Mask Jambs and Openings Negotiation Tool
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Introduction

In response to numerous requests from valued Collision Advice customers across the US, we have created this tool to help explain, justify and substantiate time with factual documentation. The collected information and documentation are intended to help clarify whether or not specific repair processes are considered to be required repair operations and if they are included or not-included within any other labor operation. Our objective is to help our customers build a complete repair plan and to get paid for the work they do.

To do so, we utilize four negotiation questions and supporting documentation as described below:

1. Is it required to put the vehicle back to pre-accident condition?
   - OEM Position Statements
   - ALLDATA®, TechAdvisor and Other Similar Systems
   - Paint Manufacture Bulletins
   - Material Manufacturer Bulletins (ex. 3M, Wurth, Kent)
   - Equipment Manufacturers
   - Internet (www.YouTube.com)
   - Estimating Systems
   - Scan Tools (Ex. ASTech)
   - The Vehicle

2. Is it included in any other labor operations?
   - Estimating Systems
   - ASA Not-Included Charts
   - www.Degweb.org
   - www.Estimatescrubber.com
   - SCRS Guide to Estimating

3. Is there a pre-determined time in the database?
   - Estimating Systems
   - www.Degweb.org

4. What is it worth?
   - Do a Time Study
   - Print an Invoice
   - OEM Warranty Times
   - Equipment Manufacture Times
   - ALLDATA®, TechAdvisor and Other Similar Systems
   - Internet
Definition
Definition

Masking protects surfaces and parts from paint overspray. Masking protects the parts of the vehicle, such as windows, trim and lights that aren't supposed to be painted. Masking is done by placing special tape, paper or plastic over areas NOT to be painted.

One of the most difficult masking operations is masking for internal refinish. For example, masking door openings when painting the rocker panel and door pillars. You must carefully apply masking tape and paper to form a large unsupported mask to keep overspray out of the passenger compartment.
Photo Documentation
Photo Documentation
Photo Documentation

![Image of car with masking tape]

![Image of car with masking tape]

[Photo Documentation]
Photo Documentation
Photo Documentation

[Images of a car covered with protective masks]
Question 1. Is it required?
Four Negotiation Questions

1. Is it required to mask jambs and openings in order to return the vehicle back to pre-accident condition?

Answer: Yes, based on the following documentation:

Answer Documentation:

1. The following Information Provider states that masking jambs and openings may be necessary to return the vehicle back to pre-accident condition.
   - Mitchell
MASK INTERIOR, ENTRYWAYS, ENGINE COMPARTMENT AND TRUNK OPENINGS

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tape. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinish material. The performance of this operation is NOT INCLUDED in the Mitchell refinish labor time.

Fig. 1: IDENTIFYING INTERIOR MASKING LOCATIONS

Hood - .3
Fender - .2
Door (Each) - .3
Quarter Panel - .2
Luggage Lid / Liftgate - .3
Pickup Bed Inside - .5

NOTE: The times shown in the illustration are for interior masking of that panel and/or opening. Labor time includes all pillars, jambs, weatherstrips, edges, entryways and openings as necessary. Deduct .1 hour overlap for each interior masked adjacent panel and/or opening.

The Mitchell *REFINISHING MATERIALS GUIDE* has the Latest Available Costs for Materials Used in Single and Multi-Stage Refinishing, and is an Accurate Source for Determining Costs.

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09  Page 18
Procedure Explanation

- Remove and install or mask attached components, trim, stripes or decals on blended panels area
- Finish, sand, and buff

**NOTE:** Blend labor time does not apply to two-tone refinsh or custom non-OEM refinsh. No overlap deduction applies to blended panel(s)/refinsh area(s).

**NOTE:** When calculated, the estimate will allocate 40% from the total blend time and apply it to the three stage line item. The total sum of the blend line and the amount allocated in the three stage line will total 70% of the exterior refinsh time for the panel being blended.

Example: A panel refinsh time is 2.0 hrs. When blended, the refinsh time for that panel will be displayed as 1.4 (7 per refinsh hour). Once calculated, the refinsh blend line will be displayed as .8 and .6 (40%) will be allocated to the three stage line.

**Extension of Clear Coat**

In some applications, it may be required to extend the application of clear to the nearest panel edge or breakpoint.

The performance of this operation is NOT INCLUDED in the Mitchell refinsh labor time.

The extension of clear coat formula is intended to be calculated as a percentage of base refinsh hours excluding overlap. It does NOT APPLY to edges, jambas, and undersides. No deduction for overlap should be taken.

This formula DOES APPLY to the 2.6 hours maximum clear coat allocation. Should this operation be necessary, the following formula is provided.

**Extend Clear to Adjacent Panel(s)**

Extend clear to adjacent panel(s): Allow .5 per refinsh hour (50%) for each panel(s)/refinsh area(s) cleaned.

**Included Operations**
- Detergent/solvent wash
- Wet sand, scuff (ScotchBrite) or rubout (compound) panel and clean for preparation
- Mask existing adjacent panels to 36°
- Apply bonding material if required
- Clean and tack surface
- Apply clear material

**Not Included Operations**
- Repair existing surface imperfections
- Remove and install or mask attached components, trim, stripes or decals on extended clear panel(s)
- Finish, sand, and buff
- Rib sand and finesse

**Finish Sand & Buff**

A labor time formula is provided should it be necessary to perform this operation. This procedure includes the removal of orange peel and any blisters that affect panel texture in order to produce a smooth finish to the entire panel surface. This process is not limited to “rib sanding” or “finesse” which is the removal of isolated dirt/dust particles only. The performance of this operation is NOT INCLUDED in the Mitchell refinsh labor time.

The finish sand and buff formula is intended to be calculated as a percentage of the base refinsh hours excluding overlap and clear coat. It does NOT APPLY to edges, jambas, and undersides. For blended panels, the formula should be applied to the full panel refinsh time. No deduction for refinsh overlap should be taken.

Finish sand and buff outside surface area(s): Allow .3 per refinsh hour (30%) to finish sand and buff each surface area(s).

**De-nib & Finesse**

A labor time formula is provided should it be necessary to perform this operation. This procedure includes the removal of small isolated dust particles (nibs) and the application of a finishing glaze.

The performance of this operation is NOT INCLUDED in the Mitchell refinsh labor time.

The de-nib and finesse formula is intended to be calculated as a percentage of the base refinsh hours excluding overlap and clear coat. It does NOT APPLY to edges, jambas, and undersides. For blended panels, the formula should be applied to the full panel refinsh time. No deduction for refinsh overlap should be taken.

De-nib and finesse outside surface area(s): Allow .2 per refinsh hour (20%) to de-nib and finesse each surface area(s).

**Mask Vehicle to Prevent Overspray Damage**

The following refinsh information is provided should it be necessary to perform.

**INTERIOR, ENTRYWAYS, ENGINE COMPARTMENT AND TRUNK OPENINGS**

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tape. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinsh material. The performance of this operation is NOT INCLUDED in the Mitchell refinsh labor time.

**IDENTIFYING INTERIOR MASKING LOCATIONS**

![Diagram showing interior masking locations]

**NOTE:** The times shown in the illustration are for interior masking of that panel and/or opening. Labor time includes all pillars, jambas, weatherstrips, edges, entryways and openings as necessary. Deduct 1 hour overlap for each interior masked adjacent panel and/or opening.

The Mitchell REFINISHING MATERIALS GUIDE has the Latest Available Costs for Materials Used in Single and Multi-Stage Refinishing, and is an Accurate Source for Determining Costs.

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09 Page 18
Question 2.
Is it included?
2. Is masking jambs and openings included in any other labor operations?

Answer: No, masking jambs and openings is not included in any other labor operation.

Answer Documentation:

1. All the Information Providers state that masking jambs and openings is not included in any other labor operation.
   - AudaExplore
   - CCC/MOTOR
   - Mitchell

   NOTE: CCC/MOTOR does include “Mask/close gap between adjacent panels up to foam tape (overspray)

2. There are several DEG Database Task Force inquiries that say that masking jambs and openings is not included in any other labor operation.
   - DEG Database Inquiry #682
   - DEG Database Inquiry #649
   - DEG Database Inquiry #3385

3. The ASA Reference Chart of Not-Included Operations states that masking interior surfaces and entryways is not included.

4. The SCRS Guide to Complete Repair Planning states that masking jambs and openings is not included.

The original source documents follow.
AudaExplore

Two-stage

NOT Included:

- Masking of interior surfaces/entryways, engine compartment and trunk openings. Interior masking may be performed when necessary to ensure prevention of overspray damage that may not be prevented by adjacent panel perimeter masking (including backtaping or application of foam tape). Interior masking may be considered when exterior panels (doors, hoods, etc.) are removed and refinished. See included “protect interior” operation.

Section 4-5 Refinish Operations

Refinish Operations

Audatex refinish labor generally includes time to perform all operations necessary to accomplish refinish for new and undamaged OEM or equivalent panels. Audatex refinish labor begins at 520 - 400 grit (dry) or 500 - 600 grit (wet) as this is the starting point for refinish of a new, undamaged panel. Audatex refinish times are for single panels unless otherwise noted.

Two-stage

Included Operations:
- Move car
- Review estimate/work order
- Get paint code
- Order paint
- Get paint
- Gather materials, equipment and tools**
- Clean equipment and materials
- De-wax and degrease
- Prepare to sand
- Dual action sand*
- Hand wet sand
- Mix, apply, and flash primer (for adhesion and sealing)
- Application of guide coat*
- Block sand*
- Water wash and clean panel with solvent
- Blow dry clean panels
- Prepare to spray
- Clean booth
- Booth operations
- Protect exterior of vehicle from overspray utilizing all acceptable methods of bagging, masking, masking up to 36 inches surrounding the panel and masking of glass within a panel. This includes using backtaping and/or foam tape to close out the gap between panels. If backtaping and/or foam tape does not adequately prevent overspray from entering the jamb areas, any additional masking to protect the interior and jamb is a not included operation (labor only). See Not Included "masking" operation
  - Basic corrosion protection provided by primer/sealer and paint application
  - Mix and apply flash; additives
  - Tack wipe
  - Mix color, spray test panel, compare to vehicle
  - Initial tint, spray test panel, let down, compare to vehicle (included in refinish time, not setup)
  - Apply and flash; color
  - Inspect job and paint
  - Clean gun; color
  - Add flex additive** (when required, labor only)
  - Tack wipe (between color and clear when required)
  - Apply flash clear coat
  - Mix clear coat**
  - Clear; Clean gun**
  - Welded panel operations

**Included in setup

NOT Included:
- Body work
- Spot putty
- Panel stripping (see Panel Stripping section, page 151)
- Additional preparation or cleaning of new, unprimed panels (i.e., bumper covers)
- Removal of release agents from raw, unprimed plastic components (i.e., bumper covers)
- Molding R&I
- Stripe R&I
- Parts R&I
- Painting of stripes

- Adhesive removal
  - Masking of interior surfaces/entryways, engine compartment and trunk openings. Interior masking may be performed when necessary to ensure prevention of overspray damage that may not be prevented by adjacent panel perimeter masking (including backtaping or application of foam tape). Interior masking may be considered when exterior panels (doors, hoods, etc.) are removed and refinished. See Included "protect interior" operation
  - Spray additional test panel
  - Blending into adjacent panels (see Blending, page 148)
  - Color Sand and Buff (see page 149)
  - Chipguard application (see page 147)
  - Gravel guard (see Chipguard, page 147)
  - Additional time for two-tone (see page 147)
  - Additional time for three-stage (see page 145-146)
  - Custom finishes
  - Tint primer or clear coat
  - Application of e-coat equivalent
  - Application of "high build" primer
  - Undercoating
  - Metal preparation and corrosion protection beyond those listed in Included Operations (i.e. cavity wax)
  - Final wash
  - Hazardous waste removal
  - Any special coatings applied to luggage compartment
  - Second or third bagging or masking of vehicle
  - Paint and materials

"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.taihilong.audatex.us."
Basic Color Coat Application

DOES NOT INCLUDE:

- Cover mask engine-compartment to prevent overspray
- Cover/mask recessed edges/jambs/weatherstrips

Source: CCC/Motor Guide to Estimating, Rev. 9-14, Page G35
GUIDE TO ESTIMATING

REFINISH TIME PREMISE - Continued

SPECIAL NOTATION:
The items or operations below were not considered during the development of any published basic refinish operation times. These operations may or may not be required depending upon the vehicle or process used. If any of these items or operations are required, they should be considered by the estimator and added to the estimate if necessary.

REFINISH, WET/DRY SAND, DE-NIB and/or RUB-OUT TIME DOES NOT INCLUDE:
- Anti-corrosion material application
- Filling, blocking, featheredging repaired panels
- Flex additive mixing time
- Flex prep application
- Material costs
- Mask inner panels: exc. aponi/door/pillar/rail/door, etc.
- Molding & ornamentation
- Protective coating material application
- Protective coating removal
- Sound deadening application
- Spatter paint application time
- Stripe tape, decal & overlay
- Waste disposal fees (all types)

PANEL and/or COMPONENT DESIGNATION

MAJOR PANELS/COMPONENTS:
All panels or components with a base refinish time of 1.0 hour or greater are generally considered by MOTCR to be major panels. Example: grille header panel, fender, hood, cow's top panel, doors, roof panel, rocker panel, quarter panel, engine lid, trunk lid, liftgate, rear gate, rear body panel, truck cab corner and back panel, truck bed front and side panel and van side and corner panels.

MINOR PANELS/COMPONENTS:
All panels or components with a base refinish time of less than 1.0 hour.

FLEXIBLE PANELS/COMPONENTS:
All panels or components for which paint systems require a flex agent added to the paint mix. Examples: fascia covers, fenders, extensions, spoilers, etc.

No overlap deduction should be taken when calculating refinish time for a single item from this category.

A combination of items from this category refinished during a single, continuous procedure should be subject to the appropriate "Adjacent" or "Non-Adjacent" overlap formula deduction.

When a flex agent or a separate paint mix procedure is not required and the flexible component is refinished during the same procedure with major or minor components, then flexible components should be considered the same designation as major or minor components for the purpose of calculating refinish overlap deductions and/or multi-stage refinish additions.

INDIVIDUAL PROCEDURE ITEMS/AREAS:
Areas of a panel or component that are part of a main component, but are refinished during a procedure separate from the main component. Example: edges, jams, hinges, inside panels and the underside of hoods, door lids, liftgates, etc.

No overlap deduction should be taken when calculating refinish time for items from this category.

DEDUCTIONS TO BASIC REFINISH TIMES (Refinish Overlap)

OVERLAP - NON-ADJACENT PARTS:
- First major panel:
  - Use full published time
- Each additional part:
  - Deduct 0.2 per part

OVERLAP - ADJACENT PARTS:
- First major panel:
  - Use full published time
- Each additional part with a base time of 1.0 hour or greater:
  - Deduct 0.4 per part
- Each additional part with a base time less than 1.0 hour:
  - Deduct 0.2 per part

OVERLAP - INNER PANEL COMPONENTS:
- First inner part:
  - Use full published time
- Each additional inner part with a base time of 0.5 hour or greater:
  - Deduct 0.2 per part
- Inner part with a base time less than 0.5 hour:
  - No deduct

BASIC COLOR COAT APPLICATION

INCLUDED:
- Back tape opening (handle, lock cylinder, mirror)
- Clean component (solvent wash)
- Clean sprayer
- Color coat application
- Initial dry sand (as recommended by paint manufacturer)
- Light buff, lacquer paint only
- Load sprayer
- Mask adjacent panels (three-foot perimeter)
- Mask close gap between adjacent panels up to foam tape (overspray)
- Mask glass opening
- Mask/protect grille radiator opening (overspray)
- Mix paint (color with necessary solvents)
- Primer/sealer coat application
- Primer-sealer coat final clean
- Primer-sealer coat final application
- Remove masking

DOES NOT INCLUDE:
- Adhesion promoter (unprimed flexible component)
- Backside refinishing
- Blending into adjacent panels
- Cover mask engine compartment to prevent overspray
- Color matching to adjacent panels
- Cover mask for prime and block
- Cover/mask for cut-in
- Cover/mask removed edges/jambs/weatherstrip

Footnotes found in a chapter contain vehicle-specific information. The content of footnotes is in addition to, and takes precedence over, information in the Guide to Estimating pages for the operation indicated.

Source: CCC/Motor Guide to Estimating, Rev. 9-14, Page G35
Not Included Operations

- Mask interior to prevent overspray damage

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09. Page 16
Procedure Explanation

Bumper Assembly O/H
Included Operations
- Remove and install assembly
- Disassemble and replace damaged parts
- Replace or transfer parts attached except those listed in Not Included Section
- Remove and install or replace: License plate/bracket
- Assemble and install
- Adjust alignment to vehicle

Not Included Operations
- Refinish bumper
- Remove and replace impact absorbers or mounting arms
- Remove and install or replace optional accessories (example: trailer hitch, trailer connector)
- 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

Procedure 28—Refinish Procedure

Refinish General Information

Complete Refinish

Refinish times in this Guide pertain to NEW, UNDAMAGED PARTS and are not intended for calculating complete vehicle refinish—single- or multi-stage. An estimate of this nature would suggest all new panels have been fitted to the vehicle.

Lifetime Refinish Warranty/Clear Coat

The major paint manufacturers listed below have provided the following information: “Major refinish paint manufacturers recommend that when performing refinish warranty repairs on an OEM multi-stage or basecoat/clearcoat finish, you must extend the application of clear to the nearest panel edge or breakpoint to qualify for Lifetime warranty.”

AKZO — DelPont — Sherwin Williams — BASF — PPG

Repairs/Used Panels

Labor times related to repaired and/or used panels—example: Remove and install or masking of glass, outside handles or exterior trim. Feather prime & Block, masking for primer surfacer application—are not included in refinish time. The steps required for refinishing a repaired and/or used panel may vary from those required for a new panel depending on the condition of the repaired and/or used panel.

Feather, Prime & Block

Is the Not Included or repair operation that completes bodywork repair from 150 grit smoothness to the condition of a new undamaged panel, and the point at which refinish labor time begins. The labor and materials associated with feather, prime and block may vary depending upon the size of the repair area, and should be evaluated when determining the work to be performed. See Welded Panels under Estimating Information.

SPOT REPAIR/BLEND ADJACENT PANEL

Spot Repair

Spot repair is defined as applying color to the repaired area of a damaged panel to obtain full coverage of undercoats, and blending that color into the original panel finish so that no transition can be detected. The goal is to keep the actual repair as small as possible to avoid having newly applied color directly next to an undamaged adjacent panel(s). Clear coat is then applied to the entire panel. This refinishing process minimizes color mismatch.

Blend for Color Match

Blending is defined as applying color, without necessity to cover undercoats, to less than the full surface area of an adjacent undamaged panel. Paint manufacturers recommend blending adjacent panels when a panel is replaced, or repaired and color applied to the full surface area, or to the area that borders the adjacent undamaged panel(s). Clear coat is then applied to the entire blended panel.

Major Panels

Major panels are those listed: FRONT HEADER, FENDER, HOOD, COWL TOP, DOOR, ROCKER, ROOF, PICKUP CAB CORNER, PICKUP CAB

BACK, QUARTER, PICKUP BED FRONT, PICKUP BED SIDE, VAN SIDE, VAN REAR CORNER, ENGINE LID, LUGGAGE LID, LIFT GATE, REAR RATE, TAIL GATE, REAR BODY

Overlap

Deduct .4 hour from refinish time for each ADJACENT MAJOR PANEL and deduct .2 hour from time for each NON-ADJACENT MAJOR PANEL. There is no overlap deduction taken for the first major panel. Adjacent major panel example: Right front fender 2.5 hours (full time) and right front door 2.5 hours minus .4 hour overlap for a total of 4.6 hours. Non-adjacent major panel example: Right front fender 2.5 hours (full time) and left front fender 2.5 hours minus .2 hour overlap for a total of 4.8 hours. No overlap deductions for valance panel, pillars, door jams, underside of hood, underside of luggage lid or underside of gate, inner panels, filler panels, and bumper covers or body-color finishes panels.

NOTE: Refinish times are for outside surfaces only unless stated otherwise in text (example: add for underside, add to edge).

Included Operations
- Solvent wash
- Scuff panel and clean
- Mask adjacent panels up to 16 inches or substitute with cover vehicle (bag) complete
- Prime or seal as required
- Final sanding and clean
- Mix materials
- Adjust spray equipment
- Apply color
- Clean equipment

Not Included Operations
- Blending into adjacent panel and/or panels, or nearest breaking point
- Color match or tinting
- Applying anti-corrosion rust resistant materials
- Additional application of soft chip primers or anti-chip undercoats
- Finish sand and buff
- Removal of release agent from OEM raw plastic components (example: non-primed bumper covers)

Masking & removal
- Mask interior to prevent overspray damage
- Removal of release agent from OEM raw plastic components (example: non-primed bumper covers)
- Feather, Prime & Block paint damage to adjacent panel and/or panels joined by welding due to burn damage (see Feather, Prime & Block definition under: Refinish General Information)
- Gravel guard refinish; add: 5 hour for the first major panel and .3 hour for each additional panel.

NOTE: The included operation of mask adjacent panels is inclusive of any necessary back tape masking to prevent overspray.

IMPORTANT REMINDER: Refinish times are for NEW, UNDAMAGED PARTS without exterior or interior trim or attached components. Refinish times may vary depending on individual procedures, product and/or weather conditions.

A small percentage of colors are identified by the paint manufacturers as highly transparent. These colors may require additional application coats to achieve visual hiding. In instances where four or more color coats are necessary to achieve adequate hiding, some adjustment in refinish times may be appropriate.

IMPORTANT REMINDER: The cost of paint and materials is not included in refinish time.

NOTE: Gravel Guard application and appropriate refinish may be necessary beyond the actual replacement area to achieve a "texture" match.

It may be necessary to tint or otherwise modify non-exterior colors applied to undersides, edges and/or jams for which there is no paint color formula to achieve a color match. When necessary, reference “color match or tinting” listed above in Not Included Operations.

Raw Substrate Prep

Allow .2 per refinish hour (20%) for plastic components that come from the manufacturer/supplier in a raw/un-primed state.
MASK INTERIOR, ENTRYWAYS, ENGINE COMPARTMENT AND TRUNK OPENINGS

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tape. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinish material. The performance of this operation is NOT INCLUDED in the Mitchell refinish labor time.

Fig. 1: IDENTIFYING INTERIOR MASKING LOCATIONS

Hood - .3
Fender - .2
Door (Each) - .3
Quarter Panel - .2
Luggage Lid / Liftgate - .3
Pickup Bed Inside - .5

NOTE: The times shown in the illustration are for interior masking of that panel and/or opening. Labor time includes all pillars, jambs, weatherstrips, edges, entryways and openings as necessary. Deduct .1 hour overlap for each interior masked adjacent panel and/or opening.

The Mitchell REFINISHING MATERIALS GUIDE has the Latest Available Costs for Materials Used in Single and Multi-Stage Refinishing, and is an Accurate Source for Determining Costs.

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09 Page 18
Procedure Explanation

- Remove and install or mask attached components, trim, stripes or decals on blended panel area.
- Finish, sand, and buff.

NOTE: Blend labor time does not apply to two-tone refinish or custom non-OEM refinish. No overlap deduction applies to blended panel(s) or refinish area(s).

NOTE: When calculated, the estimate will allocate 40% of the total blend time and apply it to the three stage line item. The total sum of the blend line and the amount allocated in the three stage line will total 70% of the exterior refinish time for the panel being blended.

Example: A panel refinish time is 2.0 hrs. When blended, the refinish time for that panel will be displayed as 1.4 (7 per refinish hour). Once calculated, the refinish blend line will be displayed as .8 and .6 (40%) will be allocated to the three stage line.

Extension of Clear Coat

In some applications, it may be required to extend the application of clear to the nearest panel edge or breakpoint. The performance of this operation is NOT INCLUDED in the Mitchell finish labor time.

The extension of clear coat formula is intended to be calculated as a percentage of base refinish labor hours excluding overlap. It does NOT APPLY to edges, jams, and undersides. No deduction for overlap should be taken.

This formula DOES APPLY to the 2.5 hours maximum clear coat allocation. Should this operation be necessary, the following formula is provided:

Extend Clear to Adjacent Panel(s)

Extend clear to adjacent panels: Allow 5 per refinish hour (50%) for each panel(s)/refinish area(s) cleared.

Included Operations

- Detergent/solvent wash
- Wet sand, scuff (ScotchBrite) or rubout (compound) panel and clean for preparation
- Mask existing adjacent panels to 36°
- Apply bonding material if required
- Clean and tack surface
- Apply clear material

Not Included Operations

- Repair existing surface imperfections
- Remove and install or mask attached components, trim, stripes or decals on extended clear panel/area
- Finish, sand, and buff
- Nit sand and finesse

Finish Sand & Buff

A labor time formula is provided should it be necessary to perform this operation. This procedure includes the removal of orange peel and any bleeds that affect paint texture in order to produce a smooth finish to the entire panel surface. This process is not limited to "nit sanding" or "finessing" which is the removal of isolated dust particles only. The performance of this operation is NOT INCLUDED in the Mitchell finish labor time.

The finish sand and buff formula is intended to be calculated as a percentage of the base refinish labor hours excluding overlap and clear coat. It does NOT APPLY to edges, jams, and undersides. For blended panels, the formula should be applied to the full panel refinish time. No deduction for refinish overlap should be taken.

Finish sand and buff outside surface area(s): Allow 3 per refinish hour (30%) to finish sand and buff each surface area(s).

De-nib & Finesse

A labor time formula is provided should it be necessary to perform this operation. This procedure includes the removal of small isolated dust particles (nibs) and the application of a finishing glaze.

The performance of this operation is NOT INCLUDED in the Mitchell finish labor time.

The de-nib and finesse formula is intended to be calculated as a percentage of the base refinish labor excluding overlap and clear coat. It does NOT APPLY to edges, jams, and undersides. For blended panels, the formula should be applied to the full panel refinish time. No deduction for refinish overlap should be taken.

De-nib and finesse inside surface area(s): Allow .2 per refinish hour (20%) to de-nib and finesse each surface area(s).

Mask Vehicle to Prevent Overspray Damage

The following refinishing information is provided should it be necessary to perform.

- Masking operation is intended to be calculated per requirement.

**Mask Interior, Entryways, Engine Compartment and Trunk Openings**

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tapes. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinish material. The performance of this operation is NOT INCLUDED in the Mitchell finish labor time.

![Image of Identifying Interior Masking Locations]

**Fig. 1: Identifying Interior Masking Locations**

**NOTE:** The times shown in the illustration are for interior masking of that panel and/or opening. Labor time includes all pillars, jams, weatherstrips, edges, entryways and openings as necessary. Deduct 1 hour overlap for each interior masked adjacent panel and/or opening.

The Mitchell Refinishing Materials Guide has the latest available costs for materials used in single and multi-stage refinishing, and is an accurate source for determining costs.

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09 Page 18
DEG Database Inquiry #682

Inquiry Description

Mask Interior Jambs

Issue Summary - I recently saw the data base inquiry 621, the explanation of mask interior jambs. I read it as if I do any more than tape or foam the edge of the opening (such as use 6” paper to mask the back side of a door and the inside edge of the qtr opening) I am entitled to more time. I showed the Inquiry and the P page to an insurance appraiser and he said mask interior jambs refers to masking the back side of an opening (such as a door or qtr) during the edge in process. This is still a gray area. I have photos of the qtr jamb and bask side of the rear door of a lincoln LS that was masked for paint. I also do this same process on all the cars we paint. Can you please clarify for me what is included from these photos??

Resolution Description

IP Explanation

Based on the photo documentation provided this operation would be considered masking of the jamb/interior and is not included in the Audatex refinish labor allowance per section 4-5 Refinish Operations. The operation documented in the photos would not be considered backtaping or the use of foam tape to protect the gap between panels which is included in the Audatex refinish allowance as defined in the 2008-09 included/not included Refinish Operations section of the Database Reference Manual.

### DEG Database Inquiry #682

**DEG DATABASE INQUIRY**

<table>
<thead>
<tr>
<th>Track_#</th>
<th>Estimating Platform</th>
<th>Inquiry Category</th>
<th>Year Make Model</th>
<th>Resolution Status</th>
<th>Origination Date</th>
<th>Submission Date</th>
<th>Resolution Date</th>
<th>Total Time to Resolve</th>
</tr>
</thead>
</table>

#### Inquiry Description

**Mask Interior Jambs**

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#### Resolution Description

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Based on the photo documentation provided this operation would be considered masking of the jamb/interior and is not included in the Audatex refinish labor allowance per section 4-5 Refinish Operations. The operation documented in the photos would not be considered backtaping or the use of foam tape to protect the gap between panels which is included in the Audatex refinish allowance as defined in the 2000-09 included/not included Refinish Operations section of the Database Reference Manual.

---

Inquiry Description

Masking jambs/gap

Issue Summary: In the "Guide to Estimating", "Refinishing Procedures", "Basic Color Coat Application" under "Included" is one entry that reads:
- Mask/close gap between adjacent panels up to foam tape (overspray)

ALSO, under "Does Not Include" is one entry that reads:
- Cover/mask recessed edges/jambs/weatherstrips

Suggested Action: Please define with greater clarity the following:

We are repeatedly having different interpretations of the above mentioned procedures - insurers want to envelope all masking jamb operations into the "Included" line, using the argument that the masking of the jamb(s) is covered in the "included" line mentioned above: "mask/close gap between . . . (ignoring the word "adjacent") . . . panels". In turn, they ignore the "Does Not Include" line for masking jambs altogether. I believe the problem lies in the ignoring of the term "adjacent" in the description. However, I may not be interpreting this correctly either. Thank you for your assistance! Please call me if further detail/discussion would be helpful.

Resolution Description

IP Explanation

Estimated Fix Date: Closed

Proposed Resolution: MOTOR stated: "clarification for the included/not included masking jamb operations: 1. Mask/close gap between adjacent panels up to foam tape (over spray): Mask/close gap is an included operation. This operation includes the use of masking tape or foam tape to close a gap between two adjacent panels preventing over spray from entering between the panels during the refinish process. 2. Cover/mask recessed edges/jambs/weather strips: Cover/mask recessed edges/jambs/weather strips is a not included operation because this operation includes anything beyond the masking/close gap operation to prevent over spray between panels during the refinish process. No Changes."

### DEG Database Inquiry #649

**DEG DATABASE INQUIRY**

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<thead>
<tr>
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<th>Inquiry Category</th>
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<th>Resolution Status</th>
<th>Origination Date</th>
<th>Submission Date</th>
<th>Resolution Date</th>
<th>Time to Resolve</th>
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<tbody>
<tr>
<td>649</td>
<td>CCC</td>
<td>- Procedure Issue</td>
<td>2001 BMW 325xi</td>
<td>Resolved</td>
<td>8/18/2008 8:07:30 PM</td>
<td>8/19/2008 12:06:00 PM</td>
<td>8/21/2008 12:24:00 PM</td>
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**Inquiry Description**

**Masking jamb/gap**

- Issue Summary: In the "Guide to Estimating", "Refinishing Procedures", "Basic Color Coat Application" under "Included" is one entry that reads:
  - Mask/close gap between adjacent panels up to foam tape (overspray)
  - Also, under "Does Not Include" is one entry that reads:
    - Cover/mask recessed edges/jambs/weather strips

**Suggested action:** Please define with greater clarity the following:

- We are repeatedly having different interpretations of the above mentioned procedures - insurers want to envelope all masking jamb operations into the "Included" line, using the argument that the masking of the jamb(s) is covered in the "Included" line mentioned above: "mask/close gap between . . . (ignoring the word "adjacent") . . . panels". In turn, they ignore the "Does Not Include" line for masking jamb altogether.

- I believe the problem lies in the ignoring of the term "adjacent" in the description. However, I may not be interpreting this correctly either.

**Resolution Description**

**IP Explanation**

- Estimated Fix Date: Closed
- Proposed Resolution: MOTOR stated: "clarification for the included/not included masking jamb operations:
  1. Mask/close gap between adjacent panels up to foam tape (overspray):
  - Mask/close gap is an included operation. This operation includes the use of masking tape or foam tape to close a gap between two adjacent panels preventing overspray from entering between the panels during the refinishing process.
  2. Cover/mask recessed edges/jambs/weather strips:
    - Cover/mask recessed edges/jambs/weather strips is a not included operation because this operation includes any thing beyond the masking/close gap operation to prevent overspray between panels during the refinishing process. No Changes."

**DEG Database Inquiry #3385**

**Inquiry Description**

**Masking jambs/gap**

Issue Summary: Labor for masking jams on any vehicle. According to Mitchell CEG: 28 procedures for "Mask Vehicle to prevent overspray damage"- states that Masking interior, entryways, engine compartment, and trunk openings are NOT INCLUDED in the Mitchell refinish labor. Also on the same page is a diagram of a vehicle visibly illustrating the necessary and allowed times for this process. Am I correct in saying that labor operations for these procedures should be added to the estimate over and above the refinish time for each panel? This is being interpreted different by State Farm. They are stating it is "included" in the refinish operation. Can you please clarify this?

**Resolution Description**

**IP Explanation**

PER P-PAGE 28, LABOR ALLOWANCE TO REFINISH INCLUDES THE FOLLOWING OPERATION: "MASK ADJACENT PANELS UP TO 36 INCHES OR SUBSTITUTE WITH COVER VEHICLE (BAG) COMPLETE" LABOR ALLOWANCE DOES NOT INCLUDE THE FOLLOWING OPERATION: "MASK INTERIOR TO PREVENT OVERSPRAY DAMAGE" "NOTE: THE INCLUDED OPERATION OF MASK ADJACENT PANELS IS INCLUSIVE OF ANY NECESSARY BACK TAPE MASKING TO PREVENT OVERSPRAY." HOWEVER, IF "BACK TAPING" CAN NOT ACHIEVE DESIRED RESULT, AND JAMBS, INTERIOR OR UNDERSIDE REQUIRE ADDITIONAL MASKING WITH PAPER & TAPE, THAT TIME IS NOT INCLUDED IN LABOR ALLOWANCE. NO CHANGES AT THIS TIME.

DEG Database Inquiry #3385

DEG DATABASE INQUIRY

<table>
<thead>
<tr>
<th>Track_#</th>
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</tr>
</thead>
</table>

Inquiry Description

Masking Jambs

Issue Summary: Labor for masking jambs on any vehicle. According to Mitchell CEC: 25 procedures for "Mask Vehicle to prevent overspray damage": states that Masking interior, entryways, engine compartment, and trunk openings are NOT INCLUDED in the Mitchell Refinish labor. Also on the same page is a diagram of a vehicle visibly illustrating the necessary and allowed times for this process. Am I correct in saying that labor operations for these procedures should be added to the estimate over and above the refinish time for each panel? This is being interpreted different by State Farm. They are stating it is "included" in the refinish operation. Can you please clarify this?

Resolution Description

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ASA Not-Included Chart – New Panels

General Non Included

ADHESIVES
Adhesive Kit
Adhesive Remover
Ceramic Wax
Door Skin Bonding Kit
Foam Sealer Kit on Door
Etch Primer
Expansion Foam
Intrusion Beam Adhesive
Panel Bond Adhesive
Seam Sealer
Seam Sealer Tips
Self-Leveling Sealer
Undercoating
Ultrasize Kit
Weld Thru Primer

ALUMINUM
Dye test Aluminum Welds
Stiffen tame for Adhesives on Aluminum Vehicles

AIR CONDITIONER & HEATER
AC Compressor Oil
AC Compressor Oil for Hybrids
AC Machine for Hybrid Cars
AC O Rings
AC Trace Dye
Evacuate & Recharge
Initialize Check Valve to bleed Coolant System
Pressure Test/Purge Cooling System
Protect Open AC Lines to Prevent Contamination
Refrigerant R-12
Refrigerant R-134a
Refrigerant 123-4YF
Set Back Radiator/Condenser
Test AC for Freon Leaks

CLEAN-UP
Clean & Degrease - Prior to Rpr
Clean Engine Compartment
Clean to Inspect
Clean Up Airbag Residue
Clean Up Broken Glass
Clean Up Ropy Parts
Clean Vehicle for Delivery
Clean Vehicle for Repairs
Exterior Detail
Interior Detail

ELECTRICAL
Clean Codes
Disable/Enable Hybrid Codes
Disarm Airbags
DLR Battery
DLR SRS components

D&R Wiring Harness
Pre-Scan - prior to repairs
Post-Scan - after repairs
Reset Airbag Light
Reset Check Engine Light
Reset Memory Functions
Reset Radio Code
Reset Tire Pressure Light
Reset Window One Touch
Repair Etch Wiring
Repair Wiring Harness
Reset Steering angle sensor

FEES
Administration Fee for Total Loss
Battery Disposal Fee
Collision wrap - total loss protection
Estimate Fee
Heat Removal
Hybrid Battery Disposal
Solid Waste Removal
Tire Disposal Fee

MECHANICAL OPS
Alignment Shim
Bleed Brakes w/Scan Tool
Diagnostic Work
Drain & Refill Fuel Tank
Flush & Fill Crankcase
Flush & Fill Differential
Flush & Fill Transmission
Four Wheel Alignment
Mount & Balance Wheel
Mount & Balance Space Wheel
Purge/Bleed Power Steering System
Pre Alignment
Pre-Bearings
Protect Open Fuel Lines
R&I Brake/Make/Vacuum Lines
Pre Alignment/Diagnostic Alignment
Spike & Balance Wheel
Test Drive
Thrust Angle Alignment
Transfer & Store Fuel
Two Wheel Alignment
 Valve stem
Wear Locks
Wheel Weights

REFINISH OPERATIONS
Black Out Refinish Panel
Color Tint
Second Color Tint
Color Tint for Underside Match
Corrosion Protection
Cover Car/Bag
Dent & Polish
Feather Edge, Prime, & Block
Fine Line Bumper Texture
Finish Sand & Buff
Flex Additive
Genral Guard/Schultz
Let Down Panel
Make Inner Structure Color
Mask During Prime
Mask During Cut In
Mask Engine

Mask Exterior opening
Mask Beyond 30/Jambs & Openings

 Prep New Plastic
 Prep Ropy Parts for Refinish
 Removal of Mold Release Agent
 Remove Undercoating
 Repair Pre Existing Surface Problems
 Rope/Fine Line Back Glass
 Rope/Fine Line Windshield
 Rope/Fine Line Quarter Glass
 Rustproofing
 Spot Putty
 Spray Out Test Panel
 Stone Chip Resistance
 Three Stage Paint
 Two Tone Paint

BODY OPERATIONS
Access Pulling or Cutting
Access to Inspect
Add to O/H Ropy Parts
Apply/Remove Seamsealer
Clean & Remove Excess Adhesive
Clean & Repaste Body Side Moldings
Clean & Repaste Hood
Collision wrap - repairs in process protection
Corroded/Frozen Parts Labor
Cut & Trim LRS Rocker/Pillar/Quarter/Bidiside Panel
Cut & Trim LRS Filler Panel
Drill Time-Annima Holes/Body Kit Accessories/UC
Bracket
Hang/Test Fin New Parts
Loosen/Pull Back Carpet
Loosen/Pull Back Cooling Lines
Loosen/Pull Back Wiring Harness
Non-OEM Parts Fix/Test Fit
Patch Weld Damage From Clamps
Plug/Finish Unnecessary Holes
Prep Panels for Glue
Prep Panels for Welding
Protect Corn’t Top During Repair
Protect Electronics

Source: 2015 Automotive Service Association. All rights reserved.
SCRS Complete Guide to Repair Planning

115- Refinish Process

645. Masking Jambs

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<th>115 - Refinish Process:</th>
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<td>628. DIFFICULT COLOR, TINTING &amp; TESTING (INACCURATE VARIANCE)</td>
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<td>629. MASK FOR PRIMING</td>
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<td>630. SPOT PAINT CORESUPPORT AFTER INSTALLED (SECOND PAINT)</td>
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<td>631. SPRAY OUT TEST PANEL</td>
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<td>632. SPRAY OUT LET-DOWN PANEL FOR THREE STAGE</td>
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<td>633. SPRAY OUT LET-DOWN PANEL FOR TRANSPARENT COLOR</td>
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<td>634. COLOR TINT &amp; TEST TO BLENDABLE MATCH</td>
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<tr>
<td>635. COLOR TINT SECOND COLOR</td>
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<tr>
<td>636. GRAVEL GUARD FIRST PANEL</td>
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<tr>
<td>637. GRAVEL GUARD SECOND PANEL</td>
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<tr>
<td>638. GRAVEL GUARD THIRD PANEL</td>
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<td>639. GRAVEL GUARD SPRAY-OUT TEST PANEL</td>
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<td>640. HAZARDOUS WASTE DISPOSAL</td>
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<td>641. UNDERSIDE COLOR TINTING &amp; TESTING (CORESUPPORT &amp; TRUNK AREAS)</td>
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<td>642. UNDERSIDE COLOR REFINISH</td>
</tr>
<tr>
<td>643. COVER VEHICLE (FOR REFINISHING ONE TIME)</td>
</tr>
<tr>
<td>645. MASKING JAMBS</td>
</tr>
</tbody>
</table>
Question 3.
Is there a pre-determined time?
3. Are there pre-determined times for masking jambs and openings?

Answer: Mitchell is the only Information Provider that provides pre-determined times for masking certain jambs and openings.

However, if there is not a time, it does not mean that it is included. If there is not a time you may need to do a manual entry.
MASK INTERIOR, ENTRYWAYS, ENGINE COMPARTMENT AND TRUNK OPENINGS

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tape. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinish material. The performance of this operation is NOT INCLUDED in the Mitchell refinish labor time.

Fig. 1: IDENTIFYING INTERIOR MASKING LOCATIONS

Hood - .3
Fender - .2
Door (Each) - .3
Quarter Panel - .2
Luggage Lid / Liftgate - .3
Pickup Bed Inside - .5

NOTE: The times shown in the illustration are for interior masking of that panel and/or opening. Labor time includes all pillars, jambs, weatherstrips, edges, entryways and openings as necessary. Deduct .1 hour overlap for each interior masked adjacent panel and/or opening.

The Mitchell REFINISHING MATERIALS GUIDE has the Latest Available Costs for Materials Used in Single and Multi-Stage Refinishing, and is an Accurate Source for Determining Costs.

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09 Page 18
Procedure Explanation

- Remove and install or mask attached components, trim, stripes or decals on blended panel area.
- Finish, sand, and buff.

NOTE: Blend labor time does not apply to two-tone refinishing or custom non-OEM refinishing. No overlap deduction applies to blended panel(s) refinishing area(s).

NOTE: When calculating, the estimate will allocate 40% from the total blend time and apply it to the three stage line item. The total sum of the blend line and the amount allocated in the three stage line will total 70% of the exterior refinishing time for the panel being blended.

Example: A panel refinishing time is 2.0 hrs. When blended, the refinishing time for that panel will be displayed as 1.4 (7 per refinishing hour). Once calculated, the refinishing blend time will be displayed as .8 and .6 (40%) will be allocated to the three stage line.

Extension of Clear Coat

In some applications, it may be required to extend the application of clear to the nearest panel edge or breakpoint.

The performance of this operation is NOT INCLUDED in the Mitchell refinishing labor time.

The extension of clear coat formula is intended to be calculated as a percentage of base refinishing time excluding overlap. It does NOT APPLY to edges, jambs, and undersides. No deduction for overlap should be taken.

This formula DOES APPLY to the 2.5 hours maximum clear coat allocation. Should this operation be necessary, the following formula is provided.

Extend Clear to Adjacent Panel(s)

Extend clear to adjacent panel(s): Allow 5 per refinishing hour (50%) for each panel(s)/refinishing area(s) cleared.

Included Operations
- Detergent/water wash
- Wet sand, scuff (ScotchBrite) or rubout (compound) panel and clean for preparation
- Mask existing adjacent panels to 36"
- Apply bonding material if needed
- Clean and tack surface
- Apply clear material

Not Included Operations
- Repair existing surface imperfections
- Remove and install or mask attached components, trim, stripes or decals on extended clear panel/areas
- Finish, sand, and buff
- Nib sand and finesse

Finish Sand & Buff

A labor time formula provided should it be necessary to perform this operation. This procedure includes the removal of orange peel and any blushing/patching that affect panel texture in order to produce a smooth finish to the entire panel surface. This process is not limited to "rib sanding" or "finesing" which is the removal of isolated dirt/dust particles only. The performance of this operation is NOT INCLUDED in the Mitchell refinishing labor time.

The finish sand and buff formula is intended to be calculated as a percentage of the base refinishing hours excluding overlap and clear coat. It does NOT APPLY to edges, jambs, and undersides. For blended panels, the formula should be applied to the full panel refinishing time. No deduction for refinishing overlap should be taken.

Finish sand and buff outside surface area(s): Allow 3 per refinishing hour (30%) to finish sand and buff each surface area(s).

De-nib & Finesse

A labor time formula provided should it be necessary to perform this operation. This procedure includes the removal of small isolated dust particles (nibs) and the application of a finishing glaze.

The performance of this operation is NOT INCLUDED in the Mitchell refinishing labor time. The de-nib and finesse formula is intended to be calculated as a percentage of the base refinishing hours excluding overlap and clear coat. It does NOT APPLY to edges, jambs, and undersides. For blended panels, the formula should be applied to the full panel refinishing time. No deduction for refinishing overlap should be taken.

De-nib and finesse outside surface area(s): Allow .2 per refinishing hour (20%) to de-nib and finesse each surface area(s).

Mask Vehicle to Prevent Overspray Damage

The following refinishing information is provided should it be necessary to perform.

Interior/interior, entryways, engine compartment and trunk openings

Interior masking may be necessary when refinishing exterior surfaces to stop overspray damage that is not prevented by adjacent panel perimeter masking which includes back taping or application of foam tape. Interior masking may also be used when exterior panels (door, hood, etc.) are removed while applying refinishing material. The performance of this operation is NOT INCLUDED in the Mitchell refinishing labor time.

 Hosier
 PAGES, Rev. 10-09 Page 18

Source: Portions Copyright 2012, Mitchell International, Inc. – Mitchell P-Pages, Rev. 10-09 Page 18

Masking Jambs and Openings Negotiation Tool
Version 3.0, January 4, 2016
Question 4.
What is it worth?
4. If not, what is it worth?

Answer: There are several ways to determine how much masking beyond jambs and openings is worth, including:

- Invoice for materials
- Conduct your own time study:
  - Create a time study form
  - Create a video of the time study
3M Paint Department Procedures - Jamb Masking

1. Clean – Clean the area with water based cleaner. Wipe area with a solvent prep cleaner. Dry the area. The preferable surface temperature for masking is 60-80° F.

2. STT Application – Apply outermost strip of 3M™ Smooth Transition Tape. Leave a tab available for easy removal after sealer application and basecoat coverage coats.

3. STT Application – Apply inner strip of 3M™ Smooth Transition Tape if the jamb size allows. Overlap the leading wing of the tape with the back wing of the first strip of 3M™ Smooth Transition Tape.

4. Seal Jamb – Apply 3M™ Soft Edge Foam Masking Tape PLUS to the moving part of the repair area. Position foam tape overlap as necessary to completely seal the jamb against the Smooth Transition Tape. Close the moving part.

5. Positioning the Foam Tape – Press foam into the jamb with fingers to set appropriate depth. In order to avoid sealer creep the foam can be pressed further into the jamb with a spreader after the initial coats are applied.

6. STT First Strip Removal – After applying sealer and initial basecoat, pull the tab created in Step 2 and remove the outermost strip of 3M™ Smooth Transition Tape. Careful attention should be used to avoid making contact with either of the adjacent panels. Apply final coats of basecoat.

7. Masking Removal – Remove the remaining strip of 3M™ Smooth Transition Tape at 90° angle after painting is complete.

8. Masking Removal – Remove 3M™ Soft Edge Foam Masking Tape PLUS by stretching the foam parallel to its direction.

Source: www.3MCollision.com
# 3M Paint Department Procedures - Jamb Masking

<table>
<thead>
<tr>
<th>Jamb Masking</th>
<th>Product List</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Clean Area</strong></td>
<td>- For this cleaning step, use a recommended VOC compliant surface cleaner.</td>
</tr>
<tr>
<td><strong>2 STT Application</strong></td>
<td>- 24&quot; Smooth Bonded Tape, 100 ft. roll, PN 69309</td>
</tr>
<tr>
<td><strong>3 STT Application</strong></td>
<td>- 36&quot; Smooth Bonded Tape, 100 ft. roll, PN 69303</td>
</tr>
<tr>
<td><strong>4 Seal Jamb</strong></td>
<td>- 24&quot; Soft Edge Foam Masking Tape PLUS, 2 inch x 45 ft. (1.8 m, 14.3 m)</td>
</tr>
<tr>
<td><strong>5 Positioning the Foam Tape</strong></td>
<td></td>
</tr>
<tr>
<td><strong>6 STT First Strip Removal</strong></td>
<td></td>
</tr>
<tr>
<td><strong>7 Masking Removal</strong></td>
<td></td>
</tr>
<tr>
<td><strong>8 Masking Removal</strong></td>
<td>- 24&quot; Soft Edge Foam Masking Tape PLUS, by stretching the film parallel to the direction.</td>
</tr>
</tbody>
</table>

Source: [www.3MCollision.com](http://www.3MCollision.com)
Additional Thoughts
### Additional Thoughts

- Keep in mind that .1 = 6 minutes
- When determining labor times, remember it should be based on “How long it takes the average technician to gather up their tools, equipment, and supplies and perform the task in a safe manner and return their tools, equipment and supplies back to their storage location.”
- TIP: If you save the P-pages as a PDF and search for terms in the document by going to Edit, then Find or by hitting Ctrl+F

<table>
<thead>
<tr>
<th>Mask Jambs and Openings</th>
<th>Auda-Explore Labor</th>
<th>Auda-Explore Formula</th>
<th>CCC Labor</th>
<th>CCC Formula</th>
<th>Mitchell Labor</th>
<th>Mitchell Formula</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mask Jambs and Openings</td>
<td>Not Included</td>
<td>No</td>
<td>Not Included</td>
<td>No</td>
<td>Not Included</td>
<td>YES Hood .3 / Fender .2 / Door .3 each / Quarter Panel .2 / Luggage Lid .3 / Pickup bed inside .5 / Deduct .1 for each interior masked adj. panel and opening</td>
</tr>
</tbody>
</table>