



Estimating Procedures Committee

Chair: Chad Sulkala
Acme Body and Paint

Vice Chair: George Avery
State Farm Insurance



Feather, Prime and Block **(Gaps in refinish times)**

Presentation by the
Estimating Committee

April 2006



Committee Members

- Chad Sulkala** - Acme Body and Paint
- George Avery - State Farm Insurance
- Gene Hamilton - Sports & Imports Collision
- Toby Chess - Hunt / 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
- John Junk - SCA Appraisal
- Tim Waldren - Paramount Auto Body
- Dave March - Fountain Valley Body Works
- Maksim Ovsyannikov - ADP



Committee Members

- Bob Smith - Storm Appraisal
- Robert Toles - Motor Information Systems
- Mark Woirol - TECH-COR
- Carl Samuels - Midwest Consulting
- Scott Jenkins - ADP
- Richard Munding - Allmerica Financial
- Kevin Mehok - CARCARE Collision Centers
- Stacy Bartnik - CARSTAR
- Bruce Yungkans - CCC Information Services INC.
- Gary Wano - GW & Son Auto Body
- David Knapp - Akzo-Nobel Coatings
- Barry Dorn - Dorn's Body & Paint
- Tom Moreland - Akzo-Nobel Coatings
- Michael Anderson - Wagonwork Collision Center

Topics for 2006

April

Conclude

Feather, Prime, & Block

July

Supplement Reduction

November

Refinish of Repaired Panels



Feather, Prime, and Block



Feather, Prime, and Block

Committee Activity

- Presented in April 2005
 - Examples
 - Panel discussion
- Presented in July & November 2005
- Solicited edit recommendations
- Revised recommendation





PRIME & BLOCK



Replaced welded panels include grind, fill & smooth welded seams up to 150 grit sandpaper. Prime & block (high build/primer-filler) is a required procedure that continues after the 150 grit sanding to restore the panel to that of an **NEW UNDAMAGED** condition.




PRIME & BLOCK



It is MOTOR's position that prime & block is a process best reserved for the judgment of an estimator / appraiser following a thorough on the spot evaluation of the specific vehicle and damage in question.

Committee Recommendation



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

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.



Feather, prime and block are not-included refinish operations that complete the process from 150 grit to the condition of a new undamaged panel.

The refinish process starts at the condition of a new undamaged panel and is outlined and documented in printed and/or electronic time guides.



The body / paint labor and materials 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 these operations requires an on the spot evaluation of the specific vehicle and damage.



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