Section 4-2 Labor Exclusions

Labor Exclusions – continued

- Filling and finishing of unneeded holes.

- **Glass or other collision debris cleanup (Standard Manual Entry M69 is available).**

- Hazardous waste removal (Standard Manual Entry M60 is available).

- Labor for drilling necessary to attach parts (e.g., ornamentation, antennas, etc.). (Standard Manual Entry M61 is available).

- Lock cylinder coding (Standard Manual Entry M73 is available).

- Manual or electronic aiming of headlamps (‘Additional Labor’).

- **Recover, evacuate and recharge air conditioning system (‘Additional Labor’).**

- R&I of audio and video components and optional computers.

- R&I of Injected / Structural foam.

- R&I of non-standard equipment not identified as options.

- R&I of wiring harness, fuse box, and relay box.

- R&I or masking of mouldings and ornamentation (e.g., nameplates, emblems, ornaments, tape, etc.). For exceptions, see specific sections.

  **Note:** R&I labor for mouldings and ornamentation can be obtained by selecting R&I or by selecting replacement of the part and overridding the pre-stored part price to zero.

- Refrigerant recovery (‘Additional Labor’).

- 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, or modification of new replacement parts (unless part is being sectioned).
## Windshield and Back Glass Replacement and Recycled

**Recycled panel replacement may or may not be recommended by the vehicle manufacturer.**

### Important Reminder:
- Revealed moulding that are mounted flush to the stationary glass (e.g., Windshield, Back Glass, or Quarter Glass) are at risk of breakage when being removed.
- Stationary glass that is urethane bonded is considered a structural part of the vehicle. Replacing stationary glass requires:
  - following specific replacement procedures
  - using specified installation materials
  - returning the vehicle to OEM structural integrity for occupant safety

<table>
<thead>
<tr>
<th>New Part Replacement (OEM and non-OEM new parts) Operations</th>
<th>Recycled Part Replacement Operations</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Included Operations</td>
<td>Not Included Operations</td>
<td>Included Operations</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Wiper arms R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Revealed moulding R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Inside rear view mirror R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Garnish moulding R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Detach and re-attach windshield antenna</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Detach and re-attach heated back glass connectors</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Weatherstrip R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Remove existing glass</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Install new or recycled glass</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Clean glass after installation</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Headliner R&amp;I or loosen (when required)</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Glass installation kit (Manual Entry M29 available)</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Broken glass cleanup (Manual Entry M69 available)</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Adhesive cleanup</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Sealant cleanup</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ Trimming, repair or modification of part</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓ R&amp;I of non-standard equipment not identified as options</td>
</tr>
<tr>
<td>na</td>
<td>na</td>
<td>✓ Disassembly, cleaning, and reassembly of assemblies</td>
</tr>
</tbody>
</table>

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### Section 4-3 Replacement & Recycled Operations

Refer to the Audatex Labor Report for Operations Specific to the Vehicle Being Repaired

<table>
<thead>
<tr>
<th>Included Operations</th>
<th>Not Included Operations</th>
<th>Included Operations</th>
<th>Not Included Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>✓</td>
<td>Disconnect / connect wiring harness for access</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Duct R&amp;I (when required)</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Wiring R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Radio / amplifier / cassette player / CD player R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Instrument panel sound insulator R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Disable / rearm SRS system</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Reset clock and sound system settings</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Parking brake assembly R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Instrument panel support R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Specification labels R&amp;I or replacement</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Snap-on instrument panel speakers R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Fuse box R&amp;I</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>Trimming, repair or modification of part</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>R&amp;I of mouldings, emblems, nameplates and ornaments</td>
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</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>R&amp;I of non-standard equipment not identified as options</td>
<td>✓</td>
</tr>
<tr>
<td>na</td>
<td>na</td>
<td>Disassembly, cleaning, and reassembly of assemblies</td>
<td>✓</td>
</tr>
</tbody>
</table>

### Hinge Pillar / Front Bodyside Replacement

**Important Reminder:**
- Reveal mouldings that are mounted flush to the stationary glass (e.g., Windshield, Back Glass, or Quarter Glass) are at risk of breakage when being removed.
- Stationary glass that is urethane bonded is considered a structural part of the vehicle. Replacing stationary glass requires:
  - following specific replacement procedures
  - using specified installation materials
  - returning the vehicle to OEM structural integrity for occupant safety
- The hinge pillar is considered a structural part of the vehicle. Replacing structural panels requires:
  - following specific replacement procedures
  - using specified installation materials

<table>
<thead>
<tr>
<th>Included Operations</th>
<th>Not Included Operations</th>
<th>New Part Replacement (OEM and non-OEM new parts) Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td></td>
<td>Fender R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Door R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Windshield R&amp;I (when required)</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Hinge R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Sill plate R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Cowl trim R&amp;I</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Carpet / insulation rollback</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Rocker panel moulding R&amp;I (when required)</td>
</tr>
<tr>
<td>✓</td>
<td></td>
<td>Body weatherstrip pullback</td>
</tr>
</tbody>
</table>

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R&R (Remove & Replace)

Remove old part, transfer necessary items to new part (unless otherwise noted in Labor Procedure pages), replace and align. Does not include Suspension/Wheel alignment.

STRUCTURAL COMPONENT IDENTIFICATION

Structural component identification information as presented in I-CAR Enhanced Delivery programs.

Welded structural parts can be made from different types of metal. Identification is not based on metal type. Replacement requires specific measuring equipment and vehicle dimensions must be correct. If improperly repaired, road performance and/or crashworthiness of the vehicle may be affected. Airbag deployment may also be affected.

Welded structural parts on a unibody vehicle typically include:

- APRONS/STRUT TOWER
- CENTER PILLAR
- CORNER PILLAR
- FRONT RAIL
- HINGE PILLAR
- LOCK PILLAR
- RADIATOR CORE SUPPORT
- REAR RAIL
- REAR STRUT TOWER
- ROCKER PANEL
- SUSPENSION CROSSMEMBER
- UPPER RAIL

Welded structural parts of the body on a body-over-frame vehicle typically include:

- APRON ASSEMBLY
- CAB CORNER (PICK-UP)
- CAB BACK PANEL (PICK-UP)
- CENTER PILLARS
- CORNER PILLARS
- FRONT RAIL
- HINGE PILLARS
- LOCK PILLARS
- RADIATOR CORE SUPPORT
- REAR RAIL
- ROCKER PANELS
- UPPER RAIL

Some parts that are bolted, bonded or welded may add structural integrity to a vehicle’s body. These parts may be made from different types of materials and vehicle dimensions must be correct before replacement. If improperly repaired, road performance and/or crashworthiness of the vehicle may be affected. Airbag deployment may also be affected.

Parts that may add structural integrity to a vehicle’s body may include:

- COWL ASSEMBLIES
- DASH PANEL
- ENGINE CRADLE (bolt-on)
- FLOOR PANEL
- IMPACT BAR (bolt-on)
- PERIMETER FRAME
- QUARTER PANEL
- RADIATOR CORE SUPPORT (bolt-on)
- REAR BODY PANEL
- ROOF PANEL
- STATIONARY GLASS (urethane bonded)
HIGH STRENGTH STEEL (HSS): Generally frame rails, inner rocker panels, suspension crossmembers and upper apron rails are made of this material (this varies by manufacturer). Heat limitations MUST be observed when working with this type of steel. When in doubt, most manufacturers recommend all steel be treated as HSS steel.

HYDROFORMED STEEL (HYD): Hydroformed parts may be sectioned depending on the vehicle manufacturer's recommendation. Heat limitations MUST be observed when working with this type of steel.

MAGNESIUM (MAG): Magnesium is much lighter, stronger and more resistant to corrosion than steel. Magnesium has the tendency to crack or break either from collision damage or during straightening due to its quick work-hardening characteristics. Magnesium is also not weldable with common collision repair facility GMA (MIG) welding capabilities. Do not use oxyacetylene equipment or plasma arc cutting equipment around this or any other magnesium part. If magnesium catches on fire, it requires a class D fire extinguisher.

SANDWICHED STEEL (SAS): This type of steel (OEMs may have other names) is being used on the dash panels, floor panels and oil pans, etc. This product has an engineered non-steel layer sandwiched between two cold rolled layers of steel; do not use heat on this type of metal unless recommended by OEM. It is used to help lower sound levels and vibration. This product may or may not be weldable with common collision repair facility GMA (MIG) welding.

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

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

STEERING COLUMN

Many vehicle manufacturers use collapsible steering columns to absorb energy sustained from a collision impact. These columns should be inspected for proper length, binding and deformation among other specific considerations. Failure to do so may prevent proper operation of steering column and/or air bag deployment. MOTOR recommends following vehicle manufacturer's guidelines for inspection and replacement of these components.

STONE CHIP GUARD (Protective Material)

Vehicle manufacturers may apply a spray-on, chip-resistant coating to protect the vehicle's finish from chipping. This type of coating may be named differently depending on manufacturer ex.: Stone Guard, Soft-chip Primer, PVC Chipping Primer, Chip Guard, Gravel Guard, etc. This type of coating is designed to reduce paint chipping; appearance varies from textured surface to a smooth surface. Chip-resistant coatings may be applied to the vehicle’s lower body and/or leading edges of the body. Refer to OEM service repair information for specific location, repair recommendations and/or replacement product(s). MOTOR recommends following OEM service repair information for replacement of these materials following a thorough on-the-spot evaluation of vehicle and damage in question.

STRUCTURAL GLASS

Urethane bonded stationary glass such as windshields, side/quarter glass and back glass adds structural integrity to a vehicle's body and may be considered a structural component on some vehicles. Therefore, it is important to use proper materials and procedures when installing this type of glass. I-CAR and some vehicle manufacturers recommend the use of epoxy primer on glass pinchweld where coating has been removed. Utilization of incorrect methods or materials could result in a failure to restore the vehicle’s original structural integrity. Removal of some undamaged urethane bonded glass for reuse may not be possible due to damaging plastic locating studs and/or attached moldings. Some vehicle manufacturers recommend replacing glass that has been removed with new OEM glass. It is MOTOR’s position that removal of the glass from the damaged part/panel for reuse is a process best reserved for the judgment of an estimator/appraiser following a thorough review of vehicle manufacturer guidelines.
WINDSHIELD GLASS

SPECIAL NOTATION:
Glass, moldings, mounting studs or mounting flange may be damaged or broken during normal service procedures on some applications. MOTOR advises that these factors be considered before performing glass operations in the event unavoidable damage occurs. Time for the removal of old urethane, clean and preparation of sealing surfaces (vehicle and/or glass) should be estimated after an on-the-spot evaluation.

INCLUDED:
- Cowl vent panel/screen (if overlapping glass)
- Rear view mirror/support (attached to glass)
- Reveal & interior moldings/trim
- Rubber channel R&I (if installed)
- Test for leaks
- Urethane adhesive application
- Wiper arms

DOES NOT INCLUDE:
- Clean up of broken glass
- Cost of installation material or kit
- Refinish glass pinchweld (epoxy primer)

STATIONARY SIDE GLASS
(Doors or Quarter Panel)

SPECIAL NOTATION:
Glass, moldings, mounting studs or mounting flange may be damaged or broken during normal service procedures on some applications. MOTOR advises that these factors be considered before performing glass operations in the event unavoidable damage occurs. Time for the removal of old urethane, clean and preparation of sealing surfaces (vehicle and/or glass) should be estimated after an on-the-spot evaluation.

INCLUDED:
- Reveal & interior moldings/trim
- Rubber channel (if installed)
- Test for leaks
- Urethane adhesive application
- Wiper arm

DOES NOT INCLUDE:
- Clean up of broken glass
- Cost of installation material or kit
- Refinish glass pinchweld (epoxy primer)

BACK GLASS

SPECIAL NOTATION:
Glass, moldings, mounting studs or mounting flange may be damaged or broken during normal service procedures on some applications. MOTOR advises that these factors be considered before performing glass operations in the event unavoidable damage occurs. Time for the removal of old urethane, clean and preparation of sealing surfaces (vehicle and/or glass) should be estimated after an on-the-spot evaluation.

INCLUDED:
- Reveal & interior moldings/trim
- Rubber channel (if installed)
- Test for leaks
- Urethane adhesive application
- Wiper arm

DOES NOT INCLUDE:
- Clean up of broken glass
- Cost of installation material or kit
- High mounted stop lamp

DOOR – DOOR SHELL R&R, HINGED TYPE

SPECIAL NOTATION:
Some replacement components may or may not be supplied with duplicated OEM caulk/seam sealer. This is not included in R&R time and requires an on-the-spot evaluation. Disconnect at hinges unless otherwise noted in text.

INCLUDED:
- Align to vehicle
- Appliquéd
- Belt Molding
- Door check
- Glass (fixed/movable)
- Hinge halves bolted to door
- Inside handles & bezels
- Install bonded glass
- Internal mechanisms
- Latch mechanisms
- License Lamp (if attached to door)
- License plate (if attached to door)
- Lock & cylinder assembly (if necessary)
- Outside handle
- Regulator
- Trim panel R&I
- Vents
- Water shield
- Weatherstrip (if attached to door)
- Window/run channel
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 suboperations 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 new 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. 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 an air bag system component 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.

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

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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 strived 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 “service” 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 26 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.
Fuel Tank R&R

**Included Operations**
- Disconnect & Connect:
  - Fuel Lines at tank
  - Wiring at tank
- Remove and Install or replace:
  - Fuel pump (tank mounted)
  - Interior trim (if necessary)
  - Sending unit
  - Stone shields/protectors
  - Tank straps

**Not Included Operations**
- Drain & Refill
- Remove & install or replace:
  - Exhaust system
  - Suspension/drive train
  - Skid plates or specialty equipment

Windshield R&R

**Included Operations**
- Remove and replace:
  - Reveal mouldings
  - Garnish mouldings
  - Wiper arms
  - Rear view mirror
- Replace weatherstrip if so installed
- Replace necessary adhesive/urethane
- Clean up old adhesive in opening area
- Test for leaks

**Not Included Operations**
- Remove and replace:
  - Aftermarket window tint
  - Broken glass clean up

**IMPORTANT REMINDER:** Urethane set glass may typically be considered a structural component. Refer to OEM replacement procedures for installation methods and materials necessary to restore structural integrity.

**IMPORTANT REMINDER:** No windshield or flush mounted reveal mouldings can be removed without the possibility of breakage or damage that will require replacement. Unintentional damage to glass that is considered a structural member by the vehicle manufacturer may occur when attempting alignment pulls to correct unibody collision damage. Agree beforehand who will incur the charge for damage occurring during normal R&R or R/I operations.
Lock Pillar, Side or Corner Panel

**Included Operations**

- Remove and install:
  - Sill plates
  - Front and/or rear seats
- Remove and replace urethane set glass:
  - Quarter window and moulding
- Remove and install or replace:
  - Nonurethane set glass:
    - Quarter window and moulding
  - Lock striker
- Remove and replace caulking for standard factory application
- Loosen and pull back carpet and/or insulation as required
- Replace clip type moulding for base model vehicle

**Not Included Operations**

- Refinish pillar, side or corner panel
- Remove and/or apply:
  - Anti-corrosion rust resistant materials
- Remove and install bed assembly
- Remove and replace:
  - Back window and moulding
  - Interior trim
- Remove undamaged urethane set glass:
  - Quarter window and moulding
- Remove and install or replace:
  - Headliner (all types)
- Replace sound deadening
- Remove and install adhesive exterior trim; add to clean and retape
- Replace new adhesive exterior trim; deduct one-half of R&R time
- Install stripes, decals, transfers or overlays
- Drill holes for installing exterior trim
- Broken glass clean up

---

**Quarter Glass R&R**

**Included Operations**

- Remove and install:
  - Rear Seal if necessary
- Remove and install or replace:
  - Parts attached to glass
  - Replace weatherstrip if so attached
  - Replace necessary adhesive/urethane
  - Clean up old adhesive in opening area
  - Align glass
  - Test for leaks

**Not Included Operations**

- Remove and install:
  - Trim panel
  - Remove and replace:
    - Aftermarket window tint
- Broken glass clean up