Adjacent Panel Damage

Question 1: Is it required to restore the vehicle back to pre-accident condition?

The following items are included as justification:

1. The SMART Adjacent Panel Damage Video located on the DPS Library. (www.dpslibrary.dupont.com – Login, click on Education, then Damage Analysis, Videos, Adjacent Panel Damage)
Adjacent Panel Damage

Question 2: Is adjacent panel damage included in any other labor operation?

The following items are included as justification:

1. All of the Information Providers have statements saying adjacent panel damage is not included in any other operation.
   - Information Provider P-page Documentation (5 pages)
Section 4-2 Labor Exclusions

Labor Exclusions – continued

- Repair, fitting, trimming, or modification of recycled parts.

- Replace labor does not include additional labor to repair the replaced panel and or adjacent panels which may become distorted, burned or damaged by welding, drilling, grinding and straightening.

- Reset of electronic components (e.g., airbags, computers, modules, clock, radio, tire pressure monitors, adaptive cruise control, etc.). (Standard Manual Entry M67 is available).

- Restoration of corrosion-protective coatings (e.g., galvanizing, zinc coatings, E-coat ‘equivalent’, and other like materials). (Standard Manual Entry M14 is available). For more detailed information, see Refinish section.

- Setup of a vehicle on a frame machine, dedicated bench, or other measuring / straightening devices. Pulling time is not included (Standard Manual Entry M31 is available).

- Steam cleaning of or rust removal from fuel tanks.

- Test drive to relearn system.

- Transfer of attached items from original parts to recycled parts.

- Wheel balancing (Standard Manual Entries M22 through M25 are available).

*Any printed copy of this document may not contain the most current information. For the latest version, please refer to the Database Reference Manual accessed through the Help Menu in the current release of Audatex Estimating, PenPro or Shoplink. The current version of the Database Reference Manual may also be found at www.training.audatex.us.*

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LABOR TIME LISTINGS

All operation times are listed in hours and tenths of an hour. A time listed as 3.5 indicates three and one half hours.

LABOR TIME PREMISE

The times reported in this publication are to be used as a GUIDE ONLY. Reported times include normal align procedure to insure proper fit of the individual new part being replaced. Reported times include tube/paddled application of OEM caulking and seam sealers on welded replacement panels. Sprayable seam sealer equipment requires preparation and adjustment before application and is NOT INCLUDED IN LABOR TIME.

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

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

LABOR TIME DOES NOT INCLUDE:

The items listed below apply to all labor procedures.

- A/C System, Evacuate and Recharge
- Aftermarket & OEM accessories
- Alignment, check or straightening related parts
- Alignment check of front or rear suspension/steering
- Anticorrosion material restoration/application
- Battery D&R/recharge
- Brackets & braces transfer
- Broken glass removal or clean up
- Brakes, bleed and adjust
- Caulk (non-OEM), sound insulate or paint inner areas
- Clean up or detailing of vehicle prior to delivery
- Computer control module D&R/relearn
- Conversion Vans (special components, equipment and trim)
- Cutting, pulling or pushing collision damaged parts for access
- Damaged or defective replacement parts
- Drain & refill fuel tank
- Drilling, modification or fabrication of mounting holes
- Fabricate templates, reinforcing inserts, sleeves or flanges
- Filling, plugging and finishing of unneeded holes in new parts
- Information label installation
- Material costs
- Pinch weld clamp damage repair
- Refinishing

LABOR TIME PREMISE - Continued

- Reset electronic memory functions after battery disconnect
- Road test vehicle
- Rusted, frozen, broken or corrosion damaged components or fasteners
- Scan tool clear/reset electronic module
- Scan tool diagnostics
- Straighten or align used, reconditioned or non-OEM parts
- Structural damage diagnosis and vehicle set up time
- Structural foam removal or application
- Test panel/spray caulk
- Undercoating, tar or grease removal
- Unprimed bumpers, removal of mold-release agents
- Waste disposal fees (all types)
- Weld through primer
- Welded seam surface finishing finer than 150 grit sandpaper
- Wheel or hub cap locks R&I

FRONT BUMPER ASSEMBLY – R&R ALL TYPES

INCLUDED:
- Align to vehicle
- Face bar/bumper cover assembly R&I

DOES NOT INCLUDE:
- Air bag sensor
- Battery
- Emblems & nameplates
- Energy absorber, all types
- Lamp aiming
- Lamps (when not mounted in bumper)
- Moldings & impact strip
- Stripe tape, decals or overlays
- Valance panel/spoiler (when not mounted to bumper)

FRONT BUMPER – R&R FACE BAR TYPE

INCLUDED:
- Align to vehicle
- Emblem & nameplate
- Face bar R&I
- Guard
- Guard cushions
- Molding & impact strip

DOES NOT INCLUDE:
- Air bag sensor
- Battery
- Distance sensor
- Energy absorber, if mounted to frame rail (all types)
- Lamp aiming
- Lamps (when not mounted in bumper)
- License plate/bracket
- Stripe tape, decals or overlays
- Valance panel/spoiler (when not mounted to bumper)
WELD ZONE/ADJACENT PANEL

SPECIAL NOTATION:
Suggested refinish operation times do not include additional time for repair of damage to adjacent panels resulting from normal cutting, welding and grinding procedures. The amount of damage can vary considerably depending upon process and technique used by the servicing technician and, therefore, is impractical to anticipate in this publication. MOTOR recommends these factors be considered before finalizing any repair cost estimate. Typical areas to be considered are illustrated below.

DE-NIB & POLISH

SPECIAL NOTATION:
Refinished panels may or may not require a varying amount of de-nibbing, a process used to remove small particles in final finish surface. The clear coat contains ultraviolet screen- ers and reducing the clear coat thickness (mils) may result in early paint failure. Follow vehicle manufacturer’s recommendations when performing this type of repair. Calculations should be based upon the base refinish time outer surface only and should not include additions for clear coat, underside, inside or edges. In the event that this type of operation will be performed, MOTOR suggests the following formula be considered:

Each panel requiring de-nibbing (refinish or blend)
HOOD, ROOF, TRUNK LID, SPOILER
First panel add up to 20% of full base refinish time,
each additional panel add up to 10%
FENDER, DOOR, QUARTER PANEL, BUMPER COVER
First panel add up to 10% of full base refinish time,
each additional panel add up to 5%

INCLUDED:
• Panel outer surface only
• Paint nib removal as required (spot only)
• Spot polish only

DOES NOT INCLUDE:
• Acid rain damage
• Full panel polish
• Overspray removal
• Removal of residual material from recessed edges and jambs if required
• Scratch damage
• Wash, clean, wax or detail entire vehicle prior to delivery if required
• Wet sand full panel

WET/DRY SAND, RUB-OUT & BUFF

SPECIAL NOTATION:
Refinished panels may or may not require a varying amount of wet sanding, compound rub-out or buffing operations in order to match original finish texture. The clear coat contains ultraviolet screeners and reducing the clear coat thickness (mils) may result in early paint failure. Follow manufacturer’s recommendations when performing this type of repair. Calculations should be based upon the outer surface only and should not include additions for clear coat, underside, inside or edges. Base refinish time does not include deduction for refinish overlap. In the event that this type of operation will be performed, MOTOR suggests the following formula be considered:

Refinished panels may or may not require a varying amount of wet sanding, compound rub-out or buffing operations. In the event this type of operation will be performed, MOTOR suggests the following formula be considered.

• Each panel requiring wet sand, rub-out and/or buff (refinish or blend)
  – Add 30% of full base refinish time

INCLUDED:
• Panel outer surface only
• Wet sand full panel as required
• Compound, buff and/or polish as required

DOES NOT INCLUDE:
• Acid rain damage
• Overspray removal
• Removal of residual material from recessed edges and jambs if required
• Wash, clean, wax or detail entire vehicle prior to delivery if required

UNPRIMED BUMPER PREPARATION

25% of the bumper’s base refinish time

Maximum time allocation:
1.0 hours

INCLUDED:
• Removal of mold-release agents as outlined by manufacturer
• Masking (if required)
• Application of adhesion promoter

DOES NOT INCLUDE:
• Correction of pre-existent surface imperfections
• Material Costs
Labor General Information

LABOR TIMES: The labor times shown in the Guide are in hours and tenths of an hour (6 minutes) and are for replacement with new, undamaged parts from the vehicle manufacturer on a new, undamaged vehicle. Any additional time needed for collision damage access, alignment pulls, non-original equipment or used parts should be agreed upon by all parties. Times for some operations are applicable after necessary bolted, attached or related parts have been removed. Exceptional circumstances, including all the sub-operations or extra operations, are indicated as notes throughout the text or are identified in the Procedure Explanations. The actual time taken by individual repair facilities to replace collision damaged parts can be expected to vary due to severity of collision, vehicle condition, equipment used, etc.

LABOR CATEGORIES: The labor times shown in the Guide fall into various categories (for example: body, frame, mechanical) as determined by the repair facility's operating procedures. As a guide, components for which R&R or R&R is commonly considered to be a mechanical operation when performed in a collision repair environment are designated with the letter "m" in the text. These designations are only a guide. They are not necessarily all inclusive, nor do they suggest the application of a labor rate.

WELDED PANELS: Replacement labor times for panels that are joined by welding include the necessary use of inserts and accepted sectioning guidelines developed by OEMs, I-CAR, and TECH-COR. The labor times for welded panels include grinding, filling and final sanding with up to 150 grit sandpaper to match the original panel contour. Labor times do not include the Feather, Prime and Block refinish operation. Please see Procedure Explanation page P42, for information on Feather, Prime and Block.

ADHESIVE PANEL BONDING: Replacement labor times for panel bonding include all necessary weld applications identified by adhesive material manufacturers and OEM guidelines. Users should reference best practices procedures from bonding material manufacturers and/or OEM guidelines before selecting this replacement method option.

SHOP MATERIAL: The labor times shown in the Guide do not take into account the cost of any materials, or the cost of hazardous materials recycling or disposal.

DISABLE and ENABLE AIR BAG SYSTEM: The labor times shown in the guide represent the procedures necessary to disable and enable the air bag system in order to replace air bag system components and/or to perform repairs not related to the air bag system; e.g., welding. This procedure includes visually monitoring the air bag warning light to verify proper system functionality. The allowance does not include troubleshooting of the system if proper system functionality is not present.

DIAGNOSE AIR BAG SYSTEM: The labor times shown in the guide to diagnose air bag systems include system disable and enable, removal and installation of air bag module(s) (where required), installation of appropriate simulators, and retrieving and clearing of trouble codes. Time for specific troubleshooting of Diagnostic Trouble Codes (DTCs) is not included.

GLASS LABOR TIMES: The labor times shown in the Guide for glass listed with the NAGS part numbers are Mitchell times, not times from NAGS. Glass labor times are for remove and replace (R&R), i.e., removal of the existing glass and its replacement with new glass. Some glass labor times are also shown for removal and the later installation (R&I) of the same glass.

STRIPIES, DECALS and OVERLAYS: The labor times shown in the Guide for these items refer to installation only.

TECH-COR REPAIR INFORMATION: The labor times shown in the Guide for TECH-COR repair procedures are supplied by Mitchell. TECH-COR does not endorse, sanction or otherwise approve such times. TECH-COR publications are copyrighted material. However, reproduction of TECH-COR bulletins is permitted as long as the bulletin is reproduced in its entirety, including source attribution. TECH-COR bulletins may be obtained by contacting TECH-COR, Inc., Technical Communications Dept., 100 East Palatine Road, Wheeling, IL 60090; Phone: 847-667-2341.

BASE MODEL VEHICLE: Vehicle with the minimal level of equipment available from the manufacturer.

TYPES OF VEHICLES: The types of vehicles covered are regular production models only.

COMPREHENSIVE LABOR TIME: Completeness is strive for in each Guide. There will be instances, however, in which a labor time has not been established for an operation at the time of publication. If an item requires replacement and can be replaced as an individual item but shows no time, a time should be agreed upon among all parties and recorded on the damage report.

PROCEDURE REFERENCE: Throughout each vehicle section of the Guide there are Procedure Explanation reference notes located immediately following the main section headings. Example: BUMPER/Front PANEL is followed by, "Use Procedure Explanations 1, 3 and 28 with the following text." This indicates that the text portion and the Procedure Explanations for Front Bumper, Front Panel and Refinish should be used in conjunction with one another when writing a damage report. LABOR RELATED NOTES IN THE TEXT PORTION OVERRIDE THE PROCEDURE EXPLANATION PAGES.

PROCEDURES: The Procedure Explanations on the following pages outline the operations which are or are not included in the labor time listed in each vehicle service. You are encouraged to become familiar with these procedure pages to be sure you have a thorough understanding of the Mitchell approach to collision estimating.

The left Included Operations column means that the labor time shown in the Mitchell Collision Estimating Guide text includes that particular operation or operations. The right Not Included Operations column means that the labor time in the text does not include that particular operation or operations. Performance of one or more of these operations may or may not be necessary as determined by the individual job requirements. If an add-on time has been established for any of these operations it will be shown in the text. If a time has not been established or if the add-on time is dependent on conditions that vary due to collision damage (example: access time, free up parts), the additional time should be recorded on the damage report. Labor times relating to the repair of a damaged panel or the use of used parts would come under this category.

Additions to Labor Times

Due to the wide range of collision damage and vehicle conditions, labor times for the following operations are not included in the Guide.

• ACCESS TIME: Remove extensively damaged parts by cutting, pushing, pulling, etc.
Additions to Labor Times (continued)

- **ANTI-CORROSION RUST RESISTANT MATERIAL**: Remove and/or apply weldable zinc primers, wax, petroleum based coatings, undercoating or any type of added conditioning.
- **BROKEN GLASS CLEAN UP**: Clean vehicle to pre-accident condition.
- **DRAIN & REFILL**: Fuel (see fuel tank)
- **ELECTRONIC COMPONENTS**:
  - Time to remove and install as necessary; includes wiring and/or wiring harness and computer module.
  - Time to reset memory code function (example: seat position, radio presets) when battery has been disconnected to perform repairs.
  - Time to complete computer relearn procedures for proper operation of vehicle systems (example: power sunroof, power window) when battery has been disconnected to perform repairs.
- **FABRICATION**: Fabrication of reinforcements or inserts (new component not cut or manufactured from existing or new part, but from raw stock).
- **FRAME SET-UP**: See Definitions section page P2.
- **FREE UP PARTS**: Time necessary to free up parts frozen by rust or corrosion.
- **MEASURE AND IDENTIFY**: Structural damage by comparing vehicle underbody, underhood, and upperbody reference points to accepted, OEM-based dimension specifications to identify damage to unibody vehicles.

- **PLUG AND FINISH HOLES**: Time to plug and finish unneeded holes on parts being installed.
- **REPAIR OR ALIGN**: Parts adjacent to parts being replaced.
- **REWORK PARTS**: To fit a particular year or model (example: cutting holes for lamps, modifying a radiator support).
- **TAR AND GREASE**: Removal of these or any other materials that would interfere with operation.
- **TRANSFER TIME**: For welded, riveted or bonded brackets, braces or reinforcements from old part to new part.

**Unibody Structural Components**

Unibody structural components are parts which support the weight of the vehicle and absorb the energy of the impact as well as road shock. These components are designated with the letter “s” in the text. The components are the radiator support, front and rear unirails, apron and wheelhouse (strut type) assemblies, rocker panel assemblies and suspension crossmembers. Body pillars, while not primary load-bearing structures, also require special treatment and are considered structural components.
Adjacent Panel Damage

**Question 3: Is there a pre-determined time in the database for adjacent panel damage?**

*Answer: No, the Information Providers have not provided a time in the databases for adjacent panel damage.*
Adjacent Panel Damage

Question 4: What is it worth?

Answer: The Damage Appraiser / Estimator will have to use judgment times on these items since no database times are given by the Information Providers.

The following items are included as justification:

- Submit an inquiry to DEG (www.DEGweb.org)

- Conduct Your Own Time Study:
  - Create a Time Study Form
  - Video of Time Study