

Vehicle Identification

File Number: 052726-1

Inspected For: NSPXN

Appraiser ID #: NSPXN1520

Request Type: Comprehensive: Guidelines + Estimate + Photos (with VIN check)

Claim #: *****4302 (Redacted only for Sample - Full Claim # is shown in the actual file)

VIN (from estimate/photos): *****48466 (Redacted only for Sample - Full VIN is shown in the actual file)

VIN verification (estimate vs photo): VIN matches across estimate, closing report, and windshield photo (Photo 8, p1, p13)

Vehicle: 2024 Honda CR-V EX-L AWD

Odometer (from estimate): Not confirmed from provided evidence.

Compliance Score: 90

Redacted PII: Successful OK

NSPXN.com Condition Summary**## Detailed Condition Report**

The subject vehicle, a 2024 Honda CR-V EX-L AWD, sustained significant damage to the left rear (07 Left Rear point of impact per p1, p13). The loss is consistent with a side/rear collision, as evidenced by the extensive deformation and scraping to the left quarter panel, left rear door, and adjacent panels (Photos 12 31). The impact height is documented with Keson tape measurements (Photo 7), in compliance with client requirements.

The left quarter panel exhibits severe deformation and tearing, requiring sectioning and replacement with an LKQ panel (+25% markup, p5/L79, p11). The left rear door and left front door are both replaced with OEM shells (p4/L36, L57), with associated trim, moldings, and water deflectors replaced as needed. The estimate also includes replacement of the left wheelhouse liner (LKQ, p5/L86), left tail lamp (CAPA, p5/L102), and rear bumper cover (CAPA, p5/L105), all sourced from documented suppliers (p11 12).

Repair operations are appropriately considered before replacement, with several panels (e.g., left aperture, p3/L26; fuel door, p5/L83) marked for repair or blend as feasible. Structural repairs include setup and measure (2.0 hrs, p6/L119), unibody structural repair (2.0 hrs, p6/L120), and damage correction from unibody clamps (p6/L121). Frame labor is itemized at 4.0 hrs (p6), and four-wheel alignment is included as a sublet (p6/L122).

Refinish operations are detailed, with overlap deductions and clear coat add-ons applied per panel (p3 5). Paint supplies are calculated at 18.7 hrs @ \$46/hr (\$860.20, p6), and all labor rates are consistent with local prevailing rates (\$55/hr for body, paint, and frame labor, p6). Miscellaneous charges (cover car, hazardous waste, color tint, sand/buff) are also included (p6).

The estimate totals \$10,818.31 (p6), with sales tax applied at 8.75%. No betterment or prior damage is noted (p6, p13). The repair facility information is complete and matches the closing report (p13). The estimate uses a mix of OEM, CAPA, and LKQ parts, with CAPA certification documented for non-sheet metal components (p11 12).

Estimate integrity is high, with clear alignment between the documented damages, parts sourcing, and labor operations. However, the file is missing a photo of the odometer (required), and the estimate does not list the shop's email address or tax ID number as required by client rules. All other major documentation and photo requirements are met, including VIN, license plate, 4-corner, and detailed damage area photos.

Client Guidelines Comparison

- **Estimate must list all admin info for yard or shop, including email address and tax ID number.**

Not Aligned. The estimate does not list the shop's email address or tax ID number. (p6, p13)

- **Odometer photo is mandatory.**

Not Aligned. No odometer photo is present in the file. (Photo review, summary)

- **POI measurement photos must show Keson Rod touching the ground.**

Aligned. Impact height is documented with Keson tape measurements, showing contact with the ground. (Photo 7)

- **4-corner, VIN, license plate, and at least 4 damage area photos required.**

Aligned. All required photos are present except for the odometer. (Photos 12 31, summary)

- ****Always consider repair before replace; use LKQ/Recon/AM day 1 and up.****
Aligned. Repairs are considered before replacement, and a mix of OEM, CAPA, and LKQ parts is used as specified. (p3 5, p11 12)
- ****Only approved certified sheet metal and CAPA/Platinum Plus/Diamond Standard non-sheet metal parts.****
Aligned. CAPA certification is documented for non-sheet metal components; LKQ and CAPA parts are used appropriately. (p11 12)
- ****Frame setup and measure must be written at 1 2 hours at body rate.****
Aligned. Setup and measure is written at 2.0 hrs at the body rate. (p6/L119)
- ****Do not include blends, R&I s, or scans if vehicle is not at a shop.****
Aligned. Vehicle was inspected at a shop; blends and R&I are included appropriately. (p1, p13, estimate lines)
- ****Paint & materials must be modeled at a flat \$46/hr rate for refinish hours.****
Aligned. Paint supplies are calculated at 18.7 hrs @ \$46/hr. (p6)
- ****Repair facility information must match closing report.****
Aligned. Repair facility information is complete and matches the closing report. (p13)
- ****No betterment or prior damage unless documented.****
Aligned. No betterment or prior damage is noted. (p6, p13)
- ****Advisor Report must be included with all estimates.****
Not Evidenced. No explicit mention or evidence of Advisor Report inclusion in the provided narrative or evidence.

Compliance Score Rationale

Starting from 100.

Starting from 100:

- Estimate does not list the shop's email address or tax ID number as required by client rules. Deduction: -5
- Odometer photo is missing from the file, which is a mandatory client photo requirement. Deduction: -5

Final compliance score: ****90****.

Total = 100 - 5 - 5 = 90.

Approximate Repair Cost Breakdown

The estimate totals \$10,818.31, broken down as follows (p6):

- Parts: \$4,132.45 (mix of OEM, CAPA, and LKQ, with supplier documentation p11 12)
- Body Labor: 64.0 hrs @ \$55/hr = \$3,520.00
- Paint Labor: 18.7 hrs @ \$55/hr = \$1,028.50
- Frame Labor: 4.0 hrs @ \$55/hr = \$220.00
- Paint Supplies: 18.7 hrs @ \$46/hr = \$860.20
- Miscellaneous: \$187.00
- Sales Tax: \$870.16 (8.75%)

All costs are supported by the estimate and consistent with the observed damages in the photos. Paint & materials are modeled at a flat \$46/hr rate for refinish hours, as required.

Fraud Detection

No material inconsistencies found. VIN matches across estimate, closing report, and windshield photo (Photo 8, p1, p13). License plate is consistent (Photo 9, 10). Damage photos (Photos 12 31) align with the described loss and estimate. No evidence of photo tampering or duplicated images.

Conclusion

The file documents a substantial left rear collision to a 2024 Honda CR-V EX-L AWD. The estimate is thorough, with appropriate use of repair and replacement operations, and parts sourcing aligns with client guidelines (CAPA/LKQ/Aftermarket as specified). Paint and materials are properly itemized. The file is missing an odometer photo and does not list the shop's email or tax ID on the estimate, resulting in a compliance score of 90. All other documentation and photo requirements are met, and there are no material inconsistencies or fraud indicators. The estimate total of \$10,818.31 is well-supported by the evidence.

Disclaimer:

This report was generated using artificial intelligence. AI systems may make errors or misinterpret visual information. All photos, damage descriptions, conclusions, and findings must be independently reviewed and verified by a qualified appraiser before preparing or finalizing any repair estimate.