

## Estimated Work Time Premise

The estimated work times reported in this publication are to be used as a GUIDE ONLY. MOTOR recommends a review of the OE service information at the time of estimate preparation to confirm the OE manufacturer repair procedure(s). MOTOR assumes the repair facility is equipped with the necessary tools, equipment, and training to complete any given repair following published vehicle manufacturer repair procedures. Reported times include one test fit of a component and normal adjustment procedures within the range of motion permitted by the fastener(s) or component to ensure proper fit of the individual new part being replaced. Reported times include tube/paddled OEM caulking and seam sealer removal/application on bonded, riveted, and welded replacement panels. Spray-able seam sealer equipment requires preparation and adjustment before application and is NOT INCLUDED IN ESTIMATED WORK TIME.

Estimated work times include capping and covering exposed heating and cooling system, A/C system, oil lines, fuel lines, and electrical connectors to prevent foreign contamination when necessary.

Estimated work time(s) for a component attached with adhesives, welds, and/or rivets includes removal of rivets, welds, weld nugget(s), and component removal. Prepping attachment surface and replacement component(s), drilling as required, deburring, Pyrosil & adhesive application, EMC screws (if required), installing rivets, and welding as necessary.

Estimated work times do not apply to vehicles with equipment other than that supplied by the vehicle manufacturer as standard or regular production options. If other equipment is used, the time may be adjusted to compensate for the variables. Removal and replacement of exchanged or used parts is not considered. If additional aligning or repair must be made, such factors should be considered when developing the estimate. Items not listed under the INCLUDED/DOES NOT INCLUDE heading for any given procedure have not been considered in the estimated work time development for that procedure, unless specified by a footnote. All included/not included items for labor procedures listed are for component R&R and R&I procedures unless otherwise indicated in operation heading.

Many OEMs recommend a pre-and post-repair diagnostic scan on all vehicles involved in a collision that could reveal pre-accident or accident-related damage. Due to the variety of vehicle manufacturer approved scan tools, both OEM and aftermarket, as well as the variation from vehicle to vehicle and repair to repair, MOTOR is unable to develop a time that accounts for these different scenarios. Therefore, MOTOR recommends an on-the-spot evaluation to determine an appropriate estimated time to perform diagnostic scans for each repair. Please refer to OEM position statements and repair procedures for more information.

OPERATION TIMES LISTED ARE BASED ON NEW UNDAMAGED PARTS INSTALLED ON NEW UNDAMAGED VEHICLES AS INDIVIDUAL OPERATIONS. TIME HAS NOT BEEN CONSIDERED FOR ALIGNMENT PULLS, DAMAGE RELATED ACCESS TIME, DAMAGED, USED,

REMANUFACTURED OR AFTERMARKET PARTS. SOME OPERATION TIMES ARE APPLICABLE AFTER BOLTED, ATTACHED OR RELATED PARTS HAVE BEEN REMOVED. REFER TO SPECIFIC FOOTNOTES ATTACHED TO OPERATION TIME LISTING.

**ESTIMATED WORK TIME DOES NOT INCLUDE:**

**SPECIAL NOTATION:**

The items listed below apply to all labor procedures. If an estimated work time is not available for the items below, an on-the-spot evaluation is recommended to determine an appropriate estimated time.

- A/C System, Evacuate and Recharge
- Access to repair information/subscription cost
- Aftermarket & OEM accessories
- Alignment, straightening, or verifying the dimensional accuracy of related parts
- Alignment check of front or rear suspension / steering
- Anticorrosion material restoration / application
- Battery D&R / recharge
- Brackets & braces transfer
- Brakes, bleed and adjust
- Broken glass removal or clean up
- Caulk (non-OEM), sound insulate or paint inner areas
- Clean up or detailing of vehicle prior to delivery
- Computer control module D&R / relearn
- Conversion Vans (special components, equipment and trim)
- Cutting, pulling or pushing collision damaged parts for access
- Damaged or defective replacement parts
- Drain & refill fuel tank
- Drilling, modification or fabrication of mounting holes
- Fabricate templates, reinforcing inserts, sleeves or flanges
- Filling, plugging and finishing of unneeded holes in new parts
- Information label installation
- Maintenance costs of building or equipment
- Material costs
- Pinch weld clamp damage repair
- Refinishing
- Repair information retrieval/lookup
- Reset electronic memory functions after battery disconnect
- Rivet gun set-up or preparation
- Road test vehicle
- Rusted, frozen, broken or corrosion damaged components or fasteners
- Scaffolding/temporary support setup and removal
- Scan tool clear / reset electronic module
- Scan tool diagnostics
- Steering Angle Sensor Recalibration
- Straighten or align used, reconditioned or non-OEM parts
- Structural damage diagnosis and vehicle set up time

- Structural foam removal or application
- Test for water leaks (except Windshield, Back Glass, and Stationary Glass)
- Test panel / Spray caulk
- Testing/trial applications to duplicate OE caulking appearance
- Trial-Fit of a component to verify dimensional accuracy of adjoining parts
- Undercoating, tar or grease removal
- Unprimed bumpers, removal of mold-release agents
- Waste disposal fees (all types)
- Weld through primer / cost & application
- Welded seam surface finishing finer than 150 grit sandpaper
- Welder set-up or preparation
- Wheel or hub cap locks R&I

Footnotes found in a chapter contain vehicle-specific information. The content of footnotes is in addition to, and takes precedence over, information in the Guide to Estimating pages for the operation indicated.

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All updated folders and topics in the Table of Contents display a star and all updates in a topic are marked in [blue](#).

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