Automotive Service Association®

Reference Chart of "LKQ" Operations When Installing New Replacement Parts

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For the latest information, visit the providers' websites.

AudaExplore, a Solera Company
(800) 366-4237
www.audatex.us
Audatex Reference Manual
www.support.audatex.us
Request for Review
https://www.training.audatex.us/rfr_request.asp

Mitchell International
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www.mitchell.com
CEG Procedure Pages
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Search for "Procedure Pages"
Submit an Issue
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CCC Information Services, Inc.
(800) 621-8070
www.cccis.com

Motor Information Systems
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www.motor.com
Guide to Estimating Procedure Pages
www.motor.com/page.asp?page_ID=176
Customer Service Contact
www.motor.com/customer_service.asp

Front Bumper Assembly

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Aim Headlamps
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Filling and finishing of unneeded holes
Final wash
Hazardous waste removal
Labor for drilling necessary to attach parts
R&R of tape stripes or decals
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement, R&I, or refinishing of parts
Removal of moulding(s), decal(s), tape, or overlay adhesive.
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Reset of electronic components
Stripe tape, decal & overlay- adhesive clean up
Transfer of attached items from original parts to recycled parts
Test drive to relearn system
Trimming, repair, or modification of part

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Cutting, pulling or pushing collision damaged parts for access
Disable SRS system
Drilling, modification or fabrication of mounting holes
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Lamp aiming
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Reset electronic memory functions after battery disconnect
Rusted, frozen, broken or corrosion damaged components or fasteners
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or overlays
Stripe tape, decal & overlay- Adhesive backing removal, clean up and replace
Undercoating, tar or grease removal
Waste disposal fees (all types)

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Aim lamps
Alignment of adjacent parts
Clean vehicle to pre-accident condition
Computer relearn procedures
Detail
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Tar & grease removal
Time necessary to free up parts frozen by rust or corrosion
Transfer time between the damaged and salvaged assemblies

Front Bumper Assembly *(continued)*

Audatex

R&I Parts:
Bumper (when required)
Front cover reinforcements
Front lamps R&I (as assemblies)
Front License Bracket
Front License Plate
Grille Assembly
Impact Bar
Moldings/Emblems
Namplates/Ornaments
Non-standard equipment not identified as options
Ornamentation
Parklamp assemblies (when required)

Refinish:
Additional preparation or cleaning of new, unprimed panels
Any application of base color beyond the third base coat
Blending into adjacent panels
Clear coat (gloss or matte)
Color sand & buff
Color tint
Feather/prime/block
Final sand and buff
Final wash
Mask mouldings
Mask to prime
Nib Sanding/De-nib
Paint and materials
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components

CCC/MOTOR

R&I Parts:
Aftermarket & OEM accessories
Air bag sensor
Battery
Bumper assembly
Bumper brackets/frame rail extensions
Distance sensor
Emblems & nameplates
Energy absorber
Lamps
License bracket
Moldings & impact strips
Ornamentation
Reinforcement/impact bar
Remove usable parts from damaged components
Valance panel/spoiler

Refinish:
4 Stage refinish may require the application of an add'l ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Blending into adjacent panels
Clear coat (gloss or matte)
Color matching to adjacent panels
Cover/mask for prime and block
De-nib/wet sand and/or buff for polishing
Filling, blocking, featheredging repaired panels
Flex additive mixing time & prep application
Flex prep application
Masking of attached parts
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time

Mitchell

R&I Parts:
Aftermarket & OEM accessories
Auxiliary lamps
Brush guard
Fog lamps
Headlamp washer systems
Laser/radar cruise control sensors
Mouldings/Nameplates
Optional accessories
Parking Aid Sensors
Spoilers
Trailer connector
Trailer hitch

Refinish:
Application of four or more color coats
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Color matching or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Mask attached components, trim, stripes or decals
Masking for featheredge-fill-sand and block
Masking for surface fill application
Mask interior to prevent overspray damage
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal if necessary

Front Bumper Assembly *(continued)*

Audatex

Second clear set up
Second color set up
Spray additional test panel
Three stage
Tint primer or clear coat
Two tone

CCC/MOTOR

Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish

Mitchell

R&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with refinish operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Three stage
Two tone refinish

Fender

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Aim Headlamps
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Corrosion Protection
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Drilling hole for antenna installation
Filling and finishing of unneeded holes
Final wash
Hazardous waste removal
Labor for drilling necessary to attach parts
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive.
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Reset of electronic components
Seam Sealing
Stripe Removal
Transfer of attached items from original parts to recycled parts
Trimming, repair, or modification of part

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Anti-corrosion material restoration/application
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Cutting, pulling or pushing collision damaged parts for access
Drilling, modification or fabrication of mounting holes
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Lamp aiming
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Reset electronic memory functions after battery disconnect
Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or overlays - Adhesive backing removal, clean up and replace
Test panel/Spray caulk
Undercoating, tar or grease removal
Waste disposal fees (all types)

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Aim lamps
Alignment of adjacent parts
Clean vehicle to pre-accident condition
Anti-corrosion rust resistant materials
Computer relearn procedures
Detail
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Time necessary to free up parts frozen by rust or corrosion
Tar & grease removal
Transfer time between the damaged and salvaged assemblies

Fender *(continued)*

Audatex

R&I Parts:
Antenna assy
Battery and battery tray
Cornering lam
Moldings/Emblems
Mudguard (when required)
Nameplates/Ornaments
Non-standard equipment not identified as options

Refinish:
Any application of base color beyond the third base coat
Additional preparation or cleaning of new, unprimed panels
Application of e-coat equivalent
Blending into adjacent panels
Chip guard
Chip guard texture match
Clear coat (gloss or matte)
Color tint
Color sand & buff
Feather/prime/block
Final sand and buff
Final wash
Mask to prime
Masking of engine compartment
Mask mouldings

CCC/MOTOR

R&I Parts:
Antenna
Battery
Bumper
Emblems & nameplates
Fillers (if mounted to fender)
Grille
Header panel
Headlamps
Hood
Inner panels & wheelhouse
Mirror
Moldings
Mud guard
Remove usable parts from damaged components
Road wheel
Scoop
Side repeater lamps (if mounted to fender)
Spoilers & flares
Wheel or hub cap locks R&I

Refinish:
4 Stage refinish may require the application of an add'l ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside E-coat replacement
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)
Color matching to adjacent panels
Cover mask engine/compartment to prevent overspray
Cover/mask entire exterior of vehicle to prevent overspray damage
Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips

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R&I Parts:
Bumper assembly
Front panel
Lamps attached to fender
Mouldings/Nameplates
Non original equipment
Wheel

Refinish:
Add for edge
Anti-corrosion rust resistant materials
Application of four or more color coats
Applying anti-corrosion rust resistant materials
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Color matching or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Gravel guard refinish; add .5 hour for the first major panel and .3 hour for each additional pane
Gravel guard texture match
Mask attached components, trim, stripes or decals

Fender *(continued)*

Audatex

Masking of interior surfaces/entryways, engine compartment and trunk openings.
Nib Sanding/De nib
Paint and materials
Painting of stripes
Panel stripping
Removal of release agents from raw, unprimed plastic components
Second clear set up
Second color set up
Second or third bagging or masking of vehicle
Spray additional test panel
Three stage
Tint primer or clear coat
Two or three stage Interior
Two tone

CCC/MOTOR

De-nib/wet sand and/or buff for polishing
Edge refinishing
Filling, blocking, featheredging repaired panels
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc.
Masking of attached parts
Matte/flat refinished- texture matching
Matte/flat refinishes- perform test spray-out of let down panel
Matte/flat refinishes- tinting the matte clear to adjust level of gloss
Mixing a different edge colorPaint or material costs
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time
Stone chip guard texture matching
Stone chip guard
Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish
Wet sand and/or buff for polishing

Mitchell

Mask bolted parts and assemblies
Mask engine compartment
Masking for featheredge-fill-sand and block
Masking for surface fill application
Mask interior to prevent overspray damage
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal if necessary
r&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Three stage
Two tone refinish

Hood

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Filling and finishing of unneeded holes
Final wash
Hazardous waste removal
Information labels, Install
Labor for drilling necessary to attach parts
R&R of tape stripes or decals
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive.
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Restoration of corrosion-protective coatings (e.g., galvanizing, zinc coatings, E-coat 'equivalent,' and other like materials)
Seam sealing
Specification labels
Transfer of attached items from original parts to recycled parts
Trimming, repair, or modification of part

R&I Parts:

Air inlet system (when required)
Hinge from vehicle
Hood lamp (when required)
Insulator pad
Moldings/Emblems

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Anti-corrosion rust resistant materials
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Components, R&R or Transfer (bolt-on, riveted or welded)
Cutting, pulling or pushing collision damaged parts for access
Drilling, modification or fabrication of mounting holes
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Information labels, Install
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or labels - Adhesive backing removal, clean up and replace
Test panel/Spray caulk
Undercoating, tar or grease removal
Waste disposal fees (all types)

R&I Parts:

Aftermarket & OEM accessories
Air inlet system (if necessary)
Emblems & Nameplates
Hinges
Hood lamp (if necessary)

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Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Alignment of adjacent parts
Anti-corrosion rust resistant materials
Clean vehicle to pre-accident condition
Detail
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Repair or align adjacent parts
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Tar & grease removal
Time necessary to free up parts frozen by rust or corrosion
Transfer time between the damaged and salvaged assemblies

R&I Parts:

Decals/Labels
Gas prop rod
Grille
Hinges
insulator

Hood *(continued)*

Audatex

Nameplates/Ornaments
Non-standard equipment not identified as options
Safety catch (on hood)
Specification labels
Striker (on hood)
Weatherstrip (on hood)
Windshield washer hose (when required)
Windshield washer nozzles (when required)

Refinish:
Any application of base color beyond the third base coat
Application of e-coat equivalent
Additional preparation or cleaning of new, unprimed panels
Blending into adjacent panels
Clear coat (gloss or matte)
Color sand & buff
Color tint
Corrosion Protection
Feather/prime/block
Final sand and buff
Final wash
Masking of engine compartment
Mask to prime
Mask mouldings
Masking of interior surfaces/entryways, engine compartment and trunk openings.
Nib Sanding/De-nib
Paint and materials
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components
Second clear set up
Second color set up
Second or third bagging or masking of vehicle

CCC/MOTOR

Hood lock
Insulation
Moldings & Ornamentation
Remove usable parts from damaged components
Scoop
Tinting Primer-Sealer
Washer hoses & nozzles (mounted to hood)
Weatherstrips & seals (mounted to hood)
Wheel or hub cap locks R&I

Refinish:
4 Stage refinish may require the application of an a'ddl ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)
Color matching to adjacent panels
Cover mask engine/compartment to prevent overspray
Cover/mask entire exterior of vehicle to prevent overspray damage
Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips
De-nib/wet sand and/or buff for polishing
Edge refinishing
Filling, blocking, featheredging repaired panels
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc.
Masking of attached parts
Matte/flat refinished- texture matching
Matte/flat refinishes- perform test spray-out of let down panel
Matte/flat refinishes- tinting the matte clear to adjust level of gloss

Mitchell

Lamps
Moldings/Nameplates
Non original equipment
Washer Nozzles

Refinish:
Add for edge
Add for underside
Application of four or more color coats
Applying anti-corrosion rust resistant materials
Anti-corrosion material restoration/application
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Color matching or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Mask attached components, trim, stripes or decals
Mask bolted parts and assy's
Mask engine compartment
Mask interior to prevent overspray damage
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal if necessary
R&I or mask bolted parts and assemblies, glass, trim, decals, wiring

Hood *(continued)*

Audatex

Spray additional test panel
Tint primer or clear coat
Three stage
Two or three stage Interior
Tint primer or clear coat
Two tone
Underside refinishing

CCC/MOTOR

Mixing a different edge color
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time
Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting primer sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish
Underside additional paint mix if it is a different color than the exterior
Underside color tinting for hoods, lids, or gates
Underside refinishing
Wet sand and/or buff for polishing

Mitchell

Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Three stage
Tint non-exterior colors
Two tone refinish

Front Sheet Metal Assembly

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Aim headlamps
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Corrosion protection
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Evacuate & recharge A/C system
Filling and finishing of unneeded holes
Final wash
Hazardous waste removal
Information labels, Install
Labor for drilling necessary to attach parts
R&R of tape stripes or decals
Refrigerant recovery
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Seam sealing
Specification labels
Stripe Removal
Test drive to relearn system
Transfer of attached items from original parts to recycled parts
Trimming, repair, or modification of part

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Anti-corrosion material restoration/application
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Cutting, pulling or pushing collision damaged parts for access
Drilling, modification or fabrication of mounting holes
Evacuate & recharge A/C system
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Information labels, Install
Lamp aiming
Material costs
Pre/post diagnostic scans
Pressure test or inspect radiator
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Reset electronic memory functions after battery disconnect
Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or overlays - Adhesive backing removal, clean up and replace
Test panel/Spray caulk
Undercoating, tar or grease removal
Waste disposal fees (all types)

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Aim lamps
Alignment of adjacent parts
Anti-corrosion rust resistant materials
Clean vehicle to pre-accident condition
Computer relearn procedures
Detail
Drill or fill time for attachment parts
Evac and recharge ac system
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Tar & grease removal
Time necessary to free up parts frozen by rust or corrosion
Transfer time between the damaged and salvaged assemblies

Front Sheet Metal Assembly *(continued)*

Audatex

R&I Parts:
A/C condenser
Bumper overhaul
Hood release cable
Moldings/Emblems
Namplates/Ornaments
Non-standard equipment not identified as options
Radiator
Specification labels

Refinish:
Any application of base color beyond the third base coat
Application of e-coat equivalent
Additional preparation or cleaning of new, unprimed panels
Blending into adjacent panels
Chip guard
Chip guard texture match
Clear coat (gloss or matte)
Color tint
Feather/prime/block
Final sand and buff
Final wash
Mask to prime
Masking of engine compartment
Color sand & buff
Mask mouldings
Masking of interior surfaces/entryways, engine compartment and trunk openings.
Nib Sanding/De nib
Paint and materials
Painting of stripes
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components

CCC/MOTOR

R&I Parts:
Aftermarket & OEM accessories
Battery
Disassemble replacement front end assy
Electrical wiring
Emblems & nameplates
Hoses, R&R
Moldings & ornamentation
Remove usable parts from damaged components
Wheel or hub cap locks R&I

Refinish:
4 Stage refinish may require the application of an a'ddl ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside E-coat repl
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)
Color matching to adjacent panels
Cover mask engine/compartment to prevent overspray
Cover/mask entire exterior of vehicle to prevent overspray damage
Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips
De-nib/wet sand and/or buff for polishing
Edge refinish color tinting
Filling, blocking, featheredging repaired panels
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc.
Masking of attached parts
Matte/flat refinished- texture matching
Matte/flat refinishes- perform test spray-out of let down panel

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R&I Parts:
Battery
Bolted on parts that are incl in the salvaged assy: fenders, grille assy, headlamp assy, etc.
Computer modules
Moldings/nameplates, etc.
Non original equipment
Rocker molding
Wheel
Wiring and/or wiring harness

Refinish:
Add for edge
Add for underside
Application of four or more color coats
Anti-corrosion rust resistant materials
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Color matching or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Gravel guard refinish; add .5 hour for the first major panel and .3 hour for each additional pane
Gravel guard texture match
Mask attached components, trim, stripes or decals
Mask bolted parts and assy's
Mask engine compartment
Mask interior to prevent overspray damage
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse

Front Sheet Metal Assembly *(continued)*

Audatex

Second color set up
Second or third bagging or masking of vehicle
Spray additional test panel
Three stage
Tint primer or clear coat
Two tone
Underside refinish

CCC/MOTOR

Matte/flat refinishes- tinting the matte clear to adjust level of gloss
Mixing a different edge color
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time
Stone chip guard application
Stone chip guard texture matching
Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish
Underside additional paint mix if it is a different color than the exterior
Underside color tinting for hoods, lids, or gates
Wet sand and/or buff for polishing

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Paint and materials
Paint removal if necessary
R&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Three stage
Two tone refinish
Tint non-exterior colors

Door Assembly

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Corrosion protection
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Excessive alignment required by the prior condition of the door opening or recycled part
Filling and finishing of unneeded holes
Final wash
Glass or other collision debris cleanup
Hazardous waste removal
Information labels, Install
Labor for drilling necessary to attach parts
Lock cylinder coding (Manual Entry M73 available)
Metal preparation and corrosion protection beyond those listed in Included Operations (i.e. cavity wax)
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive.
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Reset of electronic components
Seam sealing
Sound deadener
Specification labels
Stripe Removal
Stripe, woodgrain, or decal
Test drive to relearn system

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Anti-corrosion material restoration/application
Battery D&R/recharge
Broken glass removal or clean up
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Cutting, pulling or pushing collision damaged parts for access
Disable SRS system
Drilling, modification or fabrication of mounting holes
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Information labels, Install
Lock cylinder recoding
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Reset electronic memory functions after battery disconnect
Road Test
Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Sound deadening application
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or overlays - Adhesive backing removal, clean up and replace
Structural damage diagnosis and vehicle set up time
Test for water leaks
Test panel/Spray caulk
Undercoating, tar or grease removal
Waste disposal fees (all types)

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Aftermarket window tint
Alignment of adjacent parts
Anti-corrosion rust resistant materials
Broken glass clean up
Clean vehicle to pre-accident condition
Computer relearn procedures
Detail
D&R battery
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Recode lock cylinder
Removal of tar, grease, or other materials
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Tar & grease removal
Time necessary to free up parts frozen by rust or corrosion
Time to complete computer relearn procedures for proper operation of vehicle systems when the battery has been D&R'd
Time to reset memory code function
Transfer time between the damaged and salvaged assemblies
Urethane glass kit

Door Assembly *(continued)*

Audatex

Transfer hinges
Transfer of attached items from original parts to recycled parts
Transfer weld-on hinges
Trimming, repair, or modification of part

R&I Parts:
Aftermarket & OEM accessories
Division channel
Door check rod
Door latch
Door linkage
Door lock (power or manual)***
Door strikerl
Door-mounted speakers
Glass
Inner belt weatherstrip
Inner door handle (on Door)
Moldings/Emblems
Namplates/Ornaments
Non-standard equipment not identified as options
Shoulder harness/Belt
Sound deadener
Specification labels
Vapor barrier
Window lift and run channel
Window regulator (power or manual)
Wiring

Refinish:
Additional preparation or cleaning of new, unprimed panels
Any application of base color beyond the third base coat
Application of e-coat equivalent
Blending into adjacent panels
Chip guard
Chip guard texture match
Clear coat (gloss or matte)
Color tint
Color sand & buff

CCC/MOTOR

R&I Parts:
Aftermarket & OEM accessories
Electrical wiring
Emblems & nameplates
Glass
Hinge
Information label installation
Install new glass
Latch mechanisms
Mirror
Moldings
Outside handle
Passive restraint system
Regulator
Remove usable parts from damaged door
Transfer useable parts to replacement door
Weatherstrips
Window frame

Refinish:
4 Stage refinish may require the application of an a'ddl ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)
Color matching to adjacent panels

Mitchell

R&I Parts:
Non original equipment
Outside mirrors R&R
Remove from salvaged assembly: Interior trim panels, Lock cylinder
Restraint Systems
Replace/Transfer parts attached to the door: outside handle, glass, run channels, regualtor, vent assy, weatherstrip, etc

Refinish:
Add for jamb and interior
Application of four or more color coats
Anti-corrosion rust resistant materials
Blending into adjacent panels or nearest breaking point
Clear coat- gloss or matte
Color matching or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the

Door Assembly *(continued)*

Audatex

Edge/jamb refinish
Feather/prime/block
Final sand and buff
Final wash
Mask mouldings
Mask to prime
Masking of interior surfaces/entryways, engine compartment and trunk openings.
Nib Sanding/De nib
Paint and materials
Painting of stripes
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components
Second clear set up
Second color set up
Second or third bagging or masking of vehicle
Spray additional test panel
Three stage
Tint primer or clear coat
Two or three stage Interior
Two tone

CCC/MOTOR

Cover mask interior of vehicle to prevent overspray damage
Cover/mask entire exterior of vehicle to prevent overspray damage
Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips
De-nib/wet sand and/or buff for polishing
Edge refinishing
Filling, blocking, featheredging repaired panels
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc.
Masking of attached parts
Mixing a different edge color
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time
Stone chip guard application
Stone chip guard texture matching
Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinishing
Wet sand and/or buff for polishing

Mitchell

same
Finish sand & buff
Gravel guard refinish; add .5 hour for the first major panel and .3 hour for each additional pane
Gravel guard texture match
Mask attached components, trim, stripes or decals
Mask bolted parts and assy's
Mask entryways
Mask interior to prevent overspray damage
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal if necessary
R&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Three stage
Two tone refinish

Outer Quarter Panel

Audatex

Operations:

A/C evacuation/recharge (SUV/van only)
Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Body structure foam
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Corrosion protection
Detach and weld at roof panel, rear door pillar, rocker panel,
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disabling and enabling of Hybrid Vehicle components
Disassembly, cleaning, and reassembly of assemblies
Disconnect / reconnect computer modules for welding purposes
Disconnect and reconnect of un-deployed airbag
Drain or refill fuel tank
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling and finishing of unneeded holes
Final wash
Glass adhesive and sealant clean up
Glass installation kit
Glass or other collision debris cleanup
Hazardous waste removal
Information labels, Install
Labor for drilling necessary to attach parts
Metal preparation and corrosion protection beyond those listed in Included Operations (i.e. cavity wax)
R&I of Injected / Structural foam
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Anti-corrosion material restoration/application
Battery D&R/recharge
Broken glass removal or clean up
Caulk (non-OEM), undercoat or sound insulate on paint inner areas
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Convertible top alignment (if applicable)
Cutting, pulling or pushing collision damaged parts for access
Disabling and enabling of Hybrid Vehicle components
Disable SRS system
Drain & refill fuel tank
Drilling, modification or fabrication of mounting holes
Epoxy primer on glass pinch weld where coating has been removed
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Glass kit
Information labels, Install
Material costs
Pre/post diagnostic scans
R&R Acoustical and structural foam within 6” of open flame, excessive heat (600 degrees) or welding operation
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Removal of old glass adhesive, clean and prep of sealing surfaces
Removal of outer panel from replacement assembly
Remove electronics within’ 12” of welding zone
Reset electronic memory functions after battery disconnect
Retractable roof alignment (if applicable)
Road test vehicle

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Additional time for metal trimming to separate the outer skin from the assembly
Alignment of adjacent parts
Anti-corrosion rust resistant materials
Broken glass clean up
Clean vehicle to pre-accident condition
Computer relearn procedures
D&R battery
Drain and refill fuel tank
Detail
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Measure and identify damage
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Remove and/or apply weldable zinc primers, wax, petroleum based coatings, undercoating, or any type of added conditioning
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Tar & grease removal
Time necessary to free up parts frozen by rust or corrosion
Time to complete computer relearn procedures for proper operation of vehicle systems when the battery has been D&R’d
Time to reset memory code function
Transfer time between the damaged and salvaged assemblies
Trimming of welded assembly to be installed
Urethane glass kit

Quarter Panel *(continued)*

Audatex

Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Replace labor does not include a'ddl labor to repair the repl panel and or adj panels which may become distorted, burned or damaged by welding, drilling, grinding and straightening
Reset of electronic components
Seam sealing
Setup of a vehicle on a frame machine, dedicated bench, or other measuring / straightening devices. Pulling time is not included
Specification labels
Steam cleaning of or rust removal from fuel tanks
Stripe Removal
Test drive to relearn system
Time to fabricate sleeve from raw stock
Transfer of attached items from original parts to recycled parts
Trimming, repair, or modification of part (full/SUV/van only)
Undercoating

R&I Parts:
Antenna assembly (full/section only)
Back glass (section only)
Body insulation (e.g., foams, pads)
Body side trim (full sized van only)
Body weatherstrip
Bolt-on extension (full only)
Deck lid (add'l labor, section only)
Deck lid / tailgate release cable
Dome light
Door check rod
Door striker
Electronic and vacuum components
Fuel door (if required) (full/SUV/van only)
Fuel door release cable
Fuel filler pocket (SUV/van only)

CCC/MOTOR

Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Sound deadening application
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals or overlays - Adhesive backing removal, clean up and replace
Structural damage diagnosis and vehicle set up time
Test for water leaks
Test panel/Spray caulk
Undercoating, tar or grease removal
Waste disposal fees (all types)
Weld through primer
Welded seam surface finishing finer than 150 grit sandpaper
Welder set up and/or tests and preparation

R&I Parts:
Aftermarket & OEM accessories
Antenna
Body side moldings
Carpet & insulation
Electrical wiring
Emblems & nameplates
Exhaust system
Fuel tank
Headliner
Information label installation
Mudguard
Power cyclinder (if applicable)
Rear suspension or axle
Remove outer panel from replacement quarter assembly
Remove usable parts from damaged components
Road wheel

Mitchell

R&I Parts:
Antenna
Computer module removal if temp is to exceed 176 degrees
Control cables (latch release, etc.)
Fluid lines
Fuel tank
Headliner (All types)
Liftgate
Luggage lid
Mouldings, nameplates, etc.
Non original equipment
Remove from salvaged assembly: Interior trim panels
Restraint systems
Suspension assembly
Wheel
Wiring and/or wiring harness and computer modules as necessary

Outer Quarter Panel *(continued)*

Audatex

Fuel tank (add'l labor)
Headliner (add'l labor)
Middle/rear seat (full sized van only)
Moldings/Emblems
Mud guard (if required) (full/SUV/van only)
Namplates/Ornaments
Non-standard equipment not identified as options
Parking brake assembly
R&R of tape stripes or decals
Rear compartment gutters (section only)
Roll down quarter glass (full/section only)
Roof drip moulding
Running board panel (non-OEM)
Sliding door striker (SUV/van only)
Sliding door track shield (SUV/van only)
Speaker wiring
Specification labels
Sunroof drain (full/section only)
Vinyl roof caps (section only)
Vinyl roof peel back (section only)
Wiring harness (full/section only)

Refinish:
Any application of base color beyond the third base coat
Additional preparation or cleaning of new, unprimed panels
Application of e-coat equivalent
Blending into adjacent panels
Body lock pillar refinish
Chip guard application
Chip guard texture match
Clear coat (gloss or matte)
Color sand & buff
Color tint
Feather/prime/block
Final sand and buff
Final wash
Mask to prime

CCC/MOTOR

Roll bar (if applicable)
Roof cover R&I or roll back
Trunk lid, liftgate, or tailgate
Wheel or hub cap locks R&I

Refinish:
4 Stage refinish may require the application of an a'ddl ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside E-coat repl
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)
Clear coat extended to the nearest panel edge or breakpoint
Color matching to adjacent panels
Cover mask interior of vehicle to prevent overspray damage
Cover/mask entire exterior of vehicle to prevent overspray damage

Mitchell

Refinish:
Add for jamb and interior
Application of four or more color coats
Anti-corrosion rust resistant materials
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Clear coat extension to the nearest panel edge or breakpoint
Color matching or tinting
Feather, prime and block repaired panels
Feather, prime and block welded panels
Featheredge paint damage to adj panel and/or panels joined by welding
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same

Outer Quarter Panel *(continued)*

Audatex

Mask mouldings
Masking of interior surfaces/entryways, engine compartment and trunk openings
Masking of trunk openings
Nib Sanding/De nib
Paint and materials
Painting of stripes
Panel stripping
Refinish Adj welded panels
Removal of release agents from raw, unprimed plastic components
Removal of protective coatings from replacement parts
Second clear set up
Second color set up
Second or third bagging or masking of vehicle
Spray additional test panel
Three stage
Tint primer or clear coat
Two tone

CCC/MOTOR

Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips
Cover/mask trunk /compartment to prevent overspray
De-nib/wet sand and/or buff for polishing
Edge refinishing
Filling, blocking, featheredging repaired panels
Grind, fill & smooth welded seams (up to 150 grit sandpaper)
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc
Masking of attached parts
Mixing a different edge color
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Refinish Adj welded panels
Spatter paint application time
Stone chip guard application
Stone chip guard texture matching
Test spray-out panel
Time to correct finish imperfections
Three stage
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish
Weld, grind or sanding damage to adjacent panels
Welded seam surface finishing finer than 150 grit sandpaper
Wet sand and/or buff for polishing

Mitchell

Finish sand & buff
Gravel guard refinish; add .5 hour for the first major panel and .3 hour for each additional pane
Gravel guard texture match
Mask attached components, trim, stripes or decals
Mask bolted parts and assy's
Mask entryways
Mask interior to prevent overspray damage
Mask trunk openings
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal if necessary
R&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Refinish Adj welded panels
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Tint non-exterior colors
Three stage
Two tone refinish

Deck Lid/Lift Gate Assembly

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Adhesive removal
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Clean or recondition parts or assemblies
Computer control module D&R/relearn
Corrosion Protection
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Filling and finishing of unneeded holes
Final wash
Glass adhesive and sealant clean up
Glass installation kit
Glass or other collision debris cleanup
Hazardous waste removal
Information labels, Install
Labor for drilling necessary to attach parts
Lock cylinder coding (Manual Entry M73 available)
Metal preparation and corrosion protection beyond those listed in Included Operations (i.e. cavity wax)
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement
Removal of moulding(s), decal(s), tape, or overlay adhesive
Removal of part number labels
Removal of protective coatings from replacement parts
Repair, fitting, trimming, or modification of recycled parts
Reset of electronic components
Restoration of corrosion-protective coatings (e.g., galvanizing, zinc coatings, E-coat 'equivalent,' and other like materials)
Seam sealing
Specification labels
Stripe removal

CCC/MOTOR

Operations:

Aftermarket & OEM accessories
Alignment, check or straightening related parts
Battery D&R/recharge
Broken glass removal or clean up
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Component, R&R or Transfer (bolt-on, riveted or welded)
Computer control module D&R/relearn
Cutting, pulling or pushing collision damaged parts for access
Drilling, modification or fabrication of mounting holes
Epoxy primer on glass pinch weld where coating has been removed
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Glass kit
Information labels, Install
Lock cylinder recoding
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Removal of old glass adhesive, clean and prep of sealing surfaces
Reset electronic memory functions after battery disconnect
Road Test
Rusted, frozen, broken or corrosion damaged components
Salvaged replacement assembly, preparation, Trim, fit and/or modify
Scan tool clear/reset electronic module
Sound deadening application
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decals, or overlays - Adhesive backing removal, clean up and replace
Structural foam removal or application
Test for water leaks
Test panel/Spray caulk

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Alignment of adjacent parts
Anti-corrosion rust resistant materials
Broken glass clean up
Clean vehicle to pre-accident condition
Computer relearn procedures
D&R battery
Detail
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Free up parts
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Recode lock cylinder
Removal of tar, grease, or other materials
Repair or align adjacent parts
Reset memory code functions
Rework parts to fit a particular year or model
Shop materials
Stripe tape, decals, labels, warnings, or overlays
Time necessary to free up parts frozen by rust or corrosion
Time to complete computer relearn procedures for proper operation of vehicle systems when the battery has been d&r'd
Time to reset memory code function
Tar & grease removal
Transfer time between the damaged and salvaged assy's
Urethane glass kit

Deck Lid/Lift Gate Assembly *(continued)*

Audatex

Test drive to relearn system
Transfer of attached items from original parts to recycled parts
Trimming, repair, or modification of part

R&I Parts:
Glass
High mounted stop lamp
Hinge from vehicle
Lamps
License lamp bracket
Lock striker
Louver
Luggage rack (when required)
Moldings/Emblems
Namplates/Ornaments
Non-standard equipment not identified as options
Power lock actuator
R&R of tape stripes or decals
Rear lamps (when required)
Specification labels
Spoiler
Weatherstrip (on lid)
Wiper & components
Wiring

Refinish:
Any application of base color beyond the third base coat
Additional preparation or cleaning of new, unprimed panels
Application of e-coat equivalent
Blending into adjacent panels
Clear coat (gloss or matte)
Chip guard
Color sand & buff
Color tint

CCC/MOTOR

Undercoating, tar or grease removal
Waste disposal fees (all types)

R&I Parts:
Aftermarket & OEM accessories
Camera
Electrical wiring
Emblems & nameplates
Finish panel
Glass
Hinges
Hold shock or prop (liftgate only)
Information label installation
Install new glass (liftgate only)
Lamps
Latch
License bracket
Lock striker
Moldings
Regulator (liftgate only)
Remote release cable
Remove usable parts from damaged components
Spoiler (liftgate only)
Spoilers and flares
Torsion rods, springs, or shocks
Weatherstrips

Refinish:
4 Stage refinish may require the application of an add'l ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Anti-corrosion material restoration/application
Backside refinishing
Blending into adjacent panels
Clear coat (gloss or matte)

Mitchell

R&I Parts:
Controls
Gas prop rod
Handle (liftgate only)
Hinges
Lamps
Latch
Mouldings, nameplates, etc.
Non original equipment
Rear glass, seals, or moldings (liftgate only)
Remove from salvaged assembly: Interior trim panels & lock cyldiner
Spoiler
Stripes or Decals

Refinish:
Add for jamb and interior
Application of four or more color coats
Anti-corrosion rust resistant materials
Blending into adjacent panels or nearest breaking point
Clear coat - gloss or matte
Color matching or tinting
Cover/mask recessed edges/jambs/weatherstrips
Feather, prime and block repaired panels

Deck Lid/Lift Gate Assembly *(continued)*

Audatex

Feather/prime/block
Final sand and buff
Final wash
Mask to prime
Masking of trunk openings
Mask mouldings
Masking of interior surfaces/entryways, engine compartment and trunk openings.
Nib Sanding/De nib
Paint and materials
Painting of stripes
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components
Second clear set up
Second color set up
Second or third bagging or masking of vehicle
Spray additional test panel
Three stage
Tint primer or clear coat
Two or three stage Interior
Two tone

CCC/MOTOR

Color matching to adjacent panels
Cover mask interior of vehicle to prevent overspray damage
Cover/mask entire exterior of vehicle to prevent overspray damage
Cover/mask for cut-in
Cover/mask for prime and block
Cover/mask recessed edges/jambs/weatherstrips
Cover/mask trunk /compartment to prevent overspray
De-nib/wet sand and/or buff for polishing
Edge refinishing
Filling, blocking, featheredging repaired panels
Masking of attached parts
Mask inner panels ex: apron/cowl/pillars/rail/floor, etc.
Mixing a different edge color
Paint or material costs
Prime & block (high build/primer-filler)
Protective coating material application/removal
Spatter paint application time
Stone chip guard
Test spray-out panel
Three Stage
Time to correct finish imperfections
Tinting Primer-Sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinish
Underside refinishing
Underside color tinting for hoods, lids, or gates
Wet sand and/or buff for polishing

Mitchell

Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Gravel guard refinish; add .5 hour for the first major panel and .3 hour for each additional pane
Mask attached components, trim, stripes or decals
Mask bolted parts and assy's
Mask interior to prevent overspray damage
Mask trunk openings
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint removal if necessary
R&I or mask bolted parts and assemblies, glass, trim, decals, wiring
Paint removal, if necc
Removal of protective coatings
Steam cleaning of replacement panels to remove contaminates or other materials that would interfere with ref operations
Subsequent vehicle bagging when required: add .2 hour for each application & removal
Tint non-exterior colors
Three stage
Two tone refinish

Rear Bumper Assembly

Audatex

Operations:

Additional labor for removal of parts that have been impeded by crash damage (access labor)
Additional time for R, R&I
Alignment of parts adjacent to parts being replaced
Application of lubricant or similar material
Body Materials
Detailing
Diagnosis and testing of electronic components or systems (e.g., airbags)
Disassembly, cleaning, and reassembly of assemblies
Filling and finishing of unneeded holes
Hazardous waste removal
Labor for drilling necessary to attach parts (e.g., ornamentation, antennas, etc.)
Removal of debris, grease, corrosion, protective coatings, or other materials impeding replacement, R&I, or refinishing of parts
Removal of moulding(s), decal(s), tape, or overlay adhesive
Removal of part number labels
Test drive to relearn system
Trimming, repair, or modification of part

R&I Parts:

Front license Bracket
Moldings/emblems
Nameplate's/ornaments
Non-standard equipment not identified as options
R&R of tape stripes or decals

CCC/MOTOR

Operations:

Alignment, check or straightening related parts
Clean or recondition parts or assemblies
Clean up or detailing of vehicle prior to delivery
Components, R&R or transfer (bolt-on, riveted or welded)
Cutting, pulling or pushing collision damaged parts for access
Drilling, modification or fabrication of mounting holes
Fabricate templates, reinforcing inserts, sleeves or flanges
Filling, plugging and finishing of unneeded holes in replacement parts
Material costs
Pre/post diagnostic scans
Removal of emblems, nameplates, trim, etc. from donor part or assembly
Rusted, frozen, broken or corrosion damaged components or fasteners
Salvaged replacement assembly, preparation, trim, fit and/or modify
Straighten or align used, reconditioned or non-OEM parts
Stripe tape, decal & overlay
Stripe tape, decal & overlay- Adhesive backing removal, clean up and replace
Undercoating, tar or grease removal
Waste disposal fees (all types)

R&I Parts:

Aftermarket & OEM accessories
Bumper brackets/frame rail extensions
Electrical wiring
Emblems & nameplates
Energy absorber
Lamps
License bracket
Molding & impact strips
Reinforcement/impact bar
Valance panel/spoiler

Mitchell

Operations:

Access time: remove damaged parts by cutting, pushing, pulling, etc.
Aim lamps
Alignment of adjacent parts
Clean vehicle to pre-accident condition
Drill or fill time for attachment parts
Fabrication of reinforcements or inserts from raw stock
Hazardous materials recycling or disposal
Moldings and nameplates: time to R&R, install, or clean and retape
Removal of tar, grease, or other materials
Rework parts to fit a particular year or model
Shop materials
Stripes, decals, labels, warnings, or overlays
Time necessary to free up parts frozen by rust or corrosion
Transfer time between the damaged and salvaged assemblies

R&I Parts:

Optional accessories
Parking aid Sensors
Spoilers
Trailer connector
Trailer hitch

Rear Bumper Assembly *(continued)*

Audatex

Refinish:
Any application of base color beyond the third base coat
Application of “high build” primer
Application of e-coat equivalent
Clear coat (gloss or matte)
Color tint
Feather/prime/block
Final sand and buff
Final wash
Mask mouldings
Mask to prime
Nib sanding/de-nib
Paint and materials
Panel stripping
Removal of protective coatings from replacement parts
Removal of release agents from raw, unprimed plastic components
Second clear set up
Second color set up
Spray additional test panel
Three stage
Tint clear coat
Two tone

CCC/MOTOR

Refinish:
4 Stage refinish may require the application of an additional ground coat, a tinted clear coat in addition to the final non-tinted clear coat
Adhesion promoter (unprimed flexible component)
Clear coat (gloss or matte)
Cover/mask for prime and block
De-nib & polish
Filling, blocking, featheredging repaired panels
Flex additive mixing time
Flex prep application
Masking of attached parts
Match color tint
Paint or material costs
Protective coating removal
Test spray-out panel
Three stage
Time to correct finish imperfections
Tinting primer sealer
Tinting to achieve color match
Two tone color tinting
Two tone refinishing
Wet sand and/or buff for polishing

Mitchell

Refinish:
Application of four or more color coats
Clear coat- gloss or matte
Color match or tinting
Feather, prime and block repaired panels
Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the same
Finish sand & buff
Mask attached components, trim, stripes or decals
Masking for featheredge-fill-sand and block
Masking for surface fill application
Masking of glass, outside handles, or exterior trim
Nib sand and finesse
Paint and materials
Paint removal, if necc
Removal of protective coatings
Steam cleaning of repl pnls to remove contaminates or other materials that would interfere with ref
Three stage
Two tone refinish