Reference Chart of “LKQ” Operations
When Installing New Replacement Parts
Table of Contents

Front Bumper Assembly ................................................................. 4
Fender ............................................................................................ 7
Hood ............................................................................................. 10
Front Sheet Metal Assembly .......................................................... 13
Door Assembly ............................................................................... 16
Outer Quarter Panel ................................................................. 19
Deck Lid/Lift Gate Assembly ........................................................ 23
Rear Bumper Assembly ................................................................. 26
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
(800) 854-7030
www.mitchell.com
CEG Procedure Pages
www.mitchell.com/support
Search for “Procedure Pages”
Submit an Issue
https://www.mitchell.com/support/ns/contact_phone.asp

CCC Information Services, Inc.
(800) 621-8070
www.cccis.com

Motor Information Systems
(800) 288-6828
www.motor.com
Guide to Estimating Procedure Pages
Customer Service Contact
www.motor.com/customer_service.asp

Copyright ©2018 Automotive Service Association. All rights reserved.
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
- Retrofit 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 molding(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

Copyright ©2018 Automotive Service Association. All rights reserved.
<table>
<thead>
<tr>
<th><strong>Audatex</strong></th>
<th><strong>CCC/MOTOR</strong></th>
<th><strong>Mitchell</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Second clear set up</td>
<td>Test spray-out panel</td>
<td>R&amp;I or mask bolted parts and assemblies, glass, trim, decals, wiring</td>
</tr>
<tr>
<td>Second color set up</td>
<td>Three stage</td>
<td>Removal of protective coatings</td>
</tr>
<tr>
<td>Spray additional test panel</td>
<td>Time to correct finish imperfections</td>
<td>Steam cleaning of replacement panels to remove contains or other materials that would interfere with finish operations</td>
</tr>
<tr>
<td>Three stage</td>
<td>Tinting Primer-Sealer</td>
<td>Subsequent vehicle bagging when required: add .2 hour for each application &amp; removal</td>
</tr>
<tr>
<td>Tint primer or clear coat</td>
<td>Tinting to achieve color match</td>
<td>Three stage</td>
</tr>
<tr>
<td>Two tone</td>
<td>Two tone color tinting</td>
<td>Two tone refinish</td>
</tr>
<tr>
<td></td>
<td>Two tone refinish</td>
<td></td>
</tr>
</tbody>
</table>
**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.
- Repair 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:**
- Access time: remove damaged parts by cutting, pushing, pulling, etc.
- Aim lamps
- Alignment of adjacent parts
- 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

**Mitchell 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)
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

Mitchell
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

Copyright ©2018 Automotive Service Association. All rights reserved.
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 refinshed- 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 color
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 contamminates 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

Copyright ©2018 Automotive Service Association. All rights reserved.
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 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

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)

Mitchell

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

R&I Parts:
- Air inlet system (if necessary)
- Emblems & Nameplates
- Hinges
- Hood lamp (if necessary)

R&I Parts:
- Decals/Labels
- Gas prop rod
- Grille
- Hinges
- insulator
**Hood**

**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)

**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

**Mitchell**

- Lamps
- Moldings/Nameplates
- Non original equipment
- Washer Nozzles

---

**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

**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/door, 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

---

*Copyright ©2018 Automotive Service Association. All rights reserved.*
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
### 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

*Copyright ©2018 Automotive Service Association. All rights reserved.*
**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 addl 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

**Mitchell**

**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

Copyright ©2018 Automotive Service Association. All rights reserved.
### 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

### Mitchell
- 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 contamines 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

Copyright ©2018 Automotive Service Association. All rights reserved.
### Door Assembly (continued)

<table>
<thead>
<tr>
<th><strong>Audatex</strong></th>
<th><strong>CCC/MOTOR</strong></th>
<th><strong>Mitchell</strong></th>
</tr>
</thead>
</table>
| **Transfer hinges** | **Transfer of attached items from original parts to recycled parts** | **R&I Parts:**
| **Transfer of attached items from original parts to recycled parts** | **Transfer weld-on hinges** | **Non original equipment**
| **Trimming, repair, or modification of part** | **Division channel** | **Outside mirrors R&R**
| **Transfer hinge** | **Door check rod** | **Remove from salvaged assembly:** Interior trim panels, Lock cylinder
| **Door latch** | **Door linkage** | **Restraint Systems**
| **Door lock** | **Door lock (power or manual)*** | **Replace/Transfer parts attached to the door:** outside handle, glass, run channels, regualtor, vent assy, weatherstrip, etc
| **Door strikerI** | **R&I Parts:** | **Refinish:**
| **Door-mounted speakers** | **Glass** | **Add for jamb and interior**
| **Glass** | **Inner belt weatherstrip** | **Application of four or more color coats**
| **Inner door handle (on Door)** | **Moldings/Emblems** | **Anti-corrosion rust resistant materials**
| **Moldings/Emblems** | **Non-standard equipment not identified as options** | **Blending into adjacent panels or nearest breaking point**
| **Namplates/Ornaments** | **Sound deadener** | **Clear coat- gloss or matte**
| **Non-standard equipment not identified as options** | **Specification labels** | **Color matching or tinting**
| **Shoulder harness/Belt** | **Vapor barrier** | **Feather, prime and block repaired panels**
| **Sound deadener** | **Window lift and run channel** | **Featheredge rock chips, scratches or other imperfections, or the application of primer surfacer and block sanding of the**
| **Specification labels** | **Window regulator (power or manual)** | **Color matching or tinting**
| **Vapor barrier** | **Wiring** | **Weatherstrips**
| **Window lift and run channel** | **Wiring** | **Window frame**
| **Window regulator (power or manual)** | **Wiring** | **Other modifications or repairs to the door**

---

*Copyright ©2018 Automotive Service Association. All rights reserved.*
**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
- Mix 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

*Copyright ©2018 Automotive Service Association. All rights reserved.*
### 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&I 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 add’l 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

**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

**Mitchell**
- 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 cyliner (if applicable)
- Rear suspension or axle
- Remove outer panel from replacement quarter assembly
- Remove usable parts from damaged components
- Road wheel

**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

Copyright ©2018 Automotive Service Association. All rights reserved.
## 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)

## 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

## Mitchell
- 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

## 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 rust resistant materials
- 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
- 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 adjacent 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

---

*Copyright ©2018 Automotive Service Association. All rights reserved.*
### 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 refinishing; 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

---

Copyright ©2018 Automotive Service Association. All rights reserved.
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 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
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)

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

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

Copyright ©2018 Automotive Service Association. All rights reserved.
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

Copyright ©2018 Automotive Service Association. All rights reserved.
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

Copyright ©2018 Automotive Service Association. All rights reserved.
### 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 moldings
- 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
- Spray additional test 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
- Protective coating removal
- Steam cleaning of repl pnls to remove contaminates or other materials that would interfere with ref
- Three stage
- Two tone finish

---

Copyright ©2018 Automotive Service Association. All rights reserved.