

1. Clean panel/edges for refinish.
2. Wax and grease removal. Check for damage/mil thickness.
3. Degrease and clean jambs.
4. Remove all adhesives and residue.
5. Featheredge chips and damaged areas.
6. Sand entire panel and reinspect.
7. Wax and grease removal for contamination.
8. Mask areas to be primed for overspray.
9. Mix etching primer (for bare metal).\*\*
10. Apply etch primer for adhesion.\*\*
11. Clean etch primer spray gun.\*\*
12. Apply two-part primer/surfacer to repair.
13. Bake primer for cure.
14. Clean primer/surfacer spray gun.
15. Guide coat primed areas.
16. Block-sand primer (coarse to fine grit).
17. Possible 2nd-3rd prime/gun clean up.
18. Possible 2nd-3rd block-sand of repair.
19. Wash down sanding residue and inspect.
20. Unmask primed area.
21. Final sand and prep outer panel.
22. Sand and prep jamb areas.
23. Mask and bag for sealer and paint.
24. Mask/remove any labels and decals.
25. Mix sealer.
26. Mix color (minimum amounts required).
27. Tint color to achieve acceptable blend.
28. Spray out test panel (2-stage) and let-down panel (3-stage).
29. Wax and grease removal on exterior and jambs.
30. Blow off and tack panel/jambs for dust.
31. Apply sealer.
32. Clean sealer spray gun.
33. Apply basecoat color to entire panel.
34. Apply basecoat to jambs. (Note: jambs may have secondary color.)
35. Clean basecoat spray gun.
36. Mix clear coat.
37. Apply two coats of clear to exterior.\*\*
38. Apply two coats of clear to jambs.\*\*
39. Clean clear coat spray gun.
40. Bake according to paint manufacturer specifications.\*\*\*
41. Cool down process.
42. Denib and polish refinish panels.
43. Finish, wet sand and buff.
44. Unmask for reassembly.

1. Clean panel/edges/vehicle for refinish.
2. Wax and grease removal.
3. Sand and prep panel.
4. Mask/bag for sealer and paint.
5. Mix sealer.
6. Mix color (minimum amounts required).
7. Tint color to achieve acceptable blend.
8. Spray out test panel (2-stage) and let-down panel (3-stage).
9. Wax and grease removal for contamination.
10. Blow off and tack panel for dust.
11. Mix etch primer (for bare metal areas).
12. Apply etch primer for adhesion.
13. Clean etch primer spray gun.
14. Apply sealer.
15. Clean sealer spray gun.
16. Apply basecoat color to entire panel.
17. Apply basecoat to jambs. (Note: jambs may have secondary color.)
18. Clean basecoat spray gun.
19. Mix clear coat.
20. Apply two coats of clear to exterior.\*\*
21. Apply two coats of clear to jambs.\*\*
22. Clean clear spray gun.
23. Bake according to paint manufacturer specifications.\*\*\*
24. Cool down process.
25. Denib and polish refinish panels.
26. Finish, wet sand and buff.
27. Unmask for reassembly.

\*Based on paint manufacturer requirements, industry refinish standards, technical data sheets, warranty requirements and procedure pages.

\*\*Additional paint and materials not taken into consideration on this chart.

\*\*\*Please contact your local paint representative for specific refinish procedures.



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# Raw Plastic Bumper Covers

## Compare Basic Refinish Procedures for Raw Bumper Covers vs. Primed Bumper Covers

**6 MORE STEPS:** 28 raw bumper procedures vs. 22 primed bumper procedures.\*\*

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided.  
Please refer to your information provider to confirm included/not-included operations.

### Raw Plastic Bumper Covers\*

vs.

### Primed Plastic Bumper Covers\*

1. Check/test plastic type.
2. Clean raw plastic with plastic cleaner.
3. Clean raw plastic with soap and water (may need to clean additional times.)
4. Sand and prep panel/edges.
5. Mask openings/backside.\*\*
6. Wax and grease removal.
7. Blow off and tack panel for dust.
8. Mix primer (for raw plastic).
9. Apply primer for adhesion.
10. Clean up primer spray gun.
11. Mix sealer.
12. Mix color (minimum amounts required).
13. Tint color to achieve acceptable blend.
14. Spray out test panel (2-stage) and let down panel (3-stage).
15. Blow off and tack panel for dust.
16. Apply sealer.
17. Clean up sealer spray gun.
18. Apply base-coat color.
19. Clean up base coat spray gun.
20. Mix clear coat.
21. Add flex additive.\*\*
22. Apply two coats of clear.\*\*\*
23. Clean up clear spray gun.
24. Bake according to paint manufacturer specifications.\*\*\*
25. Cool down process.
26. Denib and polish.
27. Wet sand and buff.
28. Unmask openings and/or backside.

1. Clean panel and edges.
2. Sand and prep panel/edges.
3. Mask openings/backside.
4. Mix sealer.
5. Mix color (minimum amounts required).
6. Tint color to achieve acceptable blend.
7. Spray out test panel (2-stage) and let-down panel (3-stage).
8. Wax and grease removal.
9. Blow off and tack panel for dust.
10. Apply sealer.
11. Clean up sealer spray gun.
12. Apply base-coat color.
13. Clean up base coat spray gun.
14. Mix clear coat.
15. Add flex additive.\*\*
16. Apply two coats of clear.\*\*\*
17. Clean up clear spray gun.
18. Bake according to paint manufacturer specifications.\*\*\*
19. Cool down process.
20. Denib and polish.
21. Finish wet sand and buff.
22. Unmask openings and/or backside.

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# Additional Refinish Time for Repaired Panels

## Compare Basic Refinish Procedures for Repaired vs. New Panels

**16 MORE STEPS:** 39 repaired panel procedures vs. 23 new panel procedures.\*\*\*

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided. Please refer to your information provider to confirm included/not-included operations.

### Repaired Panel\*

vs.

### New Panel\*

1. Apply pin-hole eliminator to body plastic.
2. Sand pin-hole eliminator.
3. Featheredge damaged area for primer.
4. Mask/bag car for etch & two-part fill primer.
5. Wax and grease removal.
6. Blow off and tack panel for dust.
7. Mix etch primer (for bare metal areas).
8. Apply etch primer for adhesion.
9. Clean up etch primer spray gun.
10. Apply two-part fill primer to repaired area.
11. Bake Primer for cure.
12. Clean up two-part fill primer spray gun.
13. Guide coat primed area.
14. Block-sand repaired area.
15. Possible 2nd - 3rd prime/gun clean up.
16. Possible 2nd - 3rd block-sand repair.
17. Unmask for paint prep.
18. Clean panel/edges/vehicle for refinish.
19. Sand and prep panel.
20. Mask and bag for sealer and paint.
21. Mix sealer.
22. Mix color (minimum amounts required).
23. Tint color to achieve acceptable blend.
24. Spray out test panel (2-stage) and let-down panel (3-stage).
25. Blow off and tack panel for dust.
26. Apply sealer.
27. Clean up sealer spray gun.
28. Apply wet-bed (eliminates scratches in blend).
29. Apply base-coat to affected area.
30. Blow off and tack panel for dust.
31. Clean up base coat spray gun.
32. Mix clear coat.
33. Apply two coats of clear.\*\*\*
34. Clean up clear spray gun.
35. Bake according to paint manufacturer specifications.\*\*\*
36. Cool down process.
37. Denib and polish.
38. Finish wet sand and blush
39. Unmask for reassembly.

1. Clean panel/edges/vehicle for refinish.
2. Sand and prep panel.
3. Mask/bag for sealer and paint.
4. Mix sealer.
5. Mix color (minimum amounts required).
6. Tint color to achieve acceptable blend..
7. Spray out test panel (2-stage) and let-down panel (3-stage)
8. Wax and grease removal.
9. Blow off and tack panel for dust.
10. Mix etch primer (for bare metal areas).
11. Apply etch primer for adhesion.
12. Clean up etch primer spray gun.
13. Blow and tack panel for dust.
14. Apply sealer.
15. Clean up sealer spray gun.
16. Apply base-coat color to entire panel.
17. Clean up base coat spray gun.
18. Mix clear coat.
19. Apply two coats of clear.\*\*\*
20. Clean up clear spray gun.
21. Bake according to paint manufacturer specifications.\*\*\*
22. Cool down process.
23. Unmask for reassembly.

\*Based on paint manufacturer requirements, industry refinish standards, technical data sheets, warranty requirements and procedure pages.

\*\*Additional paint and materials not taken into consideration on this chart.

\*\*\*Please contact your local paint representative for specific refinish procedures.



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# Included, Non-Included Refinish Operations

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided.

Please refer to your information provider to confirm included/not-included operations.

*When it comes to refinishing a component or multiple components, no matter what database you use or are comparing your work to, you need to take the following into consideration:*

- Did you have to use a flex additive?
- Did you have to refinish the backside or underside?
- Did you have to clear coat the backside, underside, or “hidden” structural components?
- Did you have to mask the engine/compartment to prevent overspray damage?
- Did you have to mask/bag the entire vehicle for primer overspray and or prime and block?
- Did you have to mask/bag the entire vehicle for trim/jamb in overspray?
- Did you have to mask/bag the entire vehicle for refinish overspray?
- Did you have to mask/bag the vehicle for recessed edges/jamb?
- Did you have to mask the trunk/compartment for overspray?
- Did you have to mask/bag the interior for overspray?
- Did you have to refinish the edge of the component?
- Did you have to fill and smooth welded seams (weld damage to adjacent panels)?
- Did you have to feather fill, prime, and block the component(s)?
- Did you have to spray out one or more test panels and/or let-down panels?
- Did you have to tint the primer and/or sealer?
- Did you have to tint the first and/or only base color?
- Did you have to tint secondary, other colors, and/or clear coats?
- Did you have to apply anti-corrosion rust resistant materials?
- Did you have to apply chip/gravel guard, and if so, was it limited to the individual component or did you have to apply it to multiple components to match texture?
- Did you have to remove any stripes, decals, overlays, adhesives, undercoating, or any other protective coatings?
- Did you have to apply any anti-chip primers, sealers, or undercoatings?
- Did you have to strip the panel (used or reconditioned parts)?
- Did you have to mask the fuel neck filler for overspray?
- Did you have to spot putty rock chips or other imperfections on the component?
- Did you have to apply additional preparation or cleaning time to new, unprimed components?
- Did you have to apply additional time to remove the release agent from form-stamped plastic components?
- Did you have to blend into adjacent panels for color match?
- Did you have to denib, wet sand, buff, and/or polish refinished panels to match factory and/or existing panels?



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# Quarter Panel Refinish Operations

- Ask your paint company for its standard operating procedures.
- Operations listed may or may not be included in refinish times provided.  
Please refer to your information provider to confirm included/not-included operations.

*When installing a new quarter panel,  
did you charge for the following refinish items?*

## Paint Operations:

- Blending the outer rocker panel due to weld damage.
- Blending the inner rocker panel due to weld damage.
- Blending the inner roof (sail panel) from weld damage.
- Blending the upper inner roof from weld damage.
- Blending the inner quarter panel wheelhouse from weld damage.
- Blending or refinishing the inner quarter panel assembly from weld damage.
- Blending or refinishing the entire outer wheelhouse from weld damage.
- Blending the top and bottom of the package tray.
- Blending the outer rear body panel from welding.
- Blending the inner rear body panel from welding.
- When blending in the trunk area, is two-tone required? Does this color have to be made from scratch?
- Blending the upper rear body panel from welding.
- Blending the upper rear body panel underside from welding.
- Blending the floor or floor extension from welding (both top and bottom).
- Blending the roof aperture and clear coating entirely up to windshield pillar.
- Prep repairs for refinish: i.e. fill, sand and feather beyond 150 grit.
- Corrosion protection applying etch or epoxy primer due to galvanized metal or aluminum metal.
- Finish sand and buff 30 percent of basecoat labor.
- Mask during priming process.
- Mask any items not RN'd on interior.
- Mask during painting of interior areas or during the cut in process.
- Mask jambs such as door, trunk, openings, etc.
- Blend appropriate items for color match.
- Gravel guard, rough coating, (also known as "Schultz" for those working on German vehicles).
- Two-tone rocker panel.
- Is vehicle two- or three-stage?
- Was it necessary to remove old stripes or molding residue on adjacent blend panels?
- Pinstripe painted or tape labor and materials.
- Touch up any bolts that required removing. (Scarred from wrench damage.)
- Did you review the Included, Non-Included Refinish Operations list on page 7.

