

Procedures and Operations being short paid or not paid:

- 1) Test drive vehicle after repairs
- 2) Suspension Alignment paid in mechanical hours vs dollar amount
- 3) Wheel mount and balance paid in hour vs dollar amount
- 4) Clean vehicle after repairs
- 5) No threshold/cap on paint and materials pay off invoice/calculator amount
- 6) No partial refinish (reduction of refinish time) if damage on edge of panel
- 7) Pay for all frame set up, damage analysis and vehicle measurement documenting damage
- 8) Pay for repair of pinch weld damage as result of securing vehicle for frame/unibody work
- 9) Pay for refinish of repaired pinch weld damage as result of frame/unibody work
- 10) Masking of openings to prevent overspray – jams, engine compartment, glass openings, door handle openings, tail lamp pockets etc
- 11) Pay for materials and labor for feather prime and block of repaired outer panels from the 150 grit level to slick ready for refinish operation
- 12) Pay for materials and labor for feather prime and block of outer welded seams in replacement of welded panels from the 150 grit level to slick ready for refinish operation
- 13) Pay for materials and labor to de-nib dust /trash particles from refinish work if needed
- 14) Pay for materials and labor to color sand and buff refinish work for proper texture when needed
- 15) Pay at mechanical rate to reset electronics when power disconnected during repair process
- 16) Pay R&I/R&R of required varying items for proper set up and tie down for frame/unibody repairs
- 17) Pay access/disassemble time for blueprinting (detailed estimate) of vehicle damage

- 18) Pay for effort and time required in moving disabled vehicles into repair facility/stall
- 19) Pay for storage/stall tie up and delays related to slow/delayed inspections by insurers
- 20) Pay for covering of vehicles to reduce additional damage
- 21) Pay for windshield/glass replacement based on labor time and materials involved vs a dollar amount as identified by some sublet program
- 22) Pay structural rates for structural repairs
- 23) Pay mechanical rates for mechanical repairs
- 24) Pay for necessary jig rental required in making proper repairs when necessary
- 25) Pay to bag and protect air bags when removed during repair process
- 26) Pay for state inspection sticker when required by law
- 27) Pay for tire disposal
- 28) Pay to tint paint for better match and following of manufacturer's recommendations
- 29) Pay for additional spray out panels and materials involved
- 30) Pay for disconnecting/reconnecting battery cable/power when servicing vehicle
- 31) Pay for additional efforts required in prefitting non oem parts and used parts
- 32) Pay for glass/adhesive clean up for windshield replacement
- 33) Pay administrative and time allowance for estimate and total loss paperwork preparation
- 34) Pay for multiple efforts required in spray masking and paper masking of vehicle during repairs
- 35) Pay labor to remove stipes for repaired and blended panels
- 36) Pay labor and material in stripe replacement
- 37) Pay for bonding material when bonding procedure used in repair process *****

- 38) Pay for new valve stems and wheel mounting weights
- 39) Pay to R&I and reset pressure sensors in wheels when required

- 40) Pay for R&I of hub cap locks
- 41) Pay for wheel R&I when welding procedures used in immediate area
- 42) Pay for removal of structural foam when required in damaged areas
- 43) Pay for replacement of structural foam when being replaced in during repair process
- 44) Pay for access time when needed for repairing/removing damaged panels
- 45) Pay for fabrication of templates, inserts and sleeves (labor and material)
- 46) Pay to fill and plug unneeded holes in new parts
- 47) Pay for transfer of undamaged parts to used replacement part
- 48) Pay to clean and prep damaged parts before repair (removal of undercoating, tar, grease, etc)
- 49) Pay for chip guard and gravel guard when replaced
- 50) Pay for time to acquire electronic memory codes
- 51) Pay for weld through primers/cavity waxes (labor and material) when needed in repair process
- 52) Pay for sound deadening pads and materials (labor and materials)
- 53) Pay for rivets, clips, bulbs used in repair process (another part being replaced)
- 54) Pay for protection of interior components and compartments during welding, grinding working of repaired area (labor to place and remove welding mats and covers)
- 55) Pay to protect and mask wiring, sensors etc in repaired areas during repair process
- 56) Pay to R&I trim, vehicle components required during repair process (trim panels, roll back of carpet, headliners, spare tire, jack etc)
- 57) Pay to drain fluids from parts when needed (fuel tanks, radiators)
- 58) Pay for spot refinish on repaired frame rails and other structural components (inner rockers, inner quarter structure)
- 59) Pay repairer for time spent investigating and diagnosing problems (new procedures/requirements, new electronic requirements etc)

- 60) Pay RR&I of all used parts damaged and donor parts (used front and remove parts of used assembly, remove damaged parts and then install donor parts)
- 61) Pay to clear and blend appropriate panels instead of requiring burn in of clears (major warranty issue for repairer)
- 62) Pay a sublet handling fee/mark up on all sublet repairs and tow bills