

# Best Practices for Realized Parts Savings (RPS) Success

Realized Part Savings (RPS) is part of the Parts Autonomy program, which measures savings that can be generated by using alternate parts in the automotive repair process. Repair shops rarely meet their RPS target if only using aftermarket parts. So, when cost-effective, and when vehicle mileage is over 20,000 kilometres, RPS success can be achieved by adding recycled parts to the process. This can be done by searching Car-Part Pro.

Repair shops are required to maintain a three month RPS score above 0%. If a shop's score falls below 0%, their RPS performance will be reviewed. For further details, please refer to the [Parts Autonomy Status Update](#) Notice to the Trade.

Below is a checklist of some best practices to assist in ensuring an RPS score above 0% when writing estimates and supplements:

	Yes	No	N/A
<b>1. Ensure Accurate Data Entry to Avoid Negatively Impacting RPS Score</b>			
• Are there custom aftermarket parts? (If yes, use long expansion to add to the estimate, as applying a custom aftermarket part that is higher than the OE price will give you a negative RPS score.)			
• Have you selected the correct OE part in CEG to ensure the proper aftermarket part populates (with no manual overrides)? (If no, ensure the correct OE part is chosen. For example, do not select a manual mirror. Instead, delete the incorrect part and select the correct part to match the invoice of a power mirror.)			
• Have you used the quantity option? (If yes, do not, as alternate parts are not sourced correctly when using this feature.)			
• Have you overridden OE prices in an attempt to gain RPS? (Overriding the OE price and entering a lower amount will not result in RPS.)			
<b>2. Make Good Repair/Replace Decisions</b>			
• Have you reviewed parts on the estimate to ensure a good repair/replace decision has been made? (Repairing these parts instead of replacing when a cost effective proper repair option is available is important because good repair/replace decisions reduces the number of parts with no RPS options.)			
<b>3. Do Not Miss Aftermarket Parts Selection</b>			
• When adding parts to a supplement, always ensure your alternate parts profile is current. Is it? (If no, update and refresh as this is especially important when supplementing older estimates.)			
• Have aftermarket part options been reviewed when writing a DR estimate?			
• Is there an opportunity to add aftermarket mechanical/undercarriage parts to the estimate as these parts can be priced up to a maximum of OE less \$1.00? (This is important as MPI estimators only add OE mechanical/undercarriage parts to the estimate.)			
<b>4. Ensure Estimates Include Recycled Parts</b>			
• Is the vehicle mileage over 20,000 kilometres? (If yes, proceed with the Car-Part Pro search. Any part that populates for OEM less \$1.00 or lower can be selected for use or price match.)			
• If step one did not return any suitable recycled parts options, have you used the <a href="#">Self-Supplied Recycled Parts Process</a> to either locate additional options from local suppliers not in the program, or simply for price matching purposes?			
• Are the configuration changes for option 2 correct? (If no, ensure Ignore Delivery, Canada, List Certifications, and All Part Grades are selected?)			
• Have you reviewed the option 2 results for Canada-wide pricing options and local inventory without pricing? (This option allows you to identify recycled parts options and price ranges from other markets for the purpose of price matching, or to locate available inventory from local suppliers, without the need to make phone calls.)			
<b>5. Maximize RPS Opportunities</b>			
• Is there a greater opportunity for RPS than the indicated target? (If yes, decide if you need to exceed the target to offset claims where few opportunities exist.)			