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## Harley flat rate labor guide

\$9.00 2017 Harley Job Time/Flat rate/Code Manuals Share on Twitter Share on Facebook Pin this product Share via Email Job Time/Flat rate/Code Manuals All 2017 Harley-Davidson Models Dear Dealer/Technician: The enclosed 2017 Harley-Davidson Job Time / Code Manual provides the flat rate time allotments for service and repair of 2017 model year Harley-Davidson vehicles; Please note that we use realistic shop procedures and hand tools in establishing the flat rates and, accordingly, believe that the allotted times are sufficient for a properly trained technician using appropriate techniques, tools and equipment to perform each of the jobs within the flat rate.As in the past, we encourage utilization of the enclosed forms to identify any flat rate code which you believe should be adjusted.In addition, Customer Service will be placing greater emphasis on failure analysis and problem cause.To help us accomplish this, we have made changes to the electrical sections of our service manuals, the Job Time/Code Manual, and the condition codes.The technician can follow the diagnostic path in the service manual, correct the problem, and write the appropriate code from the service manual on a work order. Page 2 Dear valued Motorcycle Manual Download Customer, Finally we made it, and after 2 months of work we published our new online shop. Please note that due to the new flexible design and the completely new structure, your old username/passwords will not work any longer. Please setup a new account, or use our new Guest checkout option. Best regards Your Motorcycle Manual Download Team Subtotal \$9.00 Total \$9.00 Motorcycle Repair Shop Software Motorcycle Repair Shop Software good for\* Motorcycle repair shops.\* Motorcycle custom build shops.\* School shop programs or anyone that needs a Motorcycle shop program. Tracking your Motorcycle repairs is similar to working on any vehicle. Our repair order software does a very good job of tracking your customers, repair history, inventory, labor and more. Download the free trial and try the software yourself. A Testimonial From "On Wings of Gold, LLC." Motorcycle Shop in Brandon, FL"We are really liking the software. We looked all over for one that would work with an independent motorcycle shop and we finally found you. We are able to put our show room items and special order items in the system and can track everything. Don and the gang at Digital Wrench are great to work with. Keep up the work."Gordon Bacus On Wings of Gold Brandon, FL also want to that you for making this program! I had been looking for a program that dealt with motorcycles for several months I had some that came close but nothing as perfect as this one. Your support is absolutely wonderful also. I appreciate all the help you guys have been throu our learning curve. Keep up the good work!Thank you again, Suzie K.Manager ofS&S Performance Cycle Create packages with all the labor detail, parts, and any possible disposal fees and bring them into your repair orders with just a few clicks.Repair Order entry is fast and easy/Looking up prior repair order history can be done in seconds, no more digging through file cabinets.Customers can have as many motorcycles as you need. Motorcycle Shops Love Digital Wrench! I also want to that you for making this program! I had been looking for a program that dealt with motorcycles for several months I had some that came close but nothing as perfect as this one. Your support is absolutely wonderful also. I appreciate all the help you guys have been throu our learning curve. Keep up the good work! Suzie K. Manager of S&S Performance Cycle "I ABSOLUTELY LOVE THE DIGITAL WRENCH SOFTWARE WE ARE NOW USING AT www.Busabikes.com It hasbeen an amazing easy transition to this system. I would recommend this to anyone. It works with such ease. It is user friendly and reliable! And the customer support is AWESOME!!Tammi Turner - Busa Bikes Thank you again... Imagine doing a repair on a Motorcycle and 8 months later the customer returns without his invoice. With the click of a couple buttons, and just a few seconds, you can find the customer by their last name and view the repair order, all the parts and labor done. Think how this can improve how you work at your Motorcycle repair business.Let's say you have a good customer come in to get their Motorcycle repaired. You know them well and would give them credit to charge part of the repair order. With Digital Wrench you can take partial payments on work in progress or a finished work order. Want even more flexibility? Do you want inventory control? Add the minimum quantities into your inventory items and when you reach that level it will be put in a suggested reorder list for you. You can then look at the history of that part and decide if or how many you want to order.Our Motorcycle repair order program can help you gain control and save time in your business. Download the free trial and call us if you have questions.Please call 1-800-457-7818 for questions or to place an order.Note: VMT Software is located in Oregon which is Pacific time. Eastern and Central time zone please remember to adjust your time when calling. We open at 9am which is noon Eastern and 11am Central time. We close at 5pm which is 8pm EST and 7pm CST. Import for Spader labor guide in version 5.0.07 and above. Flat Rate Manual/Flat Rate billing can be the key for synchronizing the sales, service, and accounting departments, especially in the eyes of your customer. Spader Business Management has served as a data warehouse, collecting flat rate information from dealers in the marine, powersports and RV industries since 1989. These flat rate products reflect the compiled information of service departments just like yours from all around the U.S. and Canada.The Powersports manual includes more than 12,800 different flat-rated jobs for:ATV/Jeet BoatsMotorcyclesPersonal Water CraftPower EquipmentSand BuggiesSnowmobilesTrailersUtility VehiclesAlong with the hundreds of jobs for several other brands, special contributions from Bombardier dealers (Sea-Doo and Ski-Doo) make this a great value for dealers handling those products. Are you looking for a easy to way to find finished repair orders?Are you looking for a simpler and more effective approach to repair order software that's easy to use? We've created repair order solutions that give you the tools you need for your business. When you want help with repair orders, inventory managing, history, customer tracking, income, taxes and many other essential processes, Digital Wrench can help. Your search for functional and user-friendly software is over. The trial is free and doesn't ask for any payment information, so give it a try Are you in search of a simpler and more effective approach to functional repair order software? Look no further! We've created work order solutions that give you the tools you need for your business. When you want help with repair orders, inventory managing, history, customer tracking, and many other essential processes,Digital Wrench can help, your search for functional and user-friendly software is over. Looking for a simpler and more effective approach to functional repair order software? We've created work order solutions that give you the tools you need for your business. Watch a Simple Repair Order - Discussion Starter · #1 · Mar 8, 2014 Every Saturday, a bunch of guys meet up at the dealership to shoot the bull and have a few beers even if there isn't a event going on. I was up there and decided that I was going to spend a little of money. I was going to buy the nostalgic footboard inserts, brake pad and shifter pegs. A little over \$200 for the mods. I went to the service dept prior to buying to see what they would charge to put it all on since I was going to be hanging around for a little while, plus they didn't seem to be very busy. The guy told me he would charge me one hour, (\$95.00) and that was giving me a break because the book said 1.2 hours. I told him that even 1 hour was BS. I shouldn't have, but I went ahead and bought the parts from this dealer. I installed everything myself in 25 minutes today. What's up with 1.2 hours when it basically should be 1/2 hour? I just don't get it. · Ben; You sat down and put all the parts on in 25 minutes. Here's the dealer breakdown for the install. Remove old footboard inserts 2 minutes, go to break room and get a cup of coffee, talk to cute girl that answers phone, 20 minutes. Saunter back to work station via motorclothes area & say hi to girls there, 5 min. Start installation of new footboard inserts, & jam screwdriver through 2 isolators before finding WD40 to use as lube. Finish installing inserts 20 min. Find Service mgr. and ask how much to charge you for "shop supplies" (the WD40). Argue with him for 10 minutes, because this is his first week in a Harley shop, 15 minutes. Retirn to work area pissed off because he said not to charge for 3 squirts of WD40, and tell guy in next stall what a dumb ass the new S.M. is. 10 min. Remove old shift peg, & answer text from buddy about riding later, 10 minutes. Install new shift peg without locktite (screw the locktite, we ain't getting paid for shop supplies) 5 minutes. Remove old brake pedal & install new one 5 min. Wipe spilled coffee off your seat & some of the fingerprints from the tank and heat shields 15 min. Put old parts in bag & notice shift peg is missing, look around the shop for it, find it on the wall outside where you left it while texting your bud 10 min. The wall is close to the breakroom, so swing by to see if any of the girls are there, but no joy. Ah hell, might as well take a dump while near the men's room. Find new Thunderpress in stall, read it cover to cover, then return to work area, 20 min. Take ticket to service desk, and tell them how they are loosing their asses on accessory installs, because they are only charging 1.2 hrs., and it took 2 hours & 17 minutes. Ben; that was probably the best deal you were offered all day. · Discussion Starter · #3 · Mar 9, 2014 Damn Breeze, you know those guy's like the back of your hand. You're not a Harley Tech by chance are you? LMAO while reading your post...Thanks. · Pete, that sure sounds like most of the guys in the back that I know. Break out a box of donuts in the showroom, and all work in the back stops. · before i got into the electricians union i was planning on becoming and auto mechanic and i was told u can make good money or u can not. the way they do it is like u said its in the book thats an average job lets say the book says an hour for the job now a fast mechanic will have it done before that and on to the next job but is still getting paid for an hour job even tho he is onto the next one but if u take more than an hour ur still only getting an hour job pay. now thats how it was explained to me if im wrong i apologize but please no bashing haha hope this helps Yes. This is how it's done. · Flat Rate book time. Dealer has a book that he looks up time (Called an Estimator's Labor Guide) and looks up the labor for each job. Some jobs, labor overlaps, giving the dealership more money. IE: Rear rotor replacement and getting a new rear tire at same time. A service manager can write the estimate as: Rear rotor R&R .75 hours., Rear tire replacement, .5 hours. (It's 1 hour for front and rear tire R&R) That's 1.5 hours labor (book time) but in reality, they have to take the rear rim off to do the tire. It depends on the customer and the service manager writing the work order. · I have always questioned the "book." It can be frustrating. It can help you though. If the tech would have snapped a bolt and had to spend an extra 45 minutes dealing with that, it would be on their dime. Ever. Snapped bolts or "issues" are paid for straight time, by the vehicle owner. Even if the tech broke the bolt cause he's a ham-fisted moron, it'll never be written off as his fault, unless you saw him screw up.... Snapped bolts, stripped heads and the like, are all common and expected issues when dealing with older vehicles. It's straight time to correct these issues. (Time and parts) If the shop is honest....they'll fix the problem they created, on their dime. But it's rare. In the 50's, book time had to be re-written when air tools started to become the norm.... Guys were making great money if they could afford air tools, because book time was written for strictly hand tools. Now it's all air tools. · Never. Snapped bolts or "issues" are paid for straight time, by the vehicle owner. Even if the tech broke the bolt cause he's a ham-fisted moron, it'll never be written off as his fault, unless you saw him screw up.... Snapped bolts, stripped heads and the like, are all common and expected issues when dealing with older vehicles. It's straight time to correct these issues. (Time and parts) If the shop is honest....they'll fix the problem they created, on their dime. But it's rare. In the 50's, book time had to be re-written when air tools started to become the norm.... Guys were making great money if they could afford air tools, because book time was written for strictly hand tools. Now it's all air tools. I've never had a mechanic charge me for such things. They call me and say it's going to cost "X," and when I get there I pay "X." Maybe I've just never been lucky enough to have had an issue. Sorry for the misinformation. Proof you have good mechanics. Some snapped bolts can be time consuming. Front exhaust stud: Can result in having to remove a head. Studs rust. Studs break. There's a way to take them out, and if you have the experience, it's not just yank and hope for the best. The quality of the mechaic speaks volumes regarding the number of broken bolts he has to fix. As does the overall maintenance of the vehicle. When I put my lift kit on my Jeep, I read all kinds of horror stories about how hard it was due to rusted bolts. I read about multiple attempts to pull the pittman arm and broken pullers, etc. My Jeep was almost 20 years old when I bought it, but it had been well taken care of. I had zero issues. Some things were difficult, but not impossible. I think the fact that it had been well maintained, made the whole job much easier. · If a mechaic knows a vehicle, there's certain bolts that are known problems. Also, an experienced mechaic also knows what it feels like if a bolt is going to snap. It's not like you're putting a wrench on it and all of a sudden, \*SNAP\* ...it's broke. Heat and patience are a mechaic's best friend. Oh ...and beer. Can't forget beer. · This, again? You know, fellas, I've been on both sides of this issue, which seems like will never die. And somehow only seems to come up when dealing with mechanical work. Maybe that's because there are some operations that repair shops do that some vehicle owners can do themselves if they want to or have the tools and inclination to do it. Why don't we hear it about the so-called "professions" -- doctors, lawyers, etc. There has to be a labor time guide in place. The truth of the matter is, that if you have a properly trained, experienced, proficient tech working in a fully equipped shop, he should be able to complete the repair in less time than the book time. Which, incidentally, also allows a percentage of the time stated for handling the vehicle, admin time, retrieving parts, test driving to verify the repair, etc. It's true that not every repair requires all of those operations, but most do. And most customers whose choose to have their work done in a professional repair shop expect that level of quality and proficiency for their money. Today's machines take a very high level of training and investment in tools and equipment for proper diagnosis and repair. Whatever we do for a living, we expect to get paid fairly for it -- and sometimes we expect to "hit a home run" on a particular job when we know the task well and everything goes just right. Why do we seem to expect mechanical repair work to somehow not qualify for that too?? I've never known very many rich mechanics. So maybe the prices are not as exorbitant as so many seem to think they are. -- Best line I ever heard.... "They pay the mechaic \$20 an hour, but charge me \$80 an hour. That's \$60 an hour PROFIT!" Yep.....works just like that. Tools, schools, scanners, scanner updates, rent, supplies, uniforms and lifts are all free. · Don't forget Saturday morning coffee and donuts! :laugh: · Best line I ever heard.... "They pay the mechaic \$20 an hour, but charge me \$80 an hour. That's \$60 an hour PROFIT!" Yep.....works just like that. Tools, schools, scanners, scanner updates, rent, supplies, uniforms and lifts are all free. Floor plan payment, insurance, lawyer, and book keeper get a taste too! When I managed the Yamaha shop, I would be so happy when we had a big month. The owner always sat me down, and had ME write out all of the checks for him to sign at the end of the month. Check by check, I saw my commission slipping away. :fztz: Floor plan payment, insurance, lawyer, and book keeper get a taste too! When I managed the Yamaha shop, I would be so happy when we had a big month. The owner always sat me down, and had ME write out all of the checks for him to sign at the end of the month. Check by check, I saw my commission slipping away. :fztz: What a dirty trick!:fztz: harley davidson flat rate labor guide 2019. harley davidson flat rate labor guide 2017





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