



Estimating Procedures Committee

Chair: Chad Sulkala
Acme Body and Paint

Vice Chair: George Avery
State Farm Insurance




Gaps in refinish times
on new undamaged sheet metal
(Feather, Prime, and Block)

Presentation by the
2005 Estimating Committee

November 2005

Committee Members

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- Chad Sulkala** - Acme Body and Paint
 - George Avery - State Farm Insurance
 - Gene Hamilton - Sports & Imports Collision
 - Toby Chess - I-CAR
 - March Taylor - Auto Body Hawaii
 - David McCreight - Collision Resources, INC.
 - Joe Skurka - BASF
 - Herb Lieberman - LKQ Corporation
 - Gene Scambray - COPART
 - Aaron Schulenburg - Dan's Paint and Body


Committee Members



- Bob Smith - Storm Appraisal
- Robert Toles - Motor Information Systems
- Mark Woirol - TECH-COR
- Carl Samuels - Midwest Consulting
- Scott Jenkins - ADP
- Richard Mundinger - Allmerica Financial
- Kevin Mehok - CARCARE Collision Centers
- Craig Griffin - Laney's Collision Center
- Bruce Yungkans - CCC Information Services INC.

Feather, Prime, and Block





Feather, Prime, and Block *Committee* *Recommendation*

- Presented in September
- Solicited edit recommendations
- Revised recommendation



Committee Recommendation (Repaired Panels)

The repair process associated with damaged painted body panels typically involves multiple operations; body repair, feather/prime/block, and refinish.

Continued

Committee Recommendation

(Repaired Panels)



The body repair process includes metal finishing and/or the use of body fillers to return the body panel to its undamaged contour. The repaired area is finished to 150 grit and free of surface imperfections.


The feather/prime/block operation completes the process from 150 grit to the condition of a new undamaged panel. These operations are not included in the times from the information providers,

The refinish process is outlined and documented in printed and/or electronic time guides.

Continued

Committee Recommendation

(Repaired Panels)



The labor and material necessary to prepare the repaired area from 150 grit to the condition of a new undamaged part is a valid and required step in the process.

The labor and material allowance for this operation is a judgment item on individual repair jobs. The market will determine how the operations are listed on the repair estimate.



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