



May 20, 2026

Hello everyone,

In April, we announced a new classic vehicle labour rate and a new destructive weld test policy [would be introduced later this spring](#). I'm following up to provide new details on those items. I'm also sharing updated considerations when using a sublet provider. These items are being added to Material Damage Procedures, and are effective immediately.

I'd also like to take this time to remind you the new [Material Damage Direct Billing Terms announced earlier this year](#) will take effect on June 1.

Classic vehicle labour rate

We're introducing a new labour rate for work completed on classic and vintage vehicles. This new labour rate matches the same rate schedule as the exotic rate introduced last summer. The combined rate will now be called the exotic and classic rate.

Full details of the new [exotic and classic labour rate policy](#) can be found in the Material Damage Procedures. Vehicle [eligibility can be found on the partner's page](#).

Destructive weld test policy

We are introducing compensation for [destructive weld testing](#) required by Original Equipment Manufacturers (OEM) when replacing weld on body components.

A DESTRUCTIVE WELD TEST template line is now available in Mitchell Cloud Estimating (MCE) at 0.5 hours per applicable claim. Full details of the [destructive weld policy](#), including [how to add it to your estimate](#), can be found in the Material Damage Procedures.



Sublet repairs policy

We've updated our [sublet repairs policy](#) to help clarify when subletting out work is appropriate.

Collision Repair Program participants should only accept work when they are capable of performing safe, proper repairs. We understand that in some situations, subletting may be the best way to facilitate cost-effective, timely, and industry appropriate collision repairs. Sublets should not be done routinely for repair operations that are typically and reasonably performed in-house by collision repair facilities.

Sublet repairs may be appropriate if the required repair work is not typically performed in-house by a collision repair facility. Reasonable sublets include:

- Repairs that require specialty tools and training, such as ADAS calibrations, or repairs that manufacturer procedures require to be completed by an Automotive Service Technician.
- Situations where no local collision repair facility has the required capability.
- Use of a sublet facility to reduce overall claim costs, such as mechanical repairs to make a vehicle safe to drive until full repairs can be completed.

Repairs that can reasonably be performed in-house by a collision repair facility will be paid at ICBC prevailing rates, regardless of the amount invoiced by the subcontractor. Eligible sublet repairs billed above the Mitchell flat rate time and/or ICBC's applicable program rate can be entered on the estimate for consideration, in accordance with the MD Claims Procedures.

For more details, refer to the [sublet repairs policy](#).

How to apply sublets on an estimate

Eligible sublet repairs may be paid at the rate charged by the sublet supplier, using the new SUBLET RATE DIFFERENCE Mitchell Template Line item.

For more information on how to apply the SUBLET RATE DIFFERENCE Template Line, refer to the applicable new procedure:

- [Apply sublet costs to an estimate when labour time for a sublet operation is listed in Mitchell](#)
- [Apply sublet costs to an estimate when labour time for a sublet operation is not available](#)

Supporting collision repair facilities

If you have any questions, please reach out to your MD Account Services representative. We're here to help.

Thank you for all you do to serve our mutual customers.

Sincerely,

Troy Campbell

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