

BLEND FORMULA: CHANGES IN BLACK AND WHITE

CCC / MOTOR Edition

Did MOTOR Information Systems (MOTOR) conduct research on the Estimated Worktime Development Methodology for color blend of adjacent panels?

“Throughout the first quarter of 2023, MOTOR reviewed information from multiple sources”

<https://www.repairerdrivennews.com/wp-content/uploads/2023/04/MOTOR-Color-Blend-Press-Release.pdf>



Did MOTOR change the Estimated Worktime Development Methodology for color blend of adjacent panels from how it was previously expressed prior to April 2023?

“MOTOR ... announced today it will make a change to the Estimated Worktime Development Methodology for color blend of adjacent panels within the MOTOR Guide to Estimating (GTE). The change is designed to account for variations in modern vehicle paint refinishing and will be made in October 2023 as part of the company’s standard GTE update schedule.”

<https://www.repairerdrivennews.com/wp-content/uploads/2023/04/MOTOR-Color-Blend-Press-Release.pdf>



Did MOTOR change how the Estimated Worktime Development Methodology for color blend of adjacent panels was expressed in the Guide to Estimating (GTE)?

Color Blend (Adjacent Panels)

Estimated refinish times for color blending should defer to the judgment of an estimator or appraiser following an on-the-spot evaluation of the specific vehicle and refinish requirements in question.

https://help.cccis.com/webhelp/motor/gte/guide.htm#ColorBlending_AdjacentPanels.htm%3FTocPath%3DREFINISHING%2520PROCEDURES%7C 10



Did MOTOR change how the Estimated Worktime Development Methodology for color blend of adjacent panels was expressed in the Guide to Estimating (GTE)?

Three-Stage Color Blend (Adjacent Panels)

Estimated refinish times for color blending should defer to the judgment of an estimator or appraiser following an on-the-spot evaluation of the specific vehicle and refinish requirements in question.

https://help.cccis.com/webhelp/motor/gte/guide.htm#THREE_STAGE_COLOR_BLEND_Adjacent_Panels.htm%3FTocPath%3DREFINISHING%2520PROCEDURES%7C 12



Can MOTOR define what entails a judgement time, following an on-the-spot evaluation?

“A judgment time would be the outcome reached when an estimator or appraiser considers the specifics of the vehicle and repair or refinish operation being evaluated to determine the estimated work time.”



Does MOTOR intend for the absence of a defined time to default to previously published, and now-removed formulas?

“MOTOR removed the previously published Color Blend formulas after determining they may not reflect the many variations encountered with modern vehicle finishes and designs. Citing these variations, MOTOR does not intend to publish a list of included or excluded items specific to Color Blend.”

<https://degweb.org/inquiries/36042/>



Has MOTOR ever defaulted to a judgement time, following an on-the-spot evaluation for other operations expressed within the GTE?

Example 1: REFINISH TIME LISTINGS

Operation times for the application of painted on stripes are not covered in this publication. The time necessary to perform this type of operation should be estimated after an on-the-spot evaluation of required procedure.

<https://help.cccis.com/webhelp/motor/gte/guide.htm#REFINISHTIMELISTINGS.htm?Highlight=on%20the%20spot>



Has MOTOR ever defaulted to a judgement time, following an on-the-spot evaluation for other operations expressed within the GTE?

Example 2: Add If Required

MOTOR Collision Estimating Data is based on the base model vehicle configuration, standard or regular production options, and/or standard replacement operations. “Add if required” operations are for extra procedures necessitated by optional factory equipment or certain collision scenarios that may be encountered. “Add if required” operations should be added to the estimate whenever applicable after an “on the spot” inspection of vehicle damage and/or vehicle options

<https://help.cccis.com/webhelp/motor/gte/guide.htm#ADD%20IF%20REQUIRED.htm?Highlight=on%20the%20spot>



Has MOTOR ever defaulted to a judgement time, following an on-the-spot evaluation for other operations expressed within the GTE?

Example 3: WELDER SET-UP AND WELDING PREPARATION

Due to the different types of welding equipment used in the collision repair industry, labor times for welded replaced parts do not include equipment manufacturer procedural steps for welder setup and/or welding tests and preparation. Each welding machine manufacturer may have its own unique configurations and setup processes. Additionally, there may be vehicle-specific variables that may increase or decrease the amount of welding machine set-up time and pre-weld preparation. MOTOR suggests using an **on-the-spot evaluation** to determine an appropriate set-up and preparation time.

<https://help.cccis.com/webhelp/motor/gte/guide.htm#WELDER%20SET-UP%20AND%20WELDING%20PREPARATION.htm?Highlight=on%20the%20spot>



Has MOTOR ever defaulted to a judgement time, following an on-the-spot evaluation for other operations expressed within the GTE?

Example 4: Stone Chip Guard (Protective Material)

Vehicle manufacturers may apply a spray-on, chip-resistant coating to protect the vehicle's finish from chipping. This type of coating may be named differently depending on manufacturer i.e.; Stone Guard, Soft-chip Primer, PVC Chipping Primer, Chip Guard, Gravel Guard etc. This type of coating is designed to reduce paint chipping; appearance varies from textured surface to a smooth surface. Chip-resistant coatings may be applied to the vehicle's lower body and/or leading edges of the body. Refer to OEM service repair information for specific location, repair recommendations and/or replacement product(s). MOTOR recommends following OEM service repair information for replacement of these materials following a thorough **on-the-spot evaluation** of vehicle and damage in question.

https://help.cccis.com/webhelp/motor/gte/guide.htm#STONE_CHIP_GUARD_Protective_Material_.htm?Highlight=on%20the%20spot



Has MOTOR ever defaulted to a judgement time, following an on-the-spot evaluation for other operations expressed within the GTE?

Example 5: Windshield Glass

SPECIAL NOTATION:

Glass, moldings, mounting studs or mounting flange may be damaged or broken during normal service procedures on some applications. MOTOR advises that these factors be considered before performing glass operations in the event unavoidable damage occurs. Time for the removal of old adhesive, clean and preparation of sealing surfaces (vehicle and/or glass) should be estimated after an **on the spot evaluation**.

<https://help.cccis.com/webhelp/motor/gte/guide.htm#WindshieldGlass.htm?Highlight=on%20the%20spot>



Has CCC Intelligent Solutions (CCC) released an update to reflect MOTOR's revision that color blend of adjacent panels will defer to the judgement of an estimator or appraiser?

“Per MOTOR's revision, the refinish time associated with color blend of adjacent panels will defer to the judgement of an estimator or appraiser. This change impacts both two-stage and three-stage blend procedures.”

<https://cccis.zendesk.com/hc/en-us/articles/20080680958356-CCC-Estimating-Automotive-Color-Blend>

