

EstimateScrubber.com
Freemium Version

Free to use

No registration required

No credit card necessary

Just scrub estimates from
Audatex, CCC, and Mitchell

USA and Canada

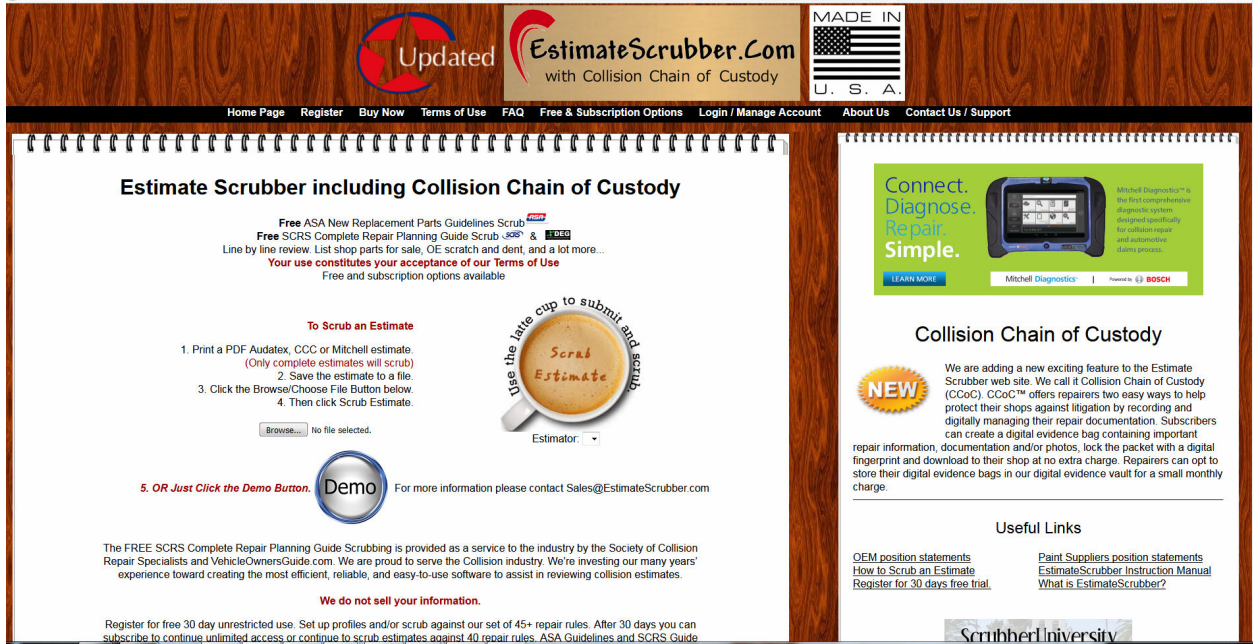


Figure 1. Go to www.EstimateScrubber.com and upload a PDF estimate. Non-subscribers automatically use the "Freemium" portion of the scrubber. No login required.

Freemium EstimateScrubber.com Rules

- Identifies lamps and/or sensors that could require specific aiming procedures
- Flags estimates without a matching R134, R12 or Freon entry
- Flags advanced substrates that are being repaired
- Identifies airbag deployment that could necessitate residue cleanup
- Identifies Audatex and Mitchell Refinish/Blend allowances that have been user modified
- Identifies R&R and R&I of batteries which could require resetting/reprogramming electronics
- Identifies major exterior repaired panels which could need feather, fill & block sanding
- Flags CCC estimates with bumpers refinished on vehicle (first panel for overlap purposes)
- Flags selected R&R & repaired panels asks if restore corrosion protection has been considered
- Flags and notifies estimator that Decals, Stripe Tape, Overlays only have replace allowances
- Flags discontinued parts and notifies estimator that price is last available price from OEM
- Flags CCC estimates lines that have been modified by the estimator.
- Identifies R&I/R&R fuel tank and pump. Asks if drain & refill tank should be considered
- Flags R&R and R&I glass without a corresponding adhesive sealant kit
- Flags R&R and repaired panels that may need to have labels replaced
- Flags selected Audatex message codes and Mitchell estimate lines with # after labor
- Flags CCC estimates with a m without a corresponding M
- Flags CCC estimate lines that carry Open instead of a line number
- Checks to see if the Paint Materials are capped. If capped it checks to see if there is Paint Material rate in the scrubber profile. If it finds no rate in the scrubber profile it divides the number of refinish hours into the capped amount and gives you the effective material rate
- Checks to see if the Paint Materials are capped. If capped it checks to see if there is a Paint Material rate in the scrubber profile. If there is a rate in the scrubber profile it multiplies the number

of refinish hours times the scrubber profile rate and gives you what the uncapped material amount should be.

Flags parts that need to be priced by dealer

Identifies Audatex and Mitchell lines that have been included by the estimator

Flags R&R & Sublet lines with blank or zero parts amounts

Flags R&I of Emblems, Mouldings, Nameplate that may need clean & retape entry added

Flags part numbers ending in PTM or ZZ without corresponding refinish allowances

Identifies selected panels that could require different paint formulations or two tone

Identifies selected panels that may need the undersides refinished when replaced

Identifies and flags remanufactured parts and asks if core charges have been considered

Flags frame/unibody repairs that could necessitate repairing clamp damage

Flags LKQ/Used parts and asks if they require any additional body or refinish operations

Flags selected welded exterior panels and asks if adjacent panel need to be repaired and/or blended

Flags LKQ/Used parts and asks if they require any additional body or refinish operations

Prompts for checking if repair require an OEM scan for faults before/after repairs?

Checks estimate against ASA Not-Included Operations When Installing New Replacement Parts

Prompts for bumper considered the first panel for overlap purposes and is painted in one operation with the vehicle. How to change the bumper refinishing on the vehicle setting.

Flags panels that may require refinish but may not have a break point for Clear Coat application.

Flags for inner/panels that may require clear coat.

Checks for corrosion protection on estimate, or missing labor/materials.

Checks for interior refinish in the admin data.

Checks options for collision avoidance system. Prompts for recalibrated per OEM service procedures?

Checks for TPMS when replacing wheels, tires and other items

Checks for alignment when items typically requiring alignment are replaced, overhauled, repaired or R&I'd

Checks for fluids when repair, R&R and R&I radiator, radiator hose, coolant reservoir, water pump, trans cooler, brake line, brake caliper, wheel cylinder, and windshield washer bottle/reservoir.

Checks for vapor barrier and adhesive kit when replacing door outer panel.

Prompts for extra labor for options.

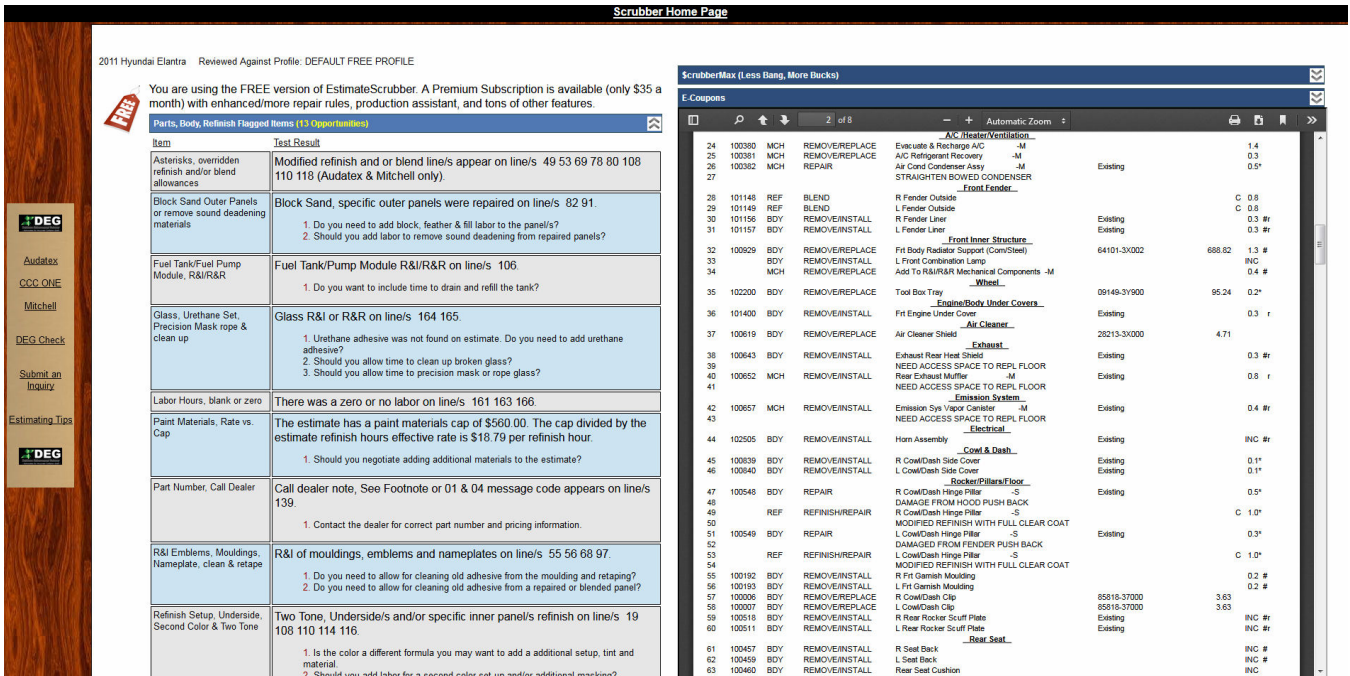


Figure 2. Freemium Review Results. The estimate is displayed on the right with the review results displayed on the left. Forty rules are available in the Freemium EstimateScrubber.com You can also link to the DEG and P-pages on the far left. The review results are broken out by Parts, Body, Refinish Flagged Items, Refinish Flagged Items and Forgettables, SCRS, ASA, Collision Advice Check Lists.



Figure 3. Forgettables review results. Applicable ASA, Collision Advice and SCRS check sheets are accessible in the Review Results.

Reference Chart of Not-Included Operations When Installing New Replacement Parts - Refinish

Options Operations R&I Refinish

| Audatex | Mitchell | CCC/MOTOR |
|---|--|---|
| Headlamp Mounting Panel Anti-corrosion material application Color Sand and Buff Color Tint Masking of moldings and ornamentation Nb Sanding/De-nib R&I or masking of moldings and ornamentation Removal of protective coatings from replacement parts Spray additional test panel Tint primer or clear coat Two Tone | Headlamp Mounting Panel Anti-corrosion material application Color match or tinting De-nib and finesse outside surface area(s) Finish sand and buff Mask attached components, trim, stripes or decals Subsequent vehicle bagging when required: Two Tone | Headlamp Mounting Panel Anti-corrosion material application Cover/mask entire exterior of vehicle to prevent overspray Cover/mask for cut-in De-nib/wet sand and/or buff for polishing Filling, blocking, featheredging repaired panels Masking of attached parts Test spray-out panel Tinting Primer-Sealer Tinting to achieve color match Two Tone |
| Hood Anti-corrosion material application Color Sand and Buff Color Tint Masking of interior surfaces/entryways Nb Sanding/De-nib R&I or masking of moldings and ornamentation Removal of protective coatings from replacement parts Second or third bagging or masking of vehicle Spray additional test panel Tint primer or clear coat Two Tone Underside refinishing | Hood Add for Underside Anti-corrosion material application Color match or tinting De-nib and finesse outside surface area(s) Finish sand and buff Mask attached components, trim, stripes or decals Mask Vehicle to Prevent Overspray Damage Subsequent vehicle bagging when required: Two Tone Underside refinishing | Hood Anti-corrosion material application Cover/mask entire exterior of vehicle to prevent overspray Cover/mask for cut-in De-nib/wet sand and/or buff for polishing Filling, blocking, featheredging repaired panels Masking of attached parts overspray paint inner areas Test spray-out panel Tinting Primer-Sealer Tinting to achieve color match Two Tone Underside refinishing |
| Radiator Support | Radiator Support | Radiator Support |

Figure 4. ASA Reference Chart of Not-Included Operations. Applicable sections are identified and displayed. The estimating system used to create the estimate is displayed in the middle with the other systems non-included operations displayed to the left and right.

Reference codes, section headings, labor categories and item text are from the Guide to Complete Repair Planning, Operations Reference Handbook published, owned and maintained by the Society of Collision Repair Specialists. Please direct any questions regarding the non-included operations database to the Society of Collision Repair Specialists at info@SCRS.com.

01- FRONT AND REAR BUMPERS:

- 1. FEATHERFILL, SAND AND BLOCK REPAIR AREA (BODY)
- 2. REMOVE BUMPER MOLDING ADHESIVE (BODY)
- 3. DRILL FOR LICENSE PLATE (BODY)
- 4. R&I LICENSE PLATE (BODY)
- 5. LICENSE PLATE, REPAIR (BODY)
- 6. LOOSEN/PULL BACK BUMPER COVER (BODY)
- 7. BUMPER PROMPT DEDUCTION (DETERMINE IF NECESSARY TO ADD BACK OVERLAP + CLEAR) (BODY)
- 8. R&I FOG LAMPS (BODY)
- 9. R&I TRAILER HITCH (BODY)
- 10. AIM FOG LAMPS (BODY)
- 11. R&I CAMERA (BODY)
- 12. TRIAL FIT BUMPER (BODY)
- 13. R&I TRAILER HITCH (FRAME BOLT-ON TYPE) (BODY)
- 14. R&I OR R&R SENSORS (BODY)
- 15. REPAIR BUMPER BRACKET (BODY)
- 16. REPAIR BUMPER BRACKET MOUNT (BODY)
- 17. REPAIR LAMP LIGHT WIRING (BODY)
- 18. REFINISH RAW OEM BUMPER (REFINISH)
- 19. SECOND COLOR ON BUMPER COVER (REFINISH)
- 20. BLACKOUT BUMPER COVER (REFINISH)
- 21. PAINT PREP & CLEAN UP USED BUMPER (REFINISH)
- 22. MASK UNPAINTED AREA (REFINISH)
- 23. MASK FOR PRIMER APPLICATION (REFINISH)
- 24. APPLY ADHESION PROMOTER (REFINISH)
- 25. REPLACE MINI BULBS (OTHER)
- 26. RAW BUMPER PREP KIT (OTHER)
- 27. BUMPER FASTENERS RETAINER (KIT) (OTHER)
- 28. URETHANE BUMPER REPAIR KIT (OTHER)

Figure 5. SCRS Complete Repair Planning Guide. Applicable sections are identified and displayed. Items not found are identified with a red dot to the left. Found items are identified with a check to the left.

When installing a new Rear Body Panel did you charge for the following operations?

| Are the following body operations necessary: | Yes | No |
|---|-----|----|
| • Repair from distortion or removal damage or from weld burn: | | |
| – RT Tail lamp pocket | | |
| – LT Tail lamp pocket | | |
| – RT Quarter extension | | |
| – LT Quarter extension | | |
| – RT Inner quarter | | |
| – LT Inner quarter | | |
| – RT Gutter | | |
| – LT Gutter | | |
| – RT Frame rail | | |
| – LT Frame rail | | |
| – RT Frame rail extensions (gussets) | | |
| – LT Frame rail extensions (gussets) | | |
| – Floor Pan – Top and Bottom | | |
| – Floor pan Extension | | |
| • Additional labor to remove old tar, grease, seam sealer, undercoating, and clean old welds, etc.? | | |
| • Drill any holes in the new rear body panel? | | |
| • Transfer any brackets or purchase any brackets? | | |
| • Additional labor to remove damaged sheet metal? | | |
| • Rustproofing (i.e. cavity wax) labor and materials? This would be applied to the inside frame rails where rear body panel attaches. | | |
| • Charge for weld thru primer – labor and materials? | | |
| • Charge for sound deadeners – labor and materials? | | |
| • Charge for epoxy primer prior to seam sealer? | | |
| • Charge for seam sealer - labor and materials? | | |
| • Additional labor to match OE texture on seam sealer? Charge for inside and outside separately? | | |
| • Charge for seam sealer tips? | | |
| • Charge for acid brushes for seam sealer application? | | |
| • Charge for body shop supplies for cleaning and dressing your | | |

Figure 6. Collision Advice (Mike Anderson) Panel Specific Check Sheets. Check sheets for applicable sections are displayed.