

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 refinish labor time.

The de-nib and finesse formula is intended to be calculated as a percentage of the base refinish 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 refinish time. No deduction for refinish overlap should be taken.

De-nib and finesse outside surface area(s)

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

Weld zone / adjacent panel

SPECIAL NOTATION:

Suggested refinish operation times do not include additional time for repair of damage to adjacent panels resulting from normal cutting, welding and grinding procedures. The amount of damage can vary considerably depending upon process and technique used by the servicing technician, and therefore is impractical to anticipate in this publication. MOTOR recommends these factors be considered before finalizing any repair cost estimate. Typical areas to be considered are illustrated below.

COLOR BLEND (Adjacent Panels)

SPECIAL NOTATION:

Calculations for blending are based upon the outer surface only and should not include additions for underside, inside, or edges of the blend panel. There should be no overlap deduction between blend panel(s) and/or refinished panel(s). This formula is not applicable to SINGLE-STAGE, 3-STAGE, 4-STAGE or TWO-TONE type finishes. Finishes of this type should be negotiated after an on-the-spot evaluation. Estimation of material cost should be based upon the full blended panel(s).

Blending may be necessary for adjacent body components to avoid noticeable color variation between newly applied paint and the existing paint of adjacent components or areas. The following formula may be considered in the event this type of procedure is required on an UNDAMAGED panel.

- Each blended adjacent panel or area
50% of blend panel's base refinish time

INCLUDED:

- Back tape opening (handle, lock cylinder, mirror)
- Blend coat application
- Bonding / adhesion coat application
- Clean component (solvent / detergent wash)
- Clean in preparation for material application
- Clear coat application (full blend panel if required)
- Initial wet sand or scuff (when required)
- Mask adjacent panels (3 foot perimeter)
- Mask / close gap between adjacent panels up to foam tape (over spray)
- Mask glass opening
- Mask / protect grille radiator opening (over spray)

- Remove masking

DOES NOT INCLUDE:

- Correction of pre-existent surface imperfections
- Cover / mask recessed edges / jambs
- Damage repair
- Masking of attached parts
- Material costs
- R&I of attached parts
- Wet sand and/or buff for polishing

Feather, Prime & Block

Is the Not-Included refinish 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 Estimating Information page P-3 for information on Welded Panels.

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 areas, or to the area that borders the adjacent undamaged panel(s). Clear coat is then applied to the entire blended panel.

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 blemishes that affect paint texture in order to produce a smooth finish to the entire panel surface. This process is not limited to "nib sanding" or "finessing" which is the removal of isolated dirt/dust particles only. The performance of this operation is NOT INCLUDED in the Mitchell refinish labor time.

The finish sand and buff formula is intended to be calculated as a percentage of the base refinish 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 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).

Repaired Panel Refinish

When a repaired panel is being refinished, the estimator provides time for the repair of the panel. Consequently, the estimator also determines included operations. When Audatex refinish labor is used for repaired panels, Audatex refinish times assume that the panel has been returned to the condition of a new, undamaged OEM panel or equivalent.

Operations that might be considered in the repair refinish time include any steps required to bring the panel to the condition of a new, undamaged panel. This may include feather edge, blow off and clean, mask to prime, tack off, mix etch primer, prime bare metal, mix and apply primer filler, guide coat application, unmask as required and block sand. Panel scuff to facilitate application of clear may also be considered for two- or three-stage refinish.

DETAIL:

CLEAN VEHICLE TO PRE-ACCIDENT CONDITION .