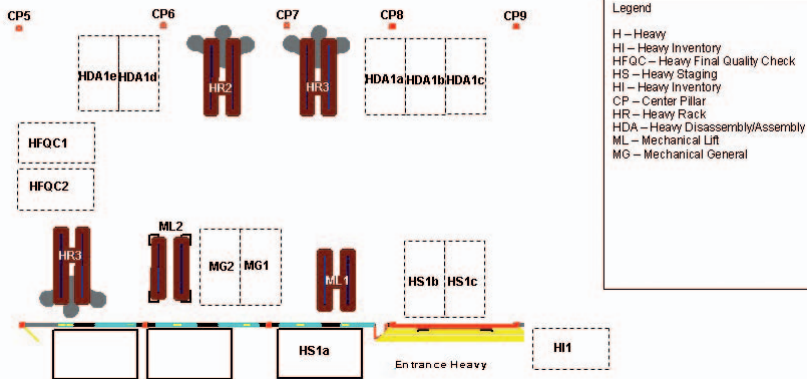


Repair and Mechanical Department – Detail View

Category 3 and Offline Repairs

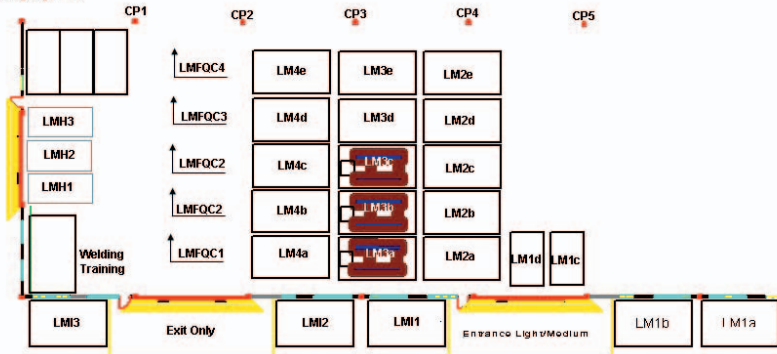


This diagram outlines an area of a facility dedicated to handle the more severely damaged vehicles and mechanical work, and it isn't much different than what we've done for 40 years. The photos below show how the diagram becomes a reality.



Light and Medium Repair Department – Detail View

Category 1 - 3



Legend

LM – Light/Medium
CP – Center Pillar

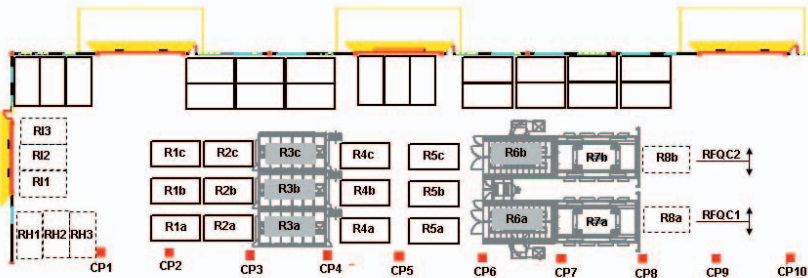
LM1 – Light/Medium Inventory
LMH – Light/Medium Hold

LMFQC – Light Medium Final Quality Check

This diagram is a departure from conventional job-shop thinking and introduces linear-processing concepts. It outlines a five-lane system that includes lane categorization based on severity. Each lane is to be loaded according to severity, even within each category. Vehicle lanes all begin with staging before entering the disassembly lanes. Disassembly may be necessary at the staging locations (LM1c and LM1d). Once the vehicle enters the production lane, it moves forward through the processes. The photos below show how the diagram becomes a reality.



Refinish Department - Detail View



Legend

R – Refinish RI – Refinish Inventory RFQC – Refinish Final Quality Check
 CP – Center Pillar RH – Refinish Hold

The key distinction here from other linear-processing paint departments is the extensive breakdown of individual stages within the refinishing process. Normally there's a pre-preparation area, the prep station and then the booth. The diagram shows the addition of vehicle placeholders for when volume increases to handle variations of severity upon demand. The system also uses IRT drying units – both portable (in front of the priming stations) and as a separate drying oven in front of the spraybooths – to assist in the speed of processing. The photos below show how the diagram translates into reality.

