

FEATHER, FILL AND BLOCK

Presented below are copies of articles supplied by the Society of Collision Repair Specialist (SCRS) and the Automotive Service Association (ASA). The TCRA is an affiliate of the SCRS. After reading the following position statements one should have a working knowledge of the subject of Feather, Fill and Block. The TCRA position follows that of the SCRS, CIC and ASA position.

SCRS Website Position Statements Collision Industry Congress Position Statement Estimating Committee – April 2006

The repair process associated with damaged painted body panels typically involves multiple operations; body repair, feather, prime, block, and refinish. The body repair process includes metal finishing and/or the use of body fillers to return the body panel to its undamaged contour. The repaired area is finished to 150 grit and free of surface imperfections. Feather, prime and block are not-included refinish operations that complete the process from 150 grit to the condition of a new undamaged panel. The refinish process starts at the condition of a new undamaged panel and is outlined and documented in printed and/or electronic time guides. The body / paint labor and materials necessary to prepare the repaired area from 150 grit to the condition of a new undamaged part is a valid and required step in the process. The labor and material allowance for these operations requires an on the spot evaluation of the specific vehicle and damage.

Thursday July 19 2007

ASA States Position on Feather, Fill and Block Procedure

The Automotive Service Association (ASA) board of directors has approved a position statement on the "feather, fill and block" procedure presented by the ASA Refinish Subcommittee. The subcommittee drafted the text under the direction of subcommittee chairman Dan Stander of Jerry Stander's Collision Works in Littleton, Colorado.

The approved statement officially presents the association's position that as an industry standard, the process of "feather, fill and block" occurs during the refinish process of a repair. ASA recognizes the necessity of this process to provide the consumer with the highest standard of repair and craftsmanship in regard to the refinish process of a repaired panel.

ASA also acknowledges the "gap" (as defined by the Collision Industry Conference and addressed by the major information providers within their estimating guides) between preparation steps needed to raise the condition of a repaired panel to that of a new and undamaged panel.

In addition, ASA is aware of the lack of payment for this necessary procedure and strongly encourages insurers to acknowledge this action and compensate repairers accordingly for the labor and materials associated with this operation.

"This is such a prevalent issue. With rare exception shops are simply not compensated for the feather, fill and block steps after each panel is straightened," said Darrell Amberson, AAM, ASA's Collision Division director and president of Lehman's Garage in Bloomington, Minnesota. "CIC has provided a clear definition and it's time to implement steps to include this part of the repair process on estimates. Even though the database providers acknowledge the process, there is no automated system currently. It is up to the user to make a manual entry on each estimate. All who make compensation based on our industry's estimating systems, particularly insurers, should recognize these steps and make appropriate allowances."

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Tennessee Collision Repairers Association
Position Statement
Feather, Fill and Block
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The procedures defined as "Feather, fill and block" are required to bring the damaged panel back to a condition that replicates a new un-damaged panel for the purpose of refinishing as determined by ASA in actual test on actual automobiles. Time studies done by ASA on various makes and models of vehicles show that this procedure takes 0.3 to 0.4 hrs per square foot of damaged area. Since this procedure fills the gap left after the straightening is done, it is considered to be part of the refinish operation and should therefore be considered in the material calculation.

Feather, Fill and Block is a procedure that is recognized by the ASA, CIC and SCRS, and because this association prescribes to the standards set forth by the CIC and SCRS, Feather, fill and block is recognized by this association as a standard procedure that should be listed as a separate line item on any repair order that involves panel repair and or cut/weld replacement panels.

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