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31 - Collision Information

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Warning

SAFETY NOTICE

CAUTION: All service and rebuilding instructions contained herein are applicable to, and for the convenience of, the automotive trade only. All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service produces recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., since careless removal may cause personal injury. Always wear safety goggles when working on vehicles or vehicle components.

It is important to note that this publication contains various Cautions and Warnings. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these Cautions and Warnings cover only the situations and procedures Chrysler Group LLC has encountered and recommended. Chrysler Group LLC cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, Chrysler Group LLC has not undertaken any such broad service review. Accordingly, anyone uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety, will be jeopardized by the service methods they select.

USE OF HEAT DURING REPAIR

WARNING: Chrysler Group LLC engineering's position on the use of heat during collision repair is as follows:

- Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.
- During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler Group LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

This statement supersedes any previously released information by the Chrysler Group LLC.

Failure to follow these instructions may result in serious or fatal injury.

Standard Procedure

SERVICE AFTER A SUPPLEMENTAL RESTRAINT SYSTEM DEPLOYMENT

Any vehicle which is to be returned to use following a Supplemental Restraint System (SRS) component deployment must have the deployed restraints replaced. In addition, the following guidelines **MUST** be observed.

- **Following ANY major vehicle impact damage in the vicinity of an impact sensor or the ORC** - It is critical that the mounting surfaces and mounting brackets for the Occupant Restraint Controller (ORC) and front impact sensors located within the proximity of the impact damage be closely inspected and restored to their original conditions. Because the ORC and each impact sensor are used by the SRS to monitor or confirm the direction and severity of a vehicle impact, improper orientation or insecure fastening of these components may cause airbags not to deploy when required, or to deploy when not required.
- **Following ANY airbag deployment event** - The child seat upper tether anchor and all interior trim panels must also be inspected.
- **If the driver airbag is deployed** - If the Driver AirBag (DAB) has been deployed, the DAB, the clockspring, the steering column assembly including the intermediate shaft and coupler, both front seat belt retractor and tensioner assemblies and all seat belt buckles in use must be replaced. The front impact sensors must also be inspected.
- **If the passenger airbag is deployed** - If the Passenger AirBag (PAB) has been deployed, the PAB, the PAB wire harness or connector and the instrument panel top pad must be replaced.
- **If a seat belt tensioner is deployed** - The seat belt retractor tensioners are deployed in conjunction with the front airbags. All seat belt tensioners must be replaced if any airbag in the vehicle has been deployed.

The components identified with the deployed SRS components in the preceding list are not intended for reuse and will be damaged or weakened as a result of an airbag deployment, which may or may not be obvious during a visual inspection. All other vehicle components should be closely inspected following any SRS component deployment, but are to be replaced only as required by the extent of the visible damage incurred.

SQUIB CIRCUIT DAMAGE

In addition to the preceding guidelines, be aware that the heat created by the initiator during an airbag or tensioner deployment will cause collateral damage to the connected wiring (squib circuits) and connector insulators. There are two methods by which an airbag or seat belt tensioner may be connected to the vehicle electrical system. The first method involves a short pigtail harness and connector insulator that are integral to the airbag or tensioner unit and are replaced as a unit with the service replacement airbag or seat belt tensioner. This connection method typically requires no additional wiring repair following a deployment.

However, the second connection method involves a wire harness takeout and connector insulator that are connected directly to the airbag or tensioner initiator or squib. These direct-connect type take outs and connector insulators **MUST** be repaired following an airbag or seat belt tensioner deployment using the approved Supplemental Restraint System Wiring Repairs procedure.

AIRBAG SQUIB STATUS

Multistage airbags with multiple initiators (squibs) must be checked to determine that all squibs were used during the deployment event. The Driver AirBag (DAB) and Passenger AirBag (PAB) in this vehicle are deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the driver or passenger squib 1 and squib 2 circuits to the two initiators in the airbag inflators. Typically, both initiators are used and all potentially hazardous chemicals are burned during an airbag deployment event. However, it is possible for only one initiator to be used; therefore, it is always necessary to confirm that both initiators have been used in order to avoid the improper handling or disposal of potentially live pyrotechnic or hazardous materials. The following procedure should be performed using a diagnostic scan tool to verify the status of both airbag squibs before either deployed airbag is removed from the vehicle for disposal.

CAUTION: Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.

1. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the scan tool to the 16-way Data Link Connector (DLC). The DLC is located on the driver side lower edge of the instrument panel, outboard of the steering column.

- Transition the ignition switch (also known as the Keyless Ignition Node/KIN or IGnition Node Module/IGNM) to the On status.
- Using the scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.

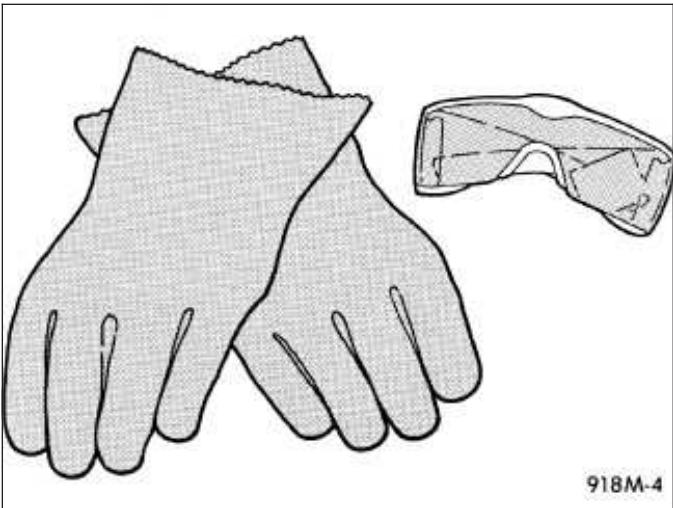
Using the active DTC information, refer to the **Airbag Squib Status** table to determine the status of both DAB squibs and both PAB squibs.

AIRBAG SQUIB STATUS		
IF THE ACTIVE DTC IS:	CONDITIONS	SQUIB STATUS
Driver or Passenger Squib 1 open	AND the stored DTC minutes for both Driver or Passenger squibs are within 15 minutes of each other	Both Squib 1 and 2 were used.
Driver or Passenger Squib 2 open		
Driver or Passenger Squib 1 open	AND the stored DTC minutes for Driver or Passenger Squib 2 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 1 by 15 minutes or more	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 2 open		
Driver or Passenger Squib 1 open	AND the stored DTC minutes for Driver or Passenger Squib 1 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 2 by 15 minutes or more	Squib 1 is live; Squib 2 was used.
Driver or Passenger Squib 2 open		
Driver or Passenger Squib 1 open	AND Driver or Passenger Squib 2 open is NOT an active code	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 2 open	AND Driver or Passenger Squib 1 open is NOT an active code	Squib 1 is live; Squib 2 was used.

NOTE: If none of the Driver or Passenger Squib 1 or 2 open are active codes, the status of the airbag squibs is unknown. In this case the airbag should be handled and disposed of as if the squibs were both live.

CLEANUP PROCEDURE

Following a Supplemental Restraint System (SRS) component deployment, the vehicle interior will contain a powdery residue. This residue consists primarily of harmless particulate by-products of the small pyrotechnic charge that initiates the propellant used to deploy a SRS component. However, this residue may also contain traces of sodium hydroxide powder, a chemical by-product of the propellant material that is used to generate the inert gas that inflates the airbag. Since sodium hydroxide powder can irritate the skin, eyes, nose, or throat, be certain to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup.



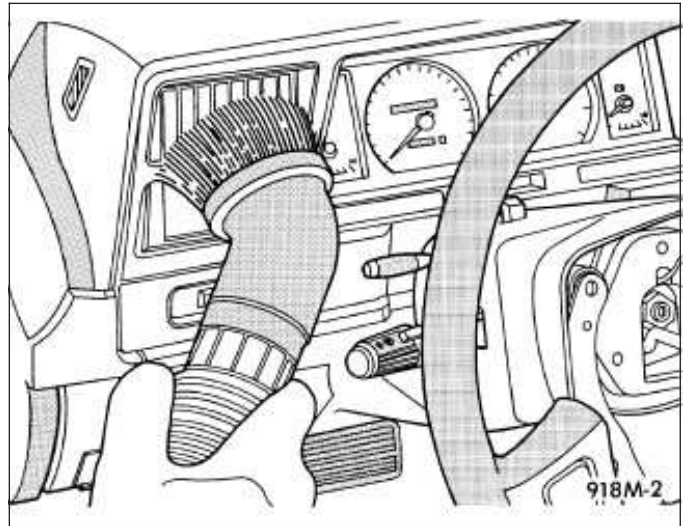
WARNING: To avoid serious or fatal injury, if you experience skin irritation during cleanup, run cool water over the affected area. Also, if you experience irritation of the nose or throat, exit the vehicle

for fresh air until the irritation ceases. If irritation continues, see a physician.

1. Begin the cleanup by using a vacuum cleaner to remove any residual powder from the vehicle interior. Clean from outside the vehicle and work your way inside, so that you avoid kneeling or sitting on a non-cleaned area.
2. Be certain to vacuum the heater and air conditioning outlets as well. Run the heater and air conditioner blower on the lowest speed setting and vacuum any powder expelled from the outlets.

CAUTION: Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the AIRBAG SQUIB STATUS heading within this information. All damaged, ineffective, or non-deployed Supplemental Restraint System (SRS) components which are replaced on vehicles are to be handled and disposed of properly. If an airbag or seat belt tensioner unit is ineffective or damaged and non-deployed, refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.

3. Next, remove the deployed SRS components from the vehicle. Refer to the appropriate service removal procedures.
4. You may need to vacuum the interior of the vehicle a second time to recover all of the powder.



BASE COAT/CLEARCOAT FINISH

The original equipment paint finish is a multi step process that involves cleaning, applying electro de-position (E-coat), anti-chip primer, basecoat, and clearcoat steps.

CAUTION: Do not use abrasive chemicals, abrasive compounds or harsh alkaline based cleaning solvents on the painted surfaces of a vehicle. Failure to follow this caution can result in damage to vehicle finish.

On most vehicles a two-part paint application (basecoat/clearcoat) is used. Color paint that is applied to primer is called basecoat. A clear coat paint is then applied to protect the basecoat from ultraviolet light and to provide a durable high-gloss finish.

FINESSE SANDING, BUFFING, AND POLISHING

CAUTION: Do not remove more than 0.5 mils of clearcoat finish when sanding, hand buffing or polishing. Basecoat paint must retain clearcoat for durability.

CAUTION: If the finish has been finesse sanded in the past, it cannot be repeated. Failure to follow this caution can result in damage to vehicle finish.

NOTE: Finesse sanding should only be performed by a trained automotive paint technician.

Minor acid etching, orange peel, or smudging in a clearcoat or single-stage finish can be reduced with light finesse sanding, hand buffing and polishing. Use a Paint Thickness Gauge #PR-ETG-2X or equivalent to determine clearcoat or single-stage paint thickness before and after the repair.

PAINT TOUCH-UP

If the painted metal surface of a vehicle becomes scratched or chipped, it should be touched-up as soon as possible to avoid corrosion.

WARNING: Use an OSHA approved respirator and safety glasses when spraying paint or solvents. Failure to follow this warning may result in possible personal injury or death.

When repairing painted metal surfaces, for best results, use MOPAR® Scratch Filler/Primer, Touch-Up Paints and Clear Top Coat.

1. Scrape any loose paint and corrosion from inside the scratch or chip.

WARNING: Avoid prolonged skin contact with petroleum or alcohol-based cleaning solvents. Failure to follow this warning can result in possible personal injury or death.

2. Clean affected area with MOPAR® Tar/Road Oil Remover or equivalent, and allow to dry.
3. Fill the inside of the scratch or chip with a coat of filler/primer. Do not overlap primer onto good surface finish. The applicator brush should be wet enough to puddle-fill the scratch or chip without running. Do not stroke brush applicator on body surface. Allow the filler/primer to dry hard.
4. Cover the filler/primer with color touch-up paint. Do not overlap touch-up color onto the original color coat around the scratch or chip. Butt the new color to the original color, if possible. Do not stroke applicator brush on body surface. Allow touch-up paint to dry hard.
5. On vehicles with clearcoat, apply clear top coat to touch-up paint with the same technique as described in step 4. Allow clear top coat to dry hard. If desired, the clearcoat can be lightly finesse sanded (1500 grit) and polished with rubbing compound.

CARBON FIBER REPAIR

Description

NOTE: Panel replacement will be necessary if the damaged has occurred to a non-painted carbon fiber cosmetic surface where the matting weave is visible.

A cosmetic repair is used on nicks, gouges and other minor cosmetic damage that does not go all the way through or penetrate the carbon fiber reinforcement. If there has been damage to the carbon fiber or fiberglass reinforcement or damage through the composite panel, a structural repair will be necessary.

CARBON FIBER REPAIR PROCEDURE	LOCATION
LORD FUSOR COSMETIC REPAIR PROCEDURE	LORD FUSOR COSMETIC REPAIR
3M REPAIR COSMETIC PROCEDURE	3M COSMETIC REPAIR
LORD FUSOR STRUCTURAL REPAIR PROCEDURE	LORD FUSOR STRUCTURAL REPAIR
3M REPAIR STRUCTURAL PROCEDURE	3M STRUCTURAL REPAIR

LORD Fusor Carbon Fiber Cosmetic Repair

Cosmetic Repair Materials

- LORD Fusor 703 Adhesion Prep/Cleaner
- LORD Fusor 102 Plastic Panel Cosmetic Repair Adhesive (Fast) or LORD Fusor 114 Plastic Finishing Adhesive (Fast) / LORD Fusor 114LG Plastic Finishing Adhesive (Fast)
- LORD Fusor 301 Manual Dispensing Gun

Surface Preparation

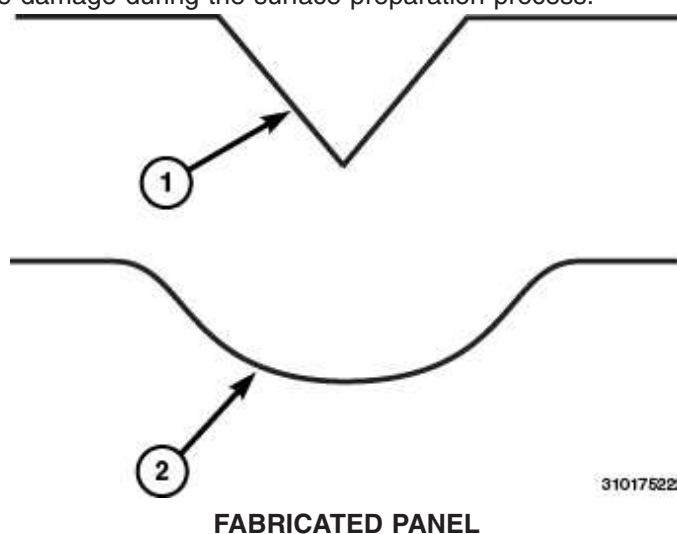
1. Prior to any panel repair, the panel needs to be completely dry and at room temperature between 18–24° C (65–75°F).
2. Before cleaning the damaged side of the panel, cover the damaged area with masking tape to prevent the fibers of the material from absorbing adhesion prep/cleaner. Absorption of the solvents into the fibers can cause poor adhesion.
3. To prevent contamination of the repair, thoroughly clean the damage side of the panel prior to sanding or grinding.
4. Clean the area surrounding the damage with LORD Fusor #703 adhesion prep/cleaner to remove wax, silicone and road grime.

Repair the Damaged Area

1. Remove the masking tape that had been placed on the damage during the surface preparation process.
2. Use 80 grit sandpaper to make a gradual taper in the repair area.

NOTE: Do not V-groove the repair area. This may cause “bull’s-eyes” or a “readthrough” of the finished repair.

3. Use an oil and moisture free compressed air source to blow all of the sanding residue from the repair area.
4. Use either LORD Fusor 102 plastic panel cosmetic repair adhesive or LORD Fusor 114/114LG plastic finishing adhesive.
 - If using LORD Fusor 102 adhesive, insert the cartridge into the dispensing gun. Squeeze a small amount of product from each side of the cartridge to level the plungers. Attach a mixing tip and dispense a small amount of adhesive. Dispense until the product is evenly mixed and the color is consistent.
 - If using LORD Fusor 114LG cartridge, remove cap and nose plug from the cartridge. Insert the cartridge into the dispensing gun (Stock #301), making sure that the gun is set up for dispensing a 1:1 cartridge. (If gun is set up for a 2:1 cartridge, it will affect



1 - V-groove **Do Not Use**
2 - Taper/Cove **Use**

the mix ratio, potentially causing the product to cure or sand improperly.) Squeeze a small amount of product from each side of the cartridge to ensure that both sides are dispensing equally. Attach mixing tip and dispense the appropriate amount of material to the repair area, or dispense the material onto a mixing board and mix by hand using a plastic spreader.

- If using LORD Fusor 114 coaxial cartridge, insert the black plunger into the backside of the LORD Fusor plastic finishing adhesive cartridge (Stock #114). Hand dispense at temperatures above 21°C (70°F). Use a caulking gun to dispense adhesive at temperatures below 70°F (21°C). Squeeze a small amount of the product from each side of the cartridge to level the plungers. Dispense required amount of adhesive needed for the repair onto a palette mixing board and mix by hand using a plastic spreader.

NOTE: When mixing by hand, a thorough mix is indicated by a consistent color with no marbling.

NOTE: These products have a short work time to help you complete your job quickly. Once you have dispensed the product as described above, the product has a 1-3 minute open time at 70°F (21°C) before it will the product start to cure.

5. Immediately apply the adhesive/repair material to the tapered area. Spread the material over the entire repair area, working it into the sanded, undamaged area.

NOTE: The repair adhesive should be slightly higher than the surface to allow for sanding.

6. Allow the repair adhesive to cure for 15-20 minutes at room temperature, 21°C (70°F).
7. After the adhesive cures, use a DA sander with 80-grit sandpaper to rough-sand all excess adhesive. Contour-sand and feather the repair with 180-grit sandpaper. Finish-sand using 220- and 320-grit sandpaper.
8. In the event that pinholes exist, apply more adhesive. Work it into the pinholes with a plastic spreader. Once cured, finish-sand again.
9. Allow the product to final cure a total of 60 minutes at 21°C (70°F). Prime and paint per manufacturer's recommendations.

Technical Tip

To repair small pits or pops in the composite plastic, start with Step #2 in the "Repairing the Damaged Area" section. You do not need to use a sander to prepare the repair. Just apply LORD Fusor 102 adhesive or LORD Fusor 114/114LG adhesive, allow it to cure, and sand.

3M™ Carbon Fiber Cosmetic Repair

3M™ Required Materials

- 3M™ Platinum™ Plus Body Filler
 - 3M™ Platinum™ Finishing Glaze
 - 3M™ Dry Guide Coat.
1. Clean the damaged area-
 - a. Clean the repair area with soap and water and allow to completely dry.
 - b. Clean the repair area with a VOC compliant surface cleaner, per manufacture directions.
 2. Initial prep sand-
 - a. Refine the scratch by gradually "Dishing Out" the damaged area using a P80 abrasive disc on a DA sander.
 - b. Remove the paint from the damage area by 60–76 mm. (2–3 in.) from the damaged area.
 - c. Blow off with clean, dry air.
 3. Mix and apply filler-
 - a. Mix and apply 3M™ Platinum™ Plus Body Filler per manufacture recommendations.

NOTE: Keep the filler within the primer feather edge area.

- b. Cure the body filler 15–20 minutes at 24° C. (75° F.).
4. Sand filler-
 - a. Using a hand block, shape sand the body filler with P80 abrasive.
 - b. Apply a dry guide coat and finish block sanding with P150 abrasive.
 - c. DA feather edge the repair area with P180 abrasive disc.
 - d. Inspect the repair for quality, if glaze is not required continue to step seven.
 5. Mix and apply finishing glaze-
 - a. Blow the repair area completely removing the sanding dust from the surface.
 - b. Mix and apply 3M™ Platinum™ Finishing Glaze if required, per manufacturer's recommendation.

NOTE: Keep the finishing glaze within the primer feather edge area.

- c. Cure the glaze 15–20 minutes at 24° C. (75° F.).
6. Sand finishing glaze-
 - a. Sand finishing glaze with P180 abrasive.
 - b. Use 3M™ Dry Guide Coat between sanding steps to highlight imperfections.
7. Final sand and inspect-
 - a. Blow off the repair area.
 - b. Re-apply 3M™ Dry Guide Coat.
 - c. Finish sand the repair area and the surrounding area using P320 abrasive
 - d. Inspect the repair for quality

LORD Fusor® Carbon Fiber Structural Repair

Description

NOTE: Panel replacement will be necessary if the damaged has occurred to a non-painted carbon fiber cosmetic surface where the matting weave is visible.

A structural repair is used on damage that penetrates into carbon fiber reinforcement resulting in damage on the opposite side of the panel. A cosmetic repair is used on nicks, gouges and other minor cosmetic damage that does not go all the way through or penetrate the carbon fiber reinforcement. Refer to Carbon Fiber Cosmetic Repair Information.

LORD Fusor® Structural Repair

LORD Fusor® Required Materials

- LORD Fusor 703 Adhesion Prep/Cleaner
- LORD Fusor 702 Fiberglass Cloth
- LORD Fusor 704 Saturation Roller
- LORD Fusor 100EZ/101EZ Plastic Panel Repair Adhesive (Heat Set)
- LORD Fusor 300 or 301 Manual Dispensing Gun or LORD Fusor 304 Pneumatic Dispensing Gun

Surface Preparation

1. Prior to any panel repair, the panel needs to be completely dry and at room temperature between 18–24° C (65–75°F)
2. Before cleaning the panel, cover both sides of the damaged area with masking tape to prevent the fibers of the material from absorbing the adhesive/prep cleaner. Absorption of the solvents into the fibers can cause poor adhesion.
3. To prevent contamination of the repair, thoroughly clean both sides (front and back) of the panel prior to sanding or grinding.
4. Clean the area surrounding the damage with LORD Fusor #703 adhesion prep/cleaner to remove wax, silicone and road grime.

Repair the Back Side of the Damaged Area

1. Remove the masking tape, from the back of the panel.
2. Sand the back of the repair area with an angle grinder, DA sander or by hand using 80 grit sandpaper.
3. Use an oil and moisture free compressed air source to blow all of the sanding residue from the repair area.

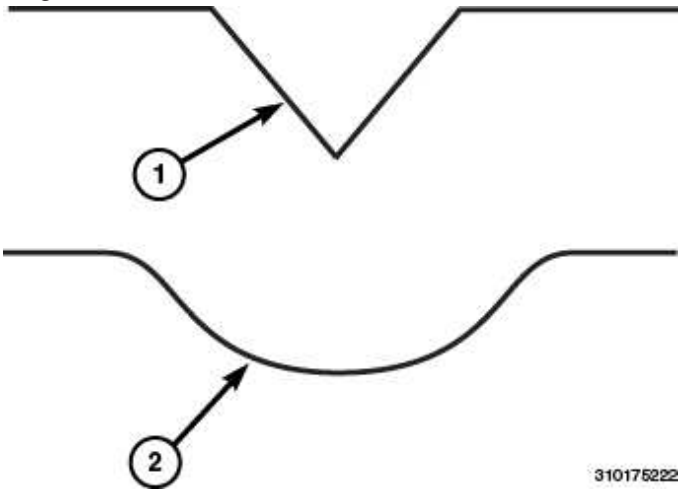
NOTE: The reinforcing patch on the back side of the repair can be made with either a matching piece of carbon fiber material or formed from LORD Fusor® fiberglass cloth (Stock #702). Carbon fiber can be used when you have a piece that conforms well to the back of the damaged area.

4. Reinforcement patch formed with LORD Fusor Fiberglass Cloth (stock #702)-
 - a. Separate the cloth from its plastic film backing and cut a section large enough to cover the repair plus 25 mm. (1 in.) around the repair.
 - b. Cut a section of the plastic film backing about 25 mm. (1 in.) larger than the cloth. Lay the plastic film backing on a smooth, clean and flat surface where it will be used in step 4d.
 - c. Insert the LORD Fusor plastic panel repair adhesive cartridge (stock #100EZ/101EZ) into the appropriate dispensing gun. Squeeze a small amount of product from each side of the cartridge to level the plungers. Attach a mixing tip and dispense a small amount of adhesive, which is about the width and length of the mixer. Dispense until the product is evenly mixed and the color is consistent.
 - d. Apply enough adhesive to the plastic film backing so that after smoothing with a plastic spreader, it is about 1.6 mm. (1/16 in.) thick. Spread the adhesive evenly from the center toward the sides of the film backing. The area covered with adhesive should be about the size of the fiberglass cloth.
 - e. Place the pre-cut fiberglass cloth on the adhesive-coated film backing. Cover the cloth with a coat of adhesive, spreading evenly and completely with a plastic spreader to a thickness of approximately 1.6 mm. (1/16 in.).

- f. Do not separate the prepared patch from the film backing. Apply the prepared patch to the backside of the repair and compress it using the LORD Fusor saturation roller (stock #704).
 - g. Heat set the reinforcement patch using a heat gun or heat lamp for about 5–10 minutes at 82° C. (180° F.) or until the adhesive sets. Remove the plastic film backing after the repair cools. Sand if appropriated remove toughness.
5. Carbon fiber reinforcement patch-
- a. Cut a piece of carbon fiber that extends past the repair area by about 25–51 mm (1–2 in.) on all sides. Make sure that it conforms well to the area of the back panel being repaired.
 - b. By grinding or sanding, shape the surface of the reinforcing patch so that it will mate with the panel being repaired. Make sure that the carbon fiber panel has been sanded wherever adhesive will be applied in the repair area.
 - c. Insert the LORD Fusor plastic panel repair adhesive cartridge (stock #100EZ/101EZ) into the appropriate dispensing gun. Squeeze a small amount of product from each side of the cartridge to level the plungers. Attach a mixing tip and dispense a small amount of adhesive, which is about the width and length of the mixer. Dispense until the product is evenly mixed and the color is consistent.
 - d. Apply a coating of adhesive to the sanded reinforcement patch, smoothing it out with a plastic spreader. Also apply a coating of adhesive to the back of the carbon fiber panel repair area, smoothing it with a plastic spreader. Make sure you have applied enough adhesive so there will be 100% contact between the adhesive, carbon fiber panel and reinforcement patch.
 - e. Apply the prepared patch to the backside of the repair. Lightly clamp the two pieces together, assuring that there is complete and even contact of the adhesive on both surfaces, but not so much pressure that all of the adhesive is squeezed out.
 - f. Heat set the reinforcement patch using a heat gun or heat lamp for about 10–15 minutes at 82° C. (180° F.) or until the adhesive sets.

Repairing the Face/Cosmetic Side of the Damaged Area

1. Remove the masking tape from the front side of the damaged area.
2. Grind down to the backing patch. Use an angle grinder with a 36 or 40 grit disc. Make a gradual taper (2) in the repair area rather than a V-groove (1). This will prevent “bulls-eyes” or “readthrough” in the finished repair.
3. Sand the prepared area with a DA sander or by hand using 80-grit sandpaper.



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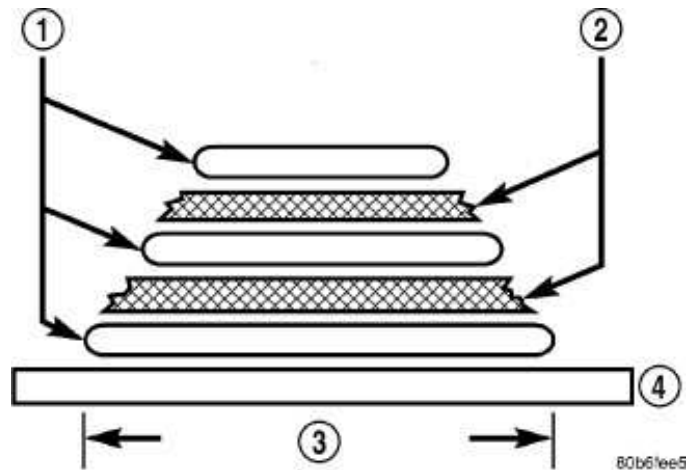
FABRICATED PANEL

- 1 - V-groove **Do Not Use**
- 2 - Taper/Cove **Use**

4. Build a "pyramid patch" using LORD Fusor fiberglass cloth (stock #702) and plastic panel repair adhesive (stock #100EZ/101EZ). This will be prepared on a portion of the plastic film backing.

NOTE: The use of fiberglass cloth is critical to control the expansion and contraction in hot and cold weather. This will control visible "bull's eyes" and "readthrough" in the finished repair and provide a high-quality repair with maximum strength characteristics.

5. Start with removing the LORD Fusor fiberglass cloth from the plastic film backing. Cut a piece of plastic film backing larger than the repair area. Cut a first layer of LORD Fusor fiberglass slightly smaller than the perimeter of the tapered area. Cut three or more additional layers of fiberglass cloth, each being slightly smaller than the previous one.



FABRICATED PANEL

- 1 - PLASTIC PANEL REPAIR ADHESIVE (Heat Set)
- 2 - FIBERGLASS CLOTH
- 3 - WIDTH OF TAPER/COPE
- 4 - PLASTIC FILM BACKING

NOTE: It is important to work as much fiberglass cloth into the repair as possible while attaining a thickness similar to the original panel.

6. Insert the LORD Fusor plastic panel repair adhesive cartridge (stock #100EZ/101EZ) into the appropriate dispensing gun. Squeeze a small amount of product from each side of the cartridge to level the plungers. Attach a mixing tip and dispense a small amount of adhesive, which is about the width and length of the mixer. Dispense until the product is evenly mixed and the color is consistent.
7. Lay the plastic film backing on a smooth, clean and flat surface. Apply the adhesive to the plastic film backing and smooth using a plastic spreader. Spread the adhesive evenly from the center toward the sides of the plastic film backing. The adhesive should have a thickness of approximately 1/16 inch (1.59 mm). Place the largest piece of fiberglass cloth onto the adhesive-coated film backing. Apply a coat of the LORD Fusor plastic panel repair adhesive to this layer of fiberglass cloth. Smooth with a plastic spreader. Continue to apply at least three subsequent layers of cloth and adhesive 1.6 mm (1/16 in.) thick. Center each on the piece below, with each layer being slightly smaller than the previous one.
8. This multi-layer patch should now form a pyramid shape. Place the pyramid patch into the prepared repair area. Work the adhesive into the repair by rolling with the LORD Fusor saturation roller (Stock #704). Initially, roll from the center toward the sides to eliminate air pockets and pinholes, and improve overall adhesion.
9. Heat the pyramid patch repair with a heat gun or heat lamp for 5-10 minutes at 82°C (180°F) or until the material sets.
10. After the repair cools, remove the plastic film backing and rough-grind to remove all excess adhesive. Sand the repair with 80-grit sandpaper, making sure to cut slightly below the carbon fiber finished surface. This will allow for application of a thin, smooth coat of adhesive.
11. Apply the finish coat of LORD Fusor plastic panel repair adhesive. Rough-spread the adhesive. Then, to help force trapped air bubbles to the surface, slightly warm this final coat of adhesive with a heat gun. The heat allows for even pull with limited drag on the plastic spreader.

NOTE: Be careful not to overheat or heat too long as this will cure the adhesive before final smoothing.

12. To ensure a high-quality repair, heat cure the entire repair for one hour at 82°C (180°F) using a heat lamp.

NOTE: This final heat cure will bring the plastic and adhesive up to the maximum temperature generally experienced in a bake oven or under unusual weather conditions. This step ensures total shrinkage with no "bull's-eyes".

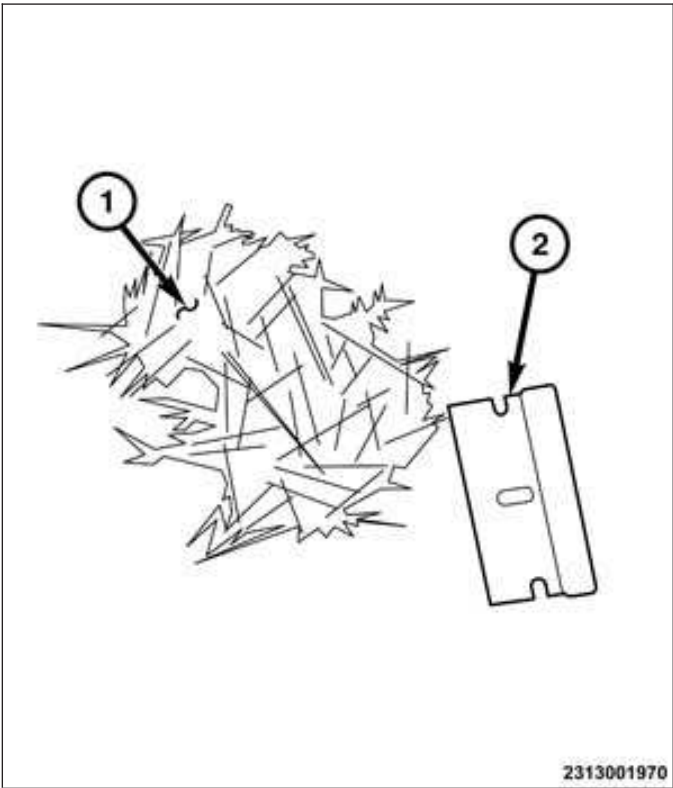
13. Cool the repair to room temperature. Feather and contour-sand the repair with 80-grit sandpaper. Finish-sand using 180-grit sandpaper. In the event that pin holes exist, apply more adhesive. Work it into the pin holes with a plastic spreader and heat until cured. Finish-sand again. Prime and paint per manufacturer's recommendations.

3M™ Carbon Fiber Structural Repair

3M™ Required Materials

- 3M™ Panel Bond Adhesive #08115
 - 3M™ Fiberglass Mat #05837
 - 3M™ Plastic Contour Sheeting #04903
 - 3M™ Platinum™ Plus Body Filler
 - 3M™ Platinum™ Finishing Glaze
 - 3M™ ROLOC™ disc (80-grit)
 - 3M™ Dry Guide Coat
1. Clean the damaged area-
 - a. Clean the front and backsides of the repair area, with soap and water and allow to completely dry.
 - b. Clean the repair area with a VOC compliant surface cleaner, per manufacture directions.
 2. Initial structural prep grind/sand-
 - a. Carefully refine the damage, on the front side of the panel by gradually "Dishing Out" four layers of the damaged area using a 80-grit ROLOC™ disc on an angle grinder.
 - b. Carefully refine the damage, on the back side of the panel by gradually "Dishing Out" the damaged area using a 80-grit ROLOC™ disc on an angle grinder.
 - c. Blow off with clean, dry air.
 3. Mix reinforced repair patch material-

- NOTE:** The following directions will form enough repair patch material for a 25 mm (1 in.) repair.
- a. Cut a 25 x 37 mm (1 x 1.5 in.) piece of 3M™ Fiberglass Mat #05837.
 - b. Use a razor blade to chop the fiberglass mat into 6 – 13 mm (1/4 – 1/2 in.) strands/fibers.



- c. Mix 2–3 25 mm (1 in.) beads of 3M™ Panel Bond Adhesive™ #08115 and chopped fiberglass fibers to create a reinforced patch paste.
4. Apply reinforced repair patch material-
 - a. With the use of a plastic spreader, wet/skim coat the front repair area with the panel bond adhesive.

NOTE: Keep the panel bond adhesive and repair material within the “Dished Out” repair area.

- b. With the use of a plastic spreader, apply the reinforced patch paste to the front side of the panel repair area.
- c. Cut and apply enough 3M™ Plastic Contour Sheeting #04903 to cover the front side of the repair.
- d. With the use of a plastic spreader, apply a small amount of panel bond adhesive to the backside of the repair
- e. Using a heat lamp, warm the repair area to 66° C (150° F) for 30 minutes.

NOTE: Any reapplication of the 3M™ Panel Bond Adhesive™ will require the heating cycle to be repeated.

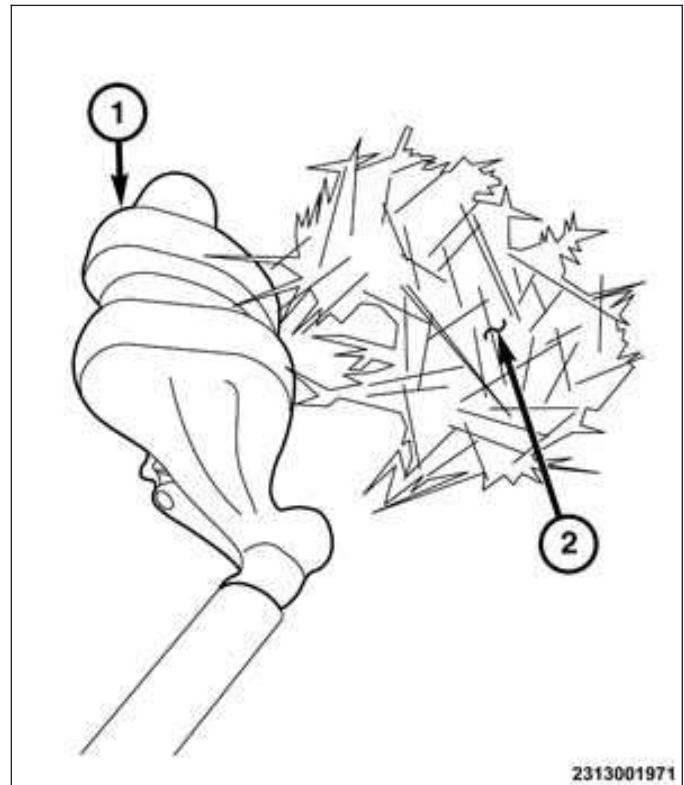
- f. Allow the repair area to return to room temperature before sanding.
- g. Remove the plastic contour sheeting, prior to sanding.
5. Sand structural repair patch material-
 - a. Using a hand block, shape sand the fully cured repair material with P80 abrasive, on the front side of the panel.
 - b. Blow the repair area completely removing the sanding dust from the surface.
 - c. Remove the paint from the damage area by 60–76 mm. (2–3 in.) from the damaged area by using a P80 abrasive disc on a DA sander.
 - d. Blow the repair area completely removing the sanding dust from the surface.
6. Mix and apply filler-
 - a. Mix and apply 3M™ Platinum™ Plus Body Filler per manufacture recommendations.

NOTE: Keep the filler within the primer feather edge area.

- b. Cure the body filler 15–20 minutes at 24° C. (75° F.).
7. Sand filler-
 - a. Using a hand block, shape sand the body filler with P80 abrasive.
 - b. Finish block sanding with P150 abrasive.
 - c. DA feather edge the repair area with P180 abrasive disc.
 - d. Inspect the repair for quality, if glaze is not required continue to step ten.
8. Mix and apply finishing glaze-
 - a. Blow the repair area completely removing the sanding dust from the surface.
 - b. Mix and apply 3M™ Platinum™ Finishing Glaze if required, per manufacturer’s recommendation.

NOTE: Keep the finishing glaze within the primer feather edge area.

- c. Cure the glaze 15–20 minutes at 24° C. (75° F.).
9. Sand finishing glaze-
 - a. Sand finishing glaze with P180 abrasive.
 - b. Use 3M™ Dry Guide Coat between sanding steps to highlight imperfections.
10. Final sand and inspect-
 - a. Blow off the repair area.
 - b. Re-apply 3M™ Dry Guide Coat.
 - c. Finish sand the repair area and the surrounding area using P320 abrasive.
 - d. Inspect the repair for quality.



NON-STRUCTURAL SHEET METAL REPAIR

Safety Notice

CAUTION: All Service and rebuilding instructions contained herein are applicable to, and for the convenience of, the automotive repair industry only

Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service procedures recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient and economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

It is important to note this publication contains various **Cautions** and **Warnings**. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service may damage the vehicle or render it unsafe. It is important to note that these cautions and warnings cover only the situations and procedures Chrysler Group LLC. has encountered and recommended. Chrysler Group LLC. cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or the possible hazards of each. Consequently, Chrysler has not undertaken any broad service review. Accordingly, anyone that uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety will be jeopardized by the service methods they select.

Safety Precautions

WARNING: Always wear an approved respirator, as well as skin and eye protection per adhesive manufacturer recommendations as stated in the product Safety Data Sheets (SDS).

Adhesives:

- Safety Data Sheets (SDS) must be available and understood before adhesives are handled
- All personnel should be instructed on the proper procedures to prevent skin contact with solvents, curing agents, and uncured base adhesives, which could cause allergic reactions or sensitization

Types of Structural Adhesives

Overview: There are three basic chemistries used in the collision repair industry. The types of adhesives used include Acrylic, Epoxy and Urethane. To achieve optimal results, it is best to use the chemistry that bonds best to the substrate being repaired, is easiest to use and offers the most permanent, non-detectable repair at the most economical repair cost. All three chemistries have their strengths and weaknesses.

NOTE: Structural adhesives that meet Chrysler Group LLC's approved replacement materials specifications include - Fusor 112B and 3M 08116

Adhesive Types:

- **Acrylic Adhesives** - Bond all types of bare metals and are excellent for cross bonding aluminum to steel. They have good NVH (Noise Vibration Harshness) properties and some offer anti-corrosion properties, so primers on bare metals are not necessary. Most acrylics have a fast room temperature cure, and are stable with regards to temperature and moisture during cure. However, both of these can effect shelf life. Mix ratio is modestly important although the performance properties can vary with a change in mix ratio. Acrylics are the most forgiving of the three chemistries with regards to mix ratio accuracy.
- **Epoxy Adhesives** - Bond well to ridged and semi-ridged plastics and are generally easy to sand and feather edge. Some may be too ridged for flexible substrates and they often require primers on bare metal applications. Epoxies can be heat cured to increase strength and accelerate the curing process. They have a long and stable shelf life. The mix ratio can vary by $\pm 50\%$ and still cure. However, the performance properties will vary when the mix ratio is incorrect. Epoxies are more forgiving than urethanes with regards to mix ratio accuracy.
- **Urethane Adhesive** - Typically flexible and bond well to plastics. However, they usually require primers on metal surfaces to protect against corrosion. Urethanes have good seam sealing and NVH qualities and are frequently the optimal choice for seam sealers. They are sensitive to moisture during cure, packaging and storage. Single component urethanes usually have a much shorter shelf life than two component urethanes. Mix ratios are critical for urethanes. In most cases it cannot vary more than $\pm 5\%$. Therefore, hand mixing is not recommended. Urethanes are the most unforgiving of the three chemistries with regards to mix ratio accuracy.

JOINT AND REPAIR TYPES	REFERENCE
Backer Panel Joint	Backer Panel Joint
Door Skin	Door Skin Replacement
Metal Fatigue/Stress Cracks	Metal Fatigue/Stress Crack

Backer Panel Joint

Overview: Backer panel procedures may be used to achieve a smooth joint between panel sections. The backer panel works well in areas where there is not enough room to smooth or feather in an overlap joint. The backer panel joint is a common repair for rocker panels, quarter panels and body side apertures.

NOTE: OEM panel replacement such as a quarter panel, side aperture and rocker panel will always require the weld bonding procedure at the pinch weld flange area(s).

Preparation:

NOTE: Be certain vehicle is evenly supported at normal suspension points.

1. Restore structural dimensions as well as all related mating flanges.

NOTE: It will be difficult to abrade the underside mating surface of the original panel, however this is an important step and should be done effectively.

2. Create a 50mm. (2in.) backer panel out of an unused portion of original or new sheet metal panel, whichever contains the appropriate shape. Be certain it has a precise fit to the back of the panels it will join.
3. All paint, primer, adhesive and any other corrosion protective coatings must be removed from the mating surfaces as well as the backer panels themselves, prior to application of adhesive. Grind a 25mm. (1in.) contact area on all panels where backer panel bonding will take place. The metal should be completely bare and shiny in appearance, if the metal appears pewter in color all of the galvanized coating has not been removed.
4. Pre-fit the backer panel to the panel(s) being joined, to ensure proper fit. If screws will be used to hold the panels in place during curing, dry fit them now to be certain of proper fit later. There should be a 0.8 - 1.6mm. (1/32 - 1/16in.) gap between the two outer panels, no gap on backer panels.
5. Without a mixing tip attached, purge a small amount of structural adhesive from the cartridge. This will ensure an even flow of both components.
6. Attach a mixing tip and dispense a mixing tube's length of adhesive from the cartridge.

Application:

NOTE: Refer to the structural adhesives manufacturer for information on work, handling and curing times.

7. Apply a 10 - 13mm. (3/8 - 1/2in.) bead of structural adhesive to the bare metal mating surfaces of the backer panels. Evenly apply the adhesive over the complete bonding surface. Apply a 10 - 13mm. (3/8 - 1/2 in.) bead of structural adhesive to bare metal mating surfaces. Use a body filler applicator to level the adhesive, making sure to cover all bare metal to protect against corrosion.
8. Position the new backer panel(s), making sure not to separate after contact. Lifting will create air bubbles and weaken the bond. **Adjustments must be made by sliding, not lifting the panel(s).**
9. Clamp tightly and evenly. Adhesive has glass beads that will prevent complete squeeze out. Install screws to the "hard to clamp areas".
10. Remove excess adhesive from all joints prior to adhesive cure.
11. Allow adhesive to cure, per manufacturer recommendations. When fully cured, expect the adhesive to be a little tacky, as this is a normal characteristic of the adhesive.
12. Remove clamps and screws.
13. Repeat procedure for installation of new panel.
14. Remove any remaining adhesive with a grinder or abrasive disc. All adhesive must be removed from the cosmetic repair area to ensure proper adhesion of further repair and refinish materials.
15. Bevel the center of the screw holes and apply fiber-reinforced waterproof body filler to the screw holes and section seam. When cured, sand and apply conventional body filler and block sand as necessary. Prime and paint per paint manufacturer recommendations.
16. Apply inner panel corrosion inhibiting materials (Mopar Cavity Wax part #6804292970 or equivalent).

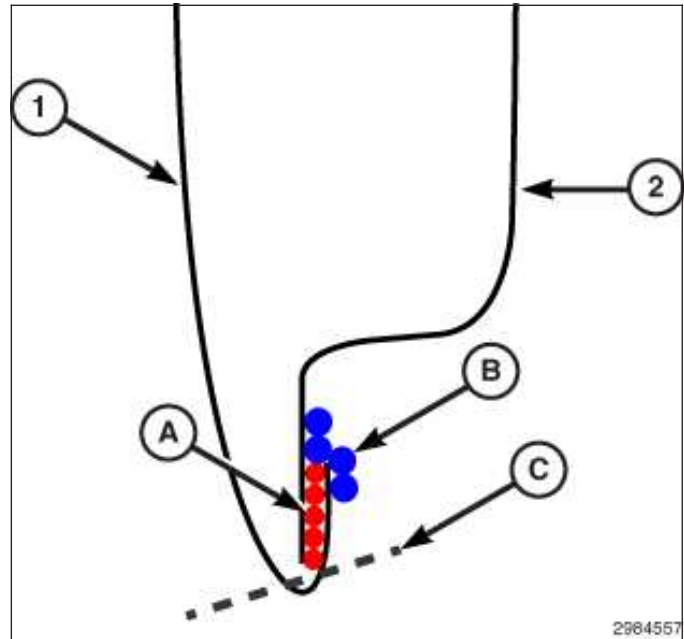
Door Skin Replacement

Overview: Depending on the type of door to be repaired, a full skin or a belt cut will be required. Belt cut replacement is necessary when a door with a full skin, around the window opening, has an angle that makes it to difficult to get tools into to do a quality hem flange installation. A butt-joint is used at this seam.

NOTE: Drain holes must remain clear of obstructions from adhesives and sealers.

Preparation:

1. Belt cut skins will require determining and cutting of the sectioning locations on the original panel and on the replacement panel.
2. Remove the door skin by grinding the outer edge (C) until the seam is perforated.
3. Cut around weld nuggets and spot welds with a spot weld cutting bit or similar weld removal tool.
4. If panel is attached with adhesive you may use heat, from a **non-flame** heat source, up to 204°C. (400F°). This will aid in loosening the bond.
5. With an air chisel and a flat bladed bit, remove outer skin and any remaining hem flange.
6. Grind any remaining weld nuggets flush with door frame, and remove all adhesive, paint, E-coating and corrosion protective coatings from the area where the **structural adhesive** will be applied, and where the 'butt-joint' is to take place. The metal should be completely bare and shiny in appearance, if the metal appears pewter in color all of the galvanized coating has not been removed.
7. Straighten door flange and any remaining damage on door shell using the hammer and dolly method.
8. The area of the new door skin that will make contact with the door shell will need to be scuffed with a course abrasive pad or ground with a 50 grit grinding disc. This will vary upon adhesive manufacturers, be certain to check adhesive manufacturer recommendations.
9. Dry fit the new panel. Determine where to place clamps to hold the panel in place, as necessary.



Door Skin

- CAUTION:** Be certain the fit is good from the skin to door and door to door opening. Cured adhesive is extremely strong and will not allow for "adjustments".
10. Without a mixing tip attached, purge a small amount of structural adhesive from the cartridge. This will ensure an even flow of both components.
 11. Attach a mixing tip and dispense a mixing tube's length of adhesive from the cartridge.

NOTE: Refer to the structural adhesives manufacturer for information on work, handling and curing times.

Installation:

NOTE: Do not apply adhesive within 25mm. (1in.) of the belt cut location.

12. Apply a 10 - 13mm. (3/8 - 1/2 in.) bead of structural adhesive to bare metal mating surfaces. Use a body filler applicator to level the adhesive, making sure to cover all bare metal to protect against corrosion.

NOTE: When applying adhesives be certain any and all drain holes remain open and clear of obstructions.

13. Apply a second bead of adhesive to ensure proper bead thickness.
14. Position the new panel. If repositioning is necessary slide the panel, do not lift or separate panels.

Adjustments must be made by sliding, not lifting the panel(s). Apply clamps to hold panel in position, as necessary.

NOTE: There are many tools readily available to aid in the hem flange folding process.

15. Roll the hem flange over. Remove excess adhesive. This will save time, as compared to waiting until cured.
16. Re-check door gap and flushness to the vehicle opening and adjust as necessary.
17. Allow the adhesive to cure per manufacturer recommendations. When fully cured, expect the adhesive to be a little tacky, as this is a normal characteristic of the adhesive. Remove clamps, if used.
18. Remove any excess cured adhesive with a grinder or abrasive disc. All adhesive must be removed from the

cosmetic repair area to ensure proper adhesion of repair and refinish materials.

19. Weld the butt-joint with GMAW (Gas Metal Arc Welding), if a belt cut was used. Clean and dress welds accordingly.
20. Apply fiber-reinforced waterproof body filler to the section seam, as necessary. When cured sand and apply conventional body filler and block sand.
21. Apply an epoxy or anti-corrosion primer. When cured, lightly scuff.
22. Seam seal the entire door. Duplicate the factory seam sealer. Apply a discrete bead around the rest of the door to seal and protect, maintaining the original appearance.
23. Prime and paint per paint manufacturers recommendations.
24. Apply inner panel corrosion inhibiting materials (Mopar Cavity Wax part #68042970AA , or equivalent).

Metal Fatigue/Stress Crack

Overview: On rare occasions you may encounter metal fatigue, also referred to as stress cracks. This will appear as a crack starting at an edge and trailing away. Follow these steps for a proper repair:

1. Locate the trailing end of the crack and drill a 3mm. (1/8in.) hole at the very point at which it stops. This is referred to as "Stop Drilling".
2. Remove all contaminants and coatings including primer, paint and anti-corrosion, from the repair area. Surface should be clean and shiny (if pewter in color then anti-corrosion has not been removed).
3. Stitch weld the seam/crack closed using GMAW. Follow welding guidelines as found in Weld/Weld Bonding section, (Refer to 31 - Collision Information - Standard Procedure).
4. Dress the welds as necessary. **Careful not to thin the base metal.**
5. Depending on the location and visibility of the repair surface refinishing will vary from body filler, finishing and painting to simply applying an epoxy or anticorrosion primer and rubberized undercoating, Mopar part #05093417AA or equivalent.
6. Apply inner panel corrosion inhibiting materials (Mopar Cavity Wax part #68042970AA , or equivalent).

WELDING AND WELD BONDING

Safety Notice

CAUTION: All Service and rebuilding instructions contained herein are applicable to, and for the convenience of, the automotive repair industry only

The service procedures recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair.

It is important to note this publication contains various **Cautions** and **Warnings**. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service may damage the vehicle or render it unsafe. Chrysler Group LLC. cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or the possible hazards of each. Consequently, Chrysler has not undertaken any broad service review. Accordingly, anyone that uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety will be jeopardized by the service methods they select.

Safety Precautions

WARNING:

- When Welding and/or working with Adhesives always wear safety goggles and gloves to prevent contact with chemicals and to prevent weld spatter, sparks, and sharp metal from causing bodily injury.
- Wear an approved respirator while welding and during the application of adhesives to prevent inhalation of harmful vapors.
- Always remove NVH (Noise Vibration and Harshness) foam from welding repair area, as material is flammable.

WARNING: Failure to follow these instructions may result in possible serious or fatal injury

Welding

- Comply with all federal, state and local regulations to avoid any injuries due to shock, fires, fumes, sparks and liquids.
- All flammable materials or liquid should be stored in tightly sealed and labeled containers, and used only in well ventilated areas.
- No spark producing equipment should be permitted in any area where flammable materials are being handled or stored.

Adhesives:

- Safety Data Sheets (SDS) must be available and understood before adhesives are handled.
- All personnel should be instructed on the proper procedures to prevent skin contact with solvents, curing agents, and uncured base adhesives, which could cause allergic reactions or sensitization.

Introduction

Gas Metal Arc Welding

The purpose of this document is to clearly explain the welding options available to the collision repair technician and how to determine that welding repairs are made properly. The primary types of welding covered in this section are Squeeze Type Resistant Spot Welding (STRSW), Gas Metal Arc Welding (GMAW) and Weld Bonding (a combination of STRSW and structural adhesive). Proper training and weld testing are required to ensure that a safe, high quality, vehicle repair is made.

INDEX	REFERENCE
Panel Removal	Panel Removal
Key Points of a Welding Repair	Key Points of a Welding Repair
Requirements of a Welding Repair	Requirements of a Welding Repair
Modified Lap Joint	Modified Lap Joint

INDEX	REFERENCE
Types of Welding (STRSW, GMAW and Weld Bonding)	Types of Welding
Weld Processes (STRSW, GMAW and Weld Bonding)	Weld Processes
Minimum Weld Nugget Requirement Chart	Minimum Weld Nugget Chart
Training and Qualification	Training and Qualification

Panel Removal

WARNING: Always Wear Safety Goggles, Work Gloves, Hearing Protection and a Dust Mask when removing welded panels this way. Failure to follow these instructions could result in serious or fatal injury.

When removing panels and components for replacement, care must be taken not to damage the underlying component. On welded and "Weld Bonded" panels spot welds must be removed using a spot weld cutting type tool, or equivalent. On panels that are adhesive bonded or weld bonded it is acceptable to use heat up to **204°C. (400°F.)**, from a **Non-Open Flame** heat source. This will loosen the bond, so less damage is inflicted to the mating surface. After panel is removed, any remaining weld nugget should be ground smooth. Cut-off wheels should not be used, as there is potential to remove material from the base material which would weaken the final repair. Place an air hammer with a flat bladed chisel bit (or equivalent) in between panels and remove the panel. Care should be taken as to not damage mating flanges and the surrounding components.

Key Points of a Welding Repair

- Poor fit up will adversely affect weld quality and may result in a weld failure due to excessive metal stretching around the nugget.
- Clamps should be used to bring parts together and hold them in position.
- Clamps should be insulated when using STRSW to control weld current shunting (This can be accomplished with specialized clamps or by placing a insulating material such as cardboard between the clamp jaws and the panels.)
- Number, size and location of welds should closely duplicate the original assembly. Do not place the new spot weld directly on the original spot weld location. Placement of a new weld over an original weld location may lead to metal fatigue or poor weld quality.
- Surface of the steel parts should be clean and free of scale, rust, paint, cured adhesives/sealers and any other contaminants that could adversely affect the quality of the weld joint. This includes the removal of any E-coat applied to the service part within 25mm. (1in.) of any welds.
- Proper corrosion protection must be installed when repairs are complete, (Refer to 31 - Collision Information/ Standard Procedure/Corrosion Protection).
- If the joint originally had adhesive, all E-coat must be removed where the adhesive is to be reapplied.
- "Weld-thru" primers are not recommended anywhere STRSW or GMAW are used.
- Do not remove base material from the base panel when releasing welds.

NOTE: Chrysler Group LLC recommends the same quantity of welds as the original panel, but placement of the new weld should NOT be put directly on the original spot weld location. Placement of a new weld over an original weld location may lead to metal fatigue or poor weld quality.

Requirements of a Welding Repair

The number one requirement of any welding repair is to restore the vehicle to its OEM condition. Materials and technologies should duplicate original OEM conditions as much as possible. To meet this requirement, the technician must ensure the following:

- Panel layering (shingling) is the same as original
- Part fit up is correct
- Equivalent sealers and/or adhesives are utilized
- Welds are replaced in the same size, quantity and location
- "Weld-thru" primers are NOT recommended
- Structural adhesives and sealers must be replaced where they were located

A significant amount of structural adhesive is used at the OEM to improve joint strength. It may be difficult to determine if the material between the panels is an adhesive or a sealer, and for this reason, the following guideline should be used: **If in doubt, use a two-component, corrosion inhibiting, structural adhesive.** GMAW welding

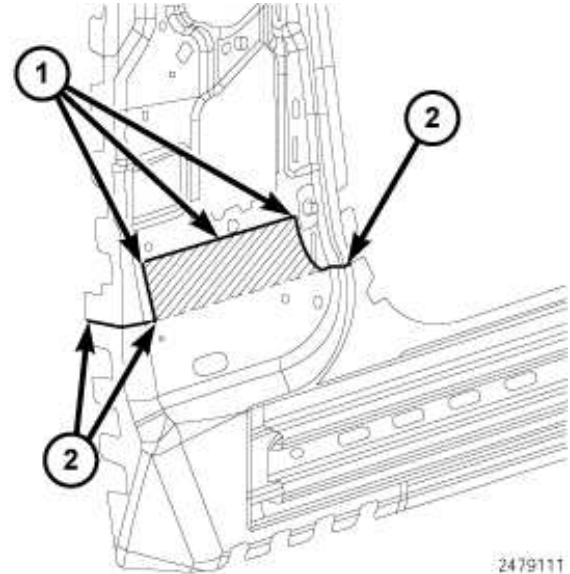
is not recommended within 25mm. (1in.) of the adhesive as it creates heat that will destroy the adhesive. STRSW on the other hand, can weld through the adhesive and will not destroy its properties.

NOTE: Structural adhesives that meet Chrysler materials recommendations for adhesive strength and corrosion protection qualities include Lord Fusor #112B and 3M #08816

Modified Lap Joint

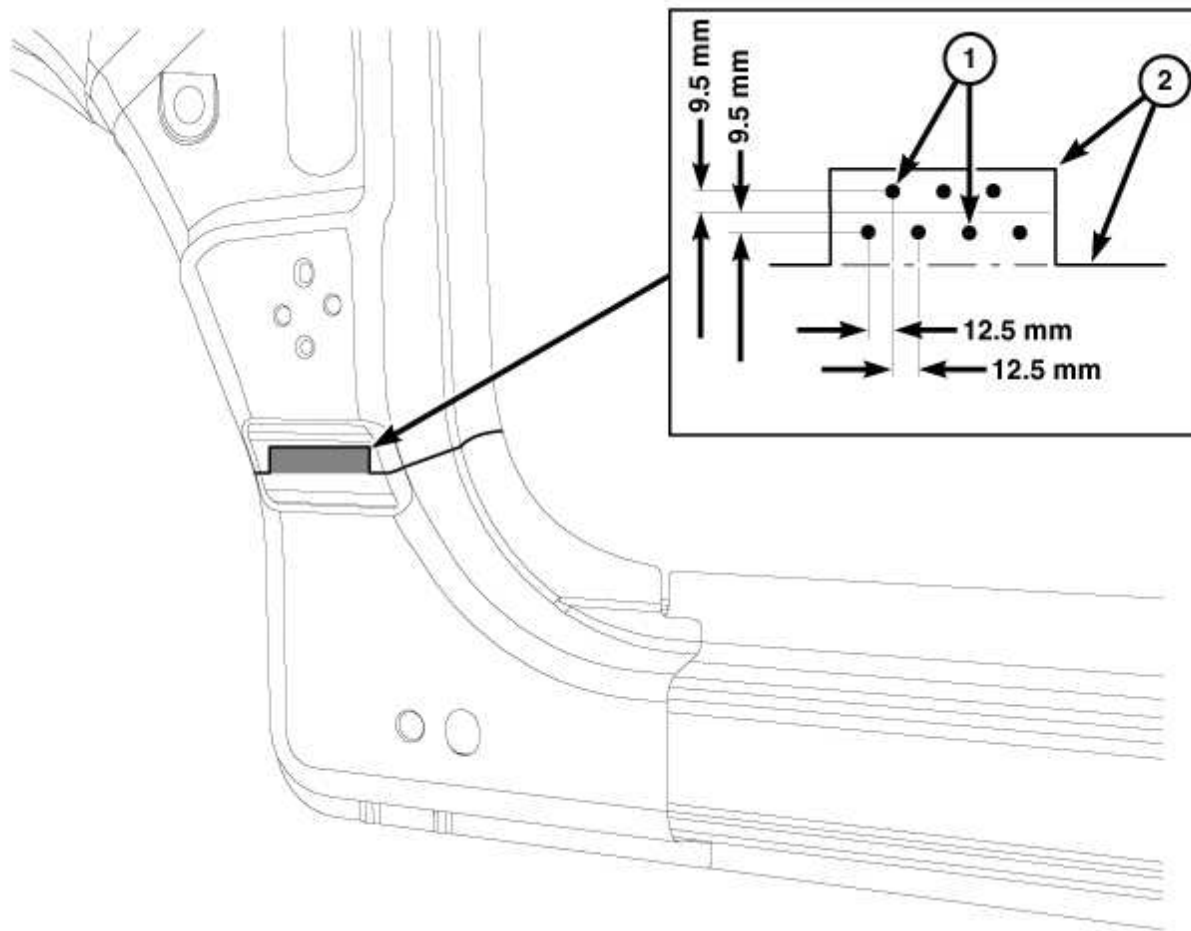
NOTE: Parts shown for example purposes only. Emphasis is on joint design and proper plug weld placement

The repair joint is a combination lap-joint (1) and butt-joints (2) – the panels are lapped in the flat areas and butted in contoured locations and at weld flanges. The graphic better illustrates this process.



Modified Lap Joint

- 1 - LAP-JOINT WELDS
- 2 - BUTT-JOINT WELDS



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Plug Weld Layout

- 1 - MIG PLUG WELDS
2 - MIG SEAM WELD

The MIG plug welds, or "puddle welds" should be made after drilling 8 mm (5/16 in) holes and should be staggered 12.5 mm (0.5 in) apart following the centerline of the lap and should be alternating above and below the centerline 9.5 mm (3/8 in.).

In the lap-jointed area, staggered MIG plug welds (1) are used to augment the joint and **all edges** of the lapped panel seam (2) should be **completely** welded.

Types of Welding

STRSW (Squeeze Type Resistant Spot Welding)

- STRSW relies on the resistance of the material being welded to create heat as a current is passed through. The materials being welded are squeezed together, and as current passes through, resistance causes heat buildup. The force of the tips and the heat from the current allow the materials to fuse together. The current is removed and the force from the welding tips is held during a cool down cycle. When the cool down cycle is complete, the pressure is released and the next weld is positioned.
- Learning how to create weld coupons, refer to [Test Weld Coupon](#) and then performing a destructive test using these coupons, is the key to successfully using STRSW. Chrysler Group LLC requires a physical test using test coupons and the methods outlined in this document to test welds prior to making repairs.
- Tip condition is very important for producing proper welds. Inspect tips often and either dress or change per equipment manufacturer recommendations.
- High-quality welding equipment must be used or welds may be inadequate. Also, the equipment must be able to produce repeatable welds from the beginning of the repair to the end.

GMAW (Gas Metal Arc Welding or "MIG")

- GMAW is an arc welding process where the electrode wire is fed through a weld gun and is surrounded by a shielding gas. The term MIG comes from early uses on aluminum where argon was used as shielding gas and

the process was referred to as Metal Inert Gas welding. The GMAW process is currently the most common in the uni-body repair environment.

Weld Bonding

- A method of joining metals using STRSW in conjunction/combination with a structural adhesive.
- Weld bonding provides the customer with a superior repair as compared to the traditional plug/puddle welding process using GMAW. Structural adhesive should not be used in a joint that did not originally contain it.
- The repair joint or seam should duplicate the OE build as closely as possible, unless otherwise stated in the collision information.

NOTE: Chrysler Group LLC. DOES NOT approve or endorse the use of structural adhesives alone in the replacement of body panels.

Weld Processes

Squeeze Type Resistance Spot Welding (STRSW)

Applications

- With advancements in equipment technologies, STRSW is not restricted to light gauge sheet metal any longer. Heavier gauges of high strength and coated steel, currently used in vehicle structures, can now be welded in the field, providing destructive testing is performed on each combination. This is to ensure quality welds are being maintained.

Equipment Requirements

- Equipment must produce two sided welds
- Equipment must have been tested to SAE J2667 with satisfactory results obtained
- Equipment must have the capability to create welds that comply with the Minimum Weld Nugget Requirement Chart
- Technician must have the appropriate sheet metal measuring equipment to ensure their welds meet the minimum weld nugget size for the actual panels being welded

Gas Metal Arc Welding (GMAW or "MIG")

Applications

- Sheet metal repairs where STRSW is not available or practical, and truck frame repairs.
- The most common usage of GMAW on uncoated or galvanneal coated steel will utilize a 75% Argon - 25% CO2 shielding gas mix, and AWS specification ER70S6 wire. When welding galvanized material, Flux Core Arc Welding (FCAW) using AWS specification E71T-GS wire should be used to avoid weld porosity from the zinc in the galvanizing.

Weld Process

COMPONENT PARTS	TRUCK FRAME		BODYSHELL EXTERIOR & UNDERBODY PANELS			
	Zinc and Zinc Iron Alloy coated sheet steels					
WELDING PROCESS	GAS METAL ARC (Note: 1)	FLUX CORED ARC	GAS METAL ARC (Note: 1)	MIG BRAZE (Note: 2)	GAS METAL ARC (Note: 1)	FLUX CORED ARC
Material Type	High Strength and Structural Quality Steels which includes HSLA, Martensitic, and Dual Phase materials					
Material Thickness Range	2 mm - 4 mm		0.6 mm - 1.02 mm		>1.02 mm - 3.0 mm	
ELECTRODE TYPE (AWS SPEC. A5.18)	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)	AWS CLASS. ER70S-6	AWS CLASS. ERCuSi - A Silicon Bronze	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)
ELECTRODE SIZE	0.035	0.045	0.023 - 0.025	0.035	0.035	0.045
ELECTRODE MAKER	Lincoln®	Lincoln® NR-211-MP	Lincoln®		Lincoln®	Lincoln® NR-211-MP

COMPONENT PARTS	TRUCK FRAME		BODYSHELL EXTERIOR & UNDERBODY PANELS			
WIRE FEED SPEED (in/min)	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal	95-115 All Welds	150-155 Flat & Horizontal	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal
TRAVEL SPEED (in/min)			10			
VOLTAGE	19-20	15-18	16-19	18-19	19-20	15-18
POLARITY	DCEP	DCEN	DCEP	DCEP	DCEP	DCEN
GAS FLOW (cfh)	25-35	N/A	25-35	25-35	25-35	N/A
ELECTRICAL STICKOUT (in)	1/2 - 5/8	3/8 - 1/2	1/2 - 5/8	5/8 - 3/4	1/2 - 5/8	3/8 - 1/2
GAS TYPE	75% Ar 25% CO2	N/A	75% Ar 25% CO2	100% Ar	75% Ar 25% CO2	N/A
TYPE OF ARC TRANSFER	Short Circuit		Short Circuit	Pulse	Short Circuit	

These Procedure Specifications are appropriate as of this publication. Procedures may be superseded with new spec's at a later date.

Always process to the thinner material thickness (TMT)

All persons performing welding must be qualified to weld in all positions.

NOTE:

1. Must remove Zinc Coating on both sides of metal at the weld zone.
2. MIG Braze welding process requires use of Pulse Arc® or STT® welding machine.

Equipment Requirements

- The preferred GMAW welder will be a 220V. unit with minimum output capacity of 150 amps (250 amps suggested to avoid equipment limitations).

Limitations

- Welds must be "dressed", or ground down before applying topcoats.
- GMAW cannot weld through paints, sealers, or adhesives. Additionally, the zinc used in coated steels can lead to reduced weld strength due to porosity. This porosity problem on materials with heavy coatings can be dealt with by using FCAW.
- Due to the heat affected zone, structural adhesives cannot be applied within 25mm. (1in.) of GMAW welds.

Testing

- Weld coupons identical to the repair situation need to be created to help set up the welding equipment and weld process. These coupons then should be destructively tested to ensure proper quality welds are being made

Post Weld Procedures

- When welding has been completed, welds in cosmetic locations must be dressed.
- Welds will need to be smoothed down to the height of the surrounding panel without any thinning of the sheet metal. This can be accomplished using one of many sanding or grinding products available in the aftermarket.
- Slag must always be removed prior to refinishing to restore corrosion protection and appearance.
- Corrosion inhibiting materials must be applied to seal the weld zone from future corrosion.

Minimum Weld Nugget Requirement Chart

*Governing Metal Thickness (GMT)	**Minimum Weld Nugget Diameter
0.64mm. - 0.79mm.	3.5mm.
0.8mm. - 0.99mm.	4.0mm.
1.0mm. - 1.29mm.	4.5mm.

*Governing Metal Thickness (GMT)	**Minimum Weld Nugget Diameter
1.3mm. - 1.59mm.	5.0mm.
1.6mm. - 1.89mm.	5.5mm.
1.9mm. - 2.29mm.	6.0mm.
2.3mm. - 2.69mm.	6.5mm.
2.7mm. - 3.04mm.	7.0mm.

*Governing Metal Thickness (GMT) = The minimum weld nugget for two thickness welds shall be based on the thinner of the two sheets being welded. The minimum weld nugget diameter for three thickness welds shall be based on the middle gauge of the three panels being welded (not necessarily the middle panel).

**Minimum nugget diameter should be measured with a venire caliper. If the weld is not round, measure the major and minor diameter and average.

Equipment Limitations

- Each brand/model is limited to material capacity that can be welded
- The facility power supply can also impact equipment performance

Access Limitations

- Due to the existing structure of the vehicle being repaired, each weld must be evaluated for feasibility. Due to power limitations of the equipment, tongs that are long and deep enough for certain welds may not be available, and the weld will need to be made by another method.

CAUTION: All NVH foam must be removed from the repair area of the vehicle, as material is flammable.

Preparation

- Prior to making repairs with STRSW, weld coupons must be created for testing. The test joint must be an exact duplicate of the original joint, including layering and adhesive application. The testing is required to ensure the repair restores the vehicle to its originally produced condition using the minimum weld nugget requirement chart.
- To correctly identify the material being welded or tested, the technician must posses an accurate material thickness gauge
- No "improvements" to the vehicle design are allowed as this could have a negative impact on the vehicle as a whole. The repair should mirror what was used on the vehicle at the assembly plant.
- Note, the weld is affected by more than just the thickness or number of panels being welded, but also material coatings. Zinc based anti-corrosion coatings (i.e., galvannealing, galvanizing), sealers, adhesives, and E-coat will affect welder performance. Any sandwich type coatings will increase weld time (and current in some types of STRSW welders) required to accomplish an acceptable weld nugget.
- When preparing an E-coated panel for STRSW the E-coat must be removed from both of the mating flanges within 25mm. (1in.) of any flange. Corrosion protection is required anytime you remove E-coat. A scuffing disc should be used to remove the E-coat without damaging other sheet metal coatings
- If the panel originally had structural adhesives it should be reapplied prior to welding. The adhesive should have a corrosion inhibitor and cover all bare metal.
- Prior to creating weld coupons and the final body repairs, all coatings and dirt/road debris must be removed.

Testing

- Weld coupons identical to the repair situation need to be made prior to performing any repair. These coupons must be tested (peel test) to determine if the weld nugget meets the minimum size outlined above in the Minimum Weld Nugget Requirement Chart. Keep in mind that different material coatings, coating thickness, material thickness, and joint configurations have a direct impact on nugget size.

Weld Bonding

NOTE: Structural adhesive manufacturers will vary on time allowed for completion of STRSW in weld bond zones. Check and follow adhesive manufacturer recommendations.

Application

- Weld bonding is the STRSW welding process utilizing structural adhesive between the panels that are resistance welded together. The adhesive creates a very stiff structure, while the welding eliminates concerns of the adhesives' peel strength.
- Additionally, the adhesive acts as a sealer and provides a high level of corrosion protection.

Sealers and Adhesives

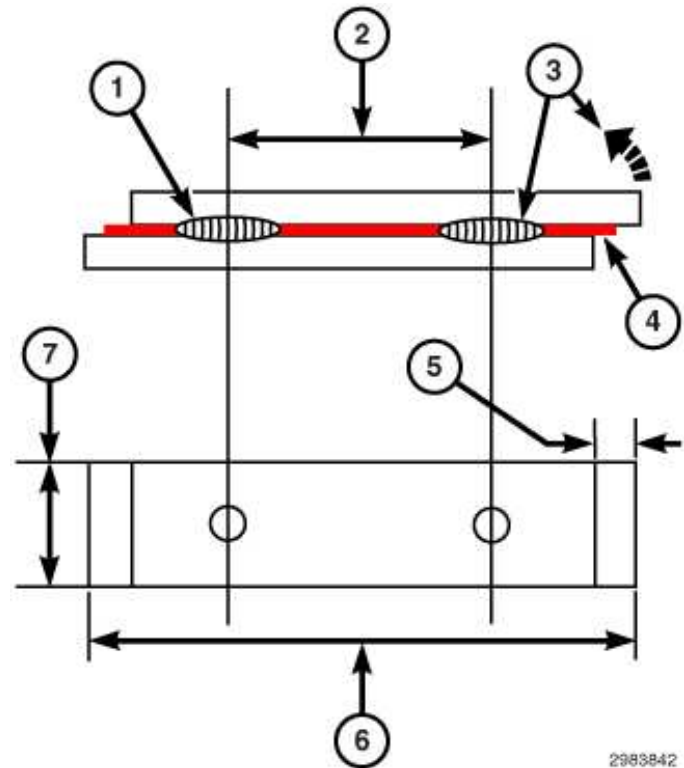
- Sealers are materials placed on top of a seam to control water and air intrusion.
- Adhesives, providing structural improvements, are found between panels welded together. Adhesives also

provide the qualities of sealers when applied correctly.

- The Chrysler Group LLC. recommendation is to replace any suspected adhesive with a two-component, corrosion inhibiting structural adhesive when any repairs are made, providing the STRSW process is applicable.

Test Weld Coupon

NOTE: Periodically check the electrodes tips to determine whether the faces have been contaminated, damaged or increased in size. If any of these conditions have occurred, replace or re-face the electrode tips per equipment manufacturer recommendations.

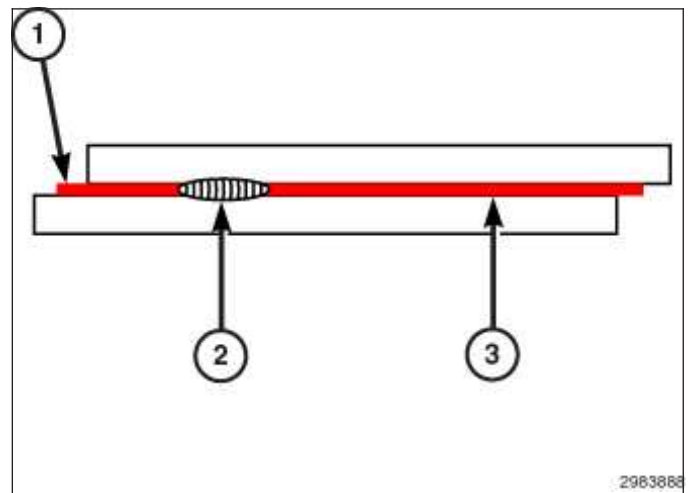


Weld Coupon

- 1 - FIRST WELD TOWARD END OF COUPON, AT LEAST 12.5mm. (0.5in.) FROM ANY EDGE
- 2 - DISTANCE MUST EQUAL THE SPACING FROM THE REPAIR WELD TO THE CLOSEST EXISTING WELD ON THE VEHICLE
- 3 - TEST THE SECOND WELD BY PEELING APART IN DIRECTION SHOWN (USING PLIERS OR EQUIVALENT)
- 4 - STRUCTURAL ADHESIVE
- 5 - APPROXIMATELY 13mm. (0.5in.)
- 6 - APPROXIMATELY 100mm. (4in.)
- 7 - APPROXIMATELY 25mm. (1in.)

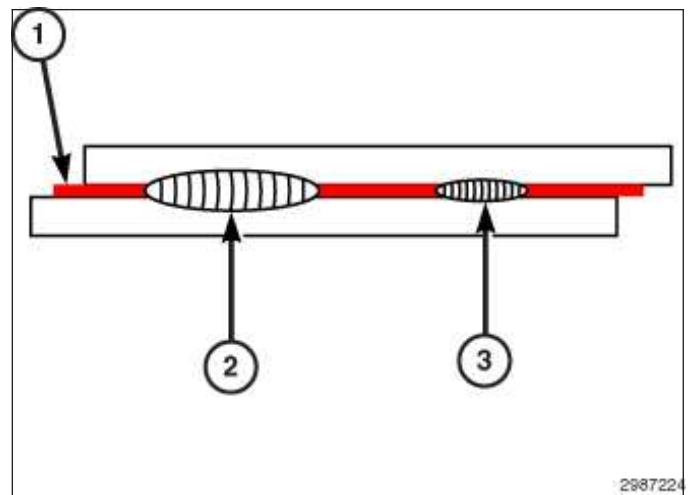
Weld Examples

Current Level Low for Both Welds



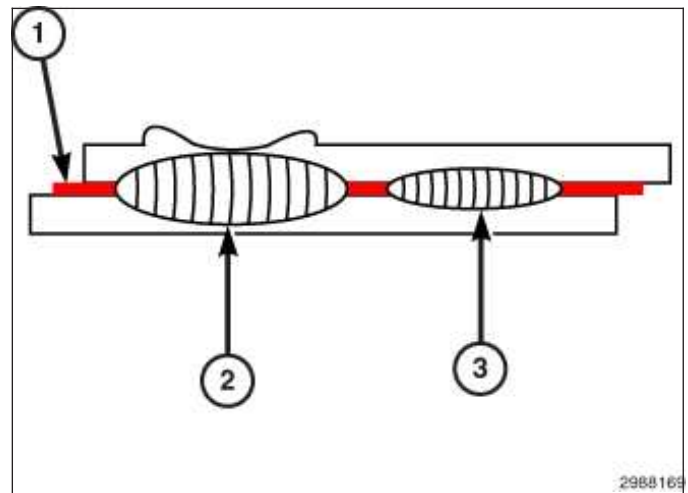
- 1 - STRUCTURAL ADHESIVE
- 2 - WELD TOO SMALL
- 3 - WELD NON-EXISTENT

Current Level Medium for Both Welds



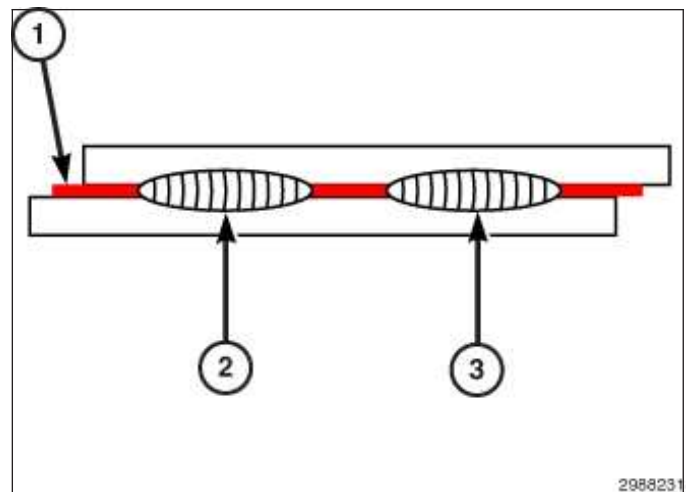
- 1 - STRUCTURAL ADHESIVE
- 2 - WELD CORRECT SIZE
- 3 - WELD TOO SMALL

Current Level High for Both Welds



- 1 - STRUCTURAL ADHESIVE
 2 - WELD HAS HEAVY EXPULSION OF METAL AND SURFACE MARKINGS
 3 - WELD CORRECT SIZE

Current Level Adjusted to Provide Acceptable Welds



- 1 - STRUCTURAL ADHESIVE
 2 - WELD CORRECT SIZE
 3 - WELD CORRECT SIZE

1. Select the proper spot welding "arm" which provides the best access to the areas of the vehicles where the spot welds are to be made.
2. Obtain metal of the same thickness and coating (i.e., bare, galvanized, or galvanized) to be welded. This metal will be used for spot welder set up. Damaged sheet metal taken from the vehicle being repaired may be used if it is from the area from which the work is to take place. The sheet metal must be flat, free of cracks, wrinkles and scored metal.
3. Using the procedure outlined in [Test Weld Coupon](#), prepare the test coupons.
4. Clean and prepare both mating coupons. If using adhesives, verify the recommendations of the adhesive manufacturer. All contaminants such as rust scale, dirt, paint, and existing sealers and adhesives must be removed. Remove any E-coat within 25mm. (1in.) of where the welds are to be placed.
5. If the panel joint originally contained structural adhesive, it should be applied to the coupon at this time.
6. Install the equipment manufacturers recommended electrode tips.
7. Adjust the welding electrode tip force, and clamp time per manufacturer recommendations.

NOTE: Galvanneal and galvanized coated steel will require more force

8. As shown in [Test Weld Coupon](#), place first weld at a position at least 12.5mm. (0.5 in.) away from end weld coupons. Then make the second weld. The weld spacing should be the same distance as the original welds or the closest existing weld, whichever is the least on the vehicle being repaired.
9. Destructively test the **second** weld to determine the size of the resistance spot weld produced (see examples

in [Test Weld Coupon](#). If the weld is insufficient, adjust the welder per the welder manufacturer recommendations and repeat steps 7,8 and 9 until the proper weld size is achieved.

NOTE: If the first weld becomes too "hot" before the second weld reaches the correct size, reduce the current settings for the first weld and continue increasing the current setting for the second weld until the proper size for the second has been reached.

Final Weld Preparation

CAUTION: NVH foam should be removed from the weld area, as material may be flammable.

1. Visually verify that mating flanges are free of scale, rust, dirt, paint and cured adhesives/sealers, as well as wrinkles. If cracked, wrinkled or scored metal exists the condition needs to be corrected at this time.
2. E-coat within 25mm. (1in.) needs to be removed for STRSW. If Weld Bonding, E-coat should be ground off completely along seam.

NOTE: Corrosion resistance coating (i.e., galvanized, galvalume) should not be removed during cleanup of components.

3. If adhesive is to be used, apply it at this time. Clamp the component to the vehicle.

NOTE: Insulated clamps should be used, as not to shunt the weld current.

4. Visually verify that the welds to be made **will not** be placed directly over an existing weld.
5. After verifying that the welder control settings are the same required to produce the second weld on the test coupons, make the welds on the vehicle.

NOTE: Structural adhesive manufacturers will vary on time allowed for completion of STRSW in weld bond zones. Check and follow adhesive manufacturer recommendations.

6. If adhesive was used, clean up any excessive squeezeout prior to adhesive curing.

Training and Qualification

Training

As with any equipment, proper training is required, and in the case of welding equipment this is no exception. The goal of automobile facilities and technicians is to restore the vehicle to its OEM condition.

Training must be considered a two-fold process:

- The technician must be well versed in how the equipment operates, how adjustments are made and what effects those adjustments have on the weld. The technician must also clearly understand the maintenance of the equipment and the impact of poor maintenance on welds and equipment longevity.
- The second and most important, aspect of the training, is weld quality confirmation. Destructive testing of weld coupons must be performed to ensure the minimum weld size is created. Physical appearance of the weld is not enough to determine the quality of the weld. Additionally, poor welds may also reduce the durability, or quality, of the repaired vehicle in time.

It is required that technicians have received training regardless of the welding equipment or method they utilize. Both training in the specific field of welding, and the particular equipment, are necessary to ensure safe, durable, quality welds are obtained.

Qualification

To demonstrate welding skill, it is highly important that technicians obtain certification from an organization such as the American Welding Society (AWS) or a certificate from the Inter-Industry Conference on Auto Collision Repair (ICAR).

CORROSION PROTECTION

Corrosion Protection Restoration

"Corrosion protection" encompasses all the materials and coatings which protect a vehicle from corrosion and include:

- Coated steels
- E-coat primer on the complete body
- Body sealing to eliminate water and air intrusion where panels join
- Structural adhesives in some joints
- Chip resistant primer applications on the entire body
- Paint application
- Underbody corrosion protection
- Inner panel corrosion protection added to repair areas

Corrosion protection must be restored during a repair anytime it may have been compromised. All areas that have been subjected to structural pulls, clamping, straightening, welding, or any other any other operation that may have imparted damage to the corrosion protection system will need to be addressed.

In the repair process corrosion protection is addressed in three phases: pre-refinish, refinish and post-refinish.

Pre-refinish

In the pre-finish phase, structural adhesives, seam sealers and other applied coatings are installed. Sheet metal seams are sealed to prevent water intrusion into the "dry" areas of the vehicle, such as passenger compartment, and also to prevent intrusions of contaminants, such as water and road salt, into seams causing corrosion. Lap joints, hem flanges, and any panel mating locations need to be addressed during the repair and treated to duplicate the original vehicle build.

All bare metal should be etch primed prior to applying seam sealer, following the refinish material provider's instructions for doing so, unless the manufacture of the sealer specifically states otherwise.

When working around pinch weld flanges, seam sealer should be installed to duplicate the original appearance and function. If it is unclear whether the original sealing material **between** the flanges is strictly a sealer or structural adhesive, always default to a structural adhesive such as Fusor 112B, or 3M 08116. For additional information related to weld-bonding and welding around adhesives and sealers, (Refer to 31 - Collision Information - Standard Procedure).

Roof and closure panels will require the use of Anti-Flutter foam. Where inner panel supports meet external panels, the proper replacement materials in these areas are Mopar part #04864015AB, or equivalent, or Fusor 121, or 3M 04274 (NVH dampening material).

All hem flanges on closure panels should be sealed whether sealer is apparent or not. This includes those disturbed during the repair, and those on new replacement panels. Either duplicate the existing bead in shape or size, or where one is not obvious, seal the hem flange in a discrete fashion. Hem flanges should be sealed using Mopar part #04318026, Fusor 129, or 3M 08308.

Lap joints, such as in floor pans, should be sealed to duplicate the sealer visible, but also addressed on any exterior surface by sealing the lap whether visible or not.

NOTE: Chrysler does not recommend the use of any type of "weld-thru" primer during repairs. Weld-bonding with corrosion protecting adhesives or sealers, along with final application of inner panel corrosion protection is the proper method.

Refinish

All painted surfaces should be coated using a Chrysler group LLC approved refinish material. The refinish process includes application of undercoats, primers (filler & sealer), basecoats and clearcoat. These approved materials have been tested to the same material standards as the production materials.

Post-refinish

All new panels, and repair areas, must have inner panel corrosion protection applied after the painting operation is complete, but before all the trim is reinstalled. Mopar Cavity Wax No. 68042970AA, or 3M Rustfighter #08891 should be applied to all interior cavities, weld flanges, hem flanges as well as any are affected by the repair

especially where any type of welding was performed. Inner panel corrosion protection should be applied using "pressure pot" equipment with wands which provide 360-degree material coverage for closed cavities, and directional spray wands for visible coverage (Mopar kit #04271235). Additionally, the corrosion protecting material must be applied in two coats with a minimum 30-minute flash time between applications.

Wheel wells and underbody panels which have been involved in the repair process should also have a final undercoating applied. Use Mopar No. 05093417AA, or equivalent, and apply with "pressure pot" style application equipment.

Any disturbed or removed NVH foam needs to be replaced. Use Mopar part No. 05142864AA, Fusor 130, or 3M 8463.

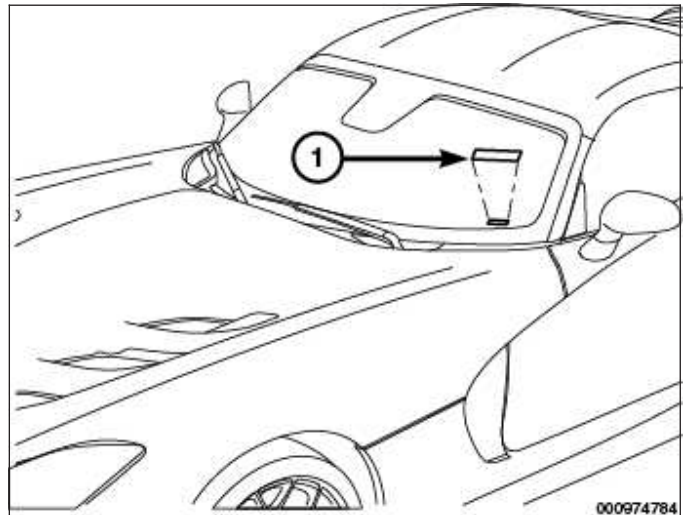
Following this arrangement, choice of materials, and proper application, the repaired vehicle should be as well protected against corrosion as it was prior to the repair.

Specifications

VEHICLE IDENTIFICATION NUMBER

The Vehicle Identification Number (VIN) can be viewed through the windshield at the upper left corner of the instrument panel, near the left windshield pillar. The VIN consists of 17 characters in a combination of letters and numbers that provide specific information about the vehicle. Refer to the charts below for decoding information.

To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the vehicle identification number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.



VEHICLE IDENTIFICATION INFORMATION	DECODING CHARTS
2013 DODGE VIPER	2013 VIN DECODING INFORMATION
2014 DODGE VIPER	2014 VIN DECODING INFORMATION
2015 DODGE VIPER	2015 VIN DECODING INFORMATION

2013 VIN DECODING INFORMATION

POSITIONS 1 - 3: WORLD MANUFACTURER IDENTIFIER

1	2	3	MANUFACTURER	VEHICLE TYPE
1	C	3	Chrysler Group LLC (USA)	Passenger Car

POSITIONS 5 - 7:

Define the following: brand, marketing name, price series, drive position, drive type and body type.

5	6	7	SERIES	DRIVE POSITION	DRIVE TYPE	BODY TYPE
D	E	A	Venom	Left Hand Drive	Rear Wheel Drive	2 Door Coupe
D	E	B	GTS			

POSITION 4: RESTRAINT SYSTEM

NOTE:

- (ASP) = All Seating Positions
- (OSP) = Outboard Seating Position

CODE	DESCRIPTION
A	Active Belts (ASP), Front Air Bags (OSP), Without Side Inflatable Restraints

POSITION 8: ENGINE

CODE	DISPLACEMENT	CYLINDERS	FUEL	TURBO	SALES CODES
Z	8.4 Liter	10	Gasoline	No	EWG

POSITION 9: CHECK DIGIT

0 through 9 or X

POSITION 10: MODEL YEAR

D = 2013

POSITION 11: ASSEMBLY PLANT

Code	Plant
V	Conner Avenue Assembly

POSITION 12 - 17: PLANT SEQUENCE NUMBER

A six digit number assigned by assembly plant.

2014 VIN DECODING INFORMATION
POSITIONS 1 - 3: WORLD MANUFACTURER IDENTIFIER

1	2	3	MANUFACTURER	VEHICLE TYPE
1	C	3	Chrysler Group LLC (USA)	Passenger Car

POSITION 4: RESTRAINT SYSTEM
NOTE:

- (ASP) = All Seating Positions
- (OSP) = Outboard Seating Position

CODE	DESCRIPTION
A	Active Belts (ASP), Front Air Bags (OSP), Without Side Inflatable Restraints

POSITIONS 5 - 7:

Define the following: brand, marketing name, price series, drive position, drive type and body type.

5	6	7	SERIES	DRIVE POSITION	DRIVE TYPE	BODY TYPE
D	E	A	Venom	Left Hand Drive	Rear Wheel Drive	2 Door Coupe
D	E	B	GTS			

POSITION 8: ENGINE

CODE	DISPLACEMENT	CYLINDERS	FUEL	TURBO	SALES CODES
Z	8.4 Liter	10	Gasoline	No	EWG

POSITION 9: CHECK DIGIT

0 through 9 or X

POSITION 10: MODEL YEAR

E = 2014

POSITION 11: ASSEMBLY PLANT

Code	Plant
V	Conner Avenue Assembly

POSITION 12 - 17: PLANT SEQUENCE NUMBER

A six digit number assigned by assembly plant.

2015 VIN DECODING INFORMATION**POSITIONS 1 - 3: WORLD MANUFACTURER IDENTIFIER**

1	2	3	MANUFACTURER	VEHICLE TYPE
1	C	3	Chrysler Group LLC (USA)	Passenger Car

POSITION 4: RESTRAINT SYSTEM**NOTE:**

- (ASP) = All Seating Positions
- (OSP) = Outboard Seating Position

CODE	DESCRIPTION
A	Active Belts (ASP), Front Air Bags (OSP), Without Side Inflatable Restraints

POSITIONS 5 - 7:

Define the following: brand, marketing name, price series, drive position, drive type and body type.

5	6	7	SERIES	DRIVE POSITION	DRIVE TYPE	BODY TYPE
D	E	A	SRT	Left Hand Drive	Rear Wheel Drive	2 Door Coupe
D	E	B	GTS			

POSITION 8: ENGINE

CODE	DISPLACEMENT	CYLINDERS	FUEL	TURBO	SALES CODES
Z	8.4 Liter	10	Gasoline	No	EWG

POSITION 9: CHECK DIGIT

0 through 9 or X

POSITION 10: MODEL YEAR

F = 2015

POSITION 12 - 17: PLANT SEQUENCE NUMBER

A six digit number assigned by assembly plant.

STANDARDIZED MATERIAL IDENTIFICATION

In an effort to reduce confusion over the large number of steel grades in use, and the repairability and weldability concerns involved with each, Chrysler Group LLC has instituted new nomenclature which is applicable to material call-outs and BIW exploded views released for use in the repair industry.

All materials listed in the key may not be used on a given model, nor may every panel be identified in the blow-up (ex: some groups do not show fascias).

WARNING: Chrysler Group LLC engineering's position on the use of heat during collision repair is as follows:

- Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.
- During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler Group LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.










Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

This statement supersedes any previously released information by the Chrysler Group LLC.

Failure to follow these instructions may result in serious or fatal injury.

NOTE: Corrosion protection must be restored after repair.

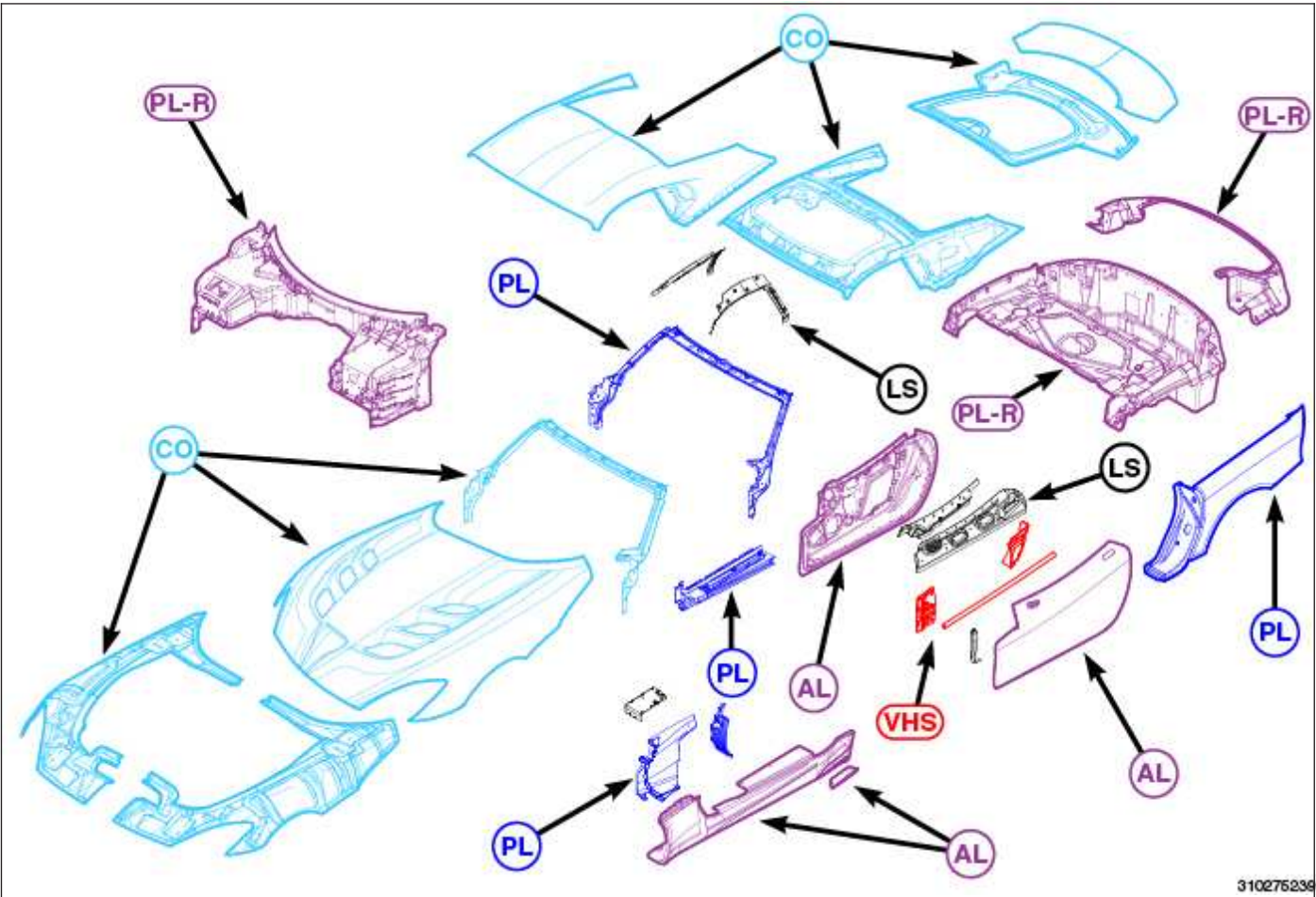
- LS** - Good repairability and weldability (least sensitive to heat). May be attached using the preferred Squeeze Type Resistance Spot Welding (STRSW) process, weld bonding where appropriate, or MIG welding. Materials have a tensile strength of less than 270 MPa.
- HS** - Some repairability and good weldability (the higher the strength of the steel, the greater the sensitivity to heat). May be attached using STRSW, weld bonding, and MIG welding. Material tensile strength range between 270 MPa and 600 MPa and includes DP590.
- VHS** - Very limited repairability and weldability (very sensitive to heat). Attach only at OE defined locations using OE defined procedures. Material tensile strengths are greater than 600 MPa. This category includes hot-stamped boron materials which are also termed "press hardened." Specialized cutters are required with many materials in this group.
- LM** - Good repairability and weldability. May be attached using STRSW, weld bonding, and Flux Core Arc Welding (FCAW).
- AL** - Stamped aluminum sheet metal panels may be repairable with specialized tools and techniques.
- MG** - Magnesium - no repairability, replacement components only.
- PL and PL-R** - Some repairability depending upon the type of plastic involved, the degree of damage, and the component function. Cosmetic components such as fascias (PL) have a higher degree of repair allowed than those components which can carry components and loads. Where PL-R components are bonded to steel structure, Chrysler Group LLC will identify the proper adhesive to attach the replacement panel. Repair materials for PL are commonly available in the collision repair market.
- CO** - Composite materials may be fiber reinforced (ex: Kevlar) panels or co-molded assemblies of steel and plastic. Any of these require specialized repair materials and processes.

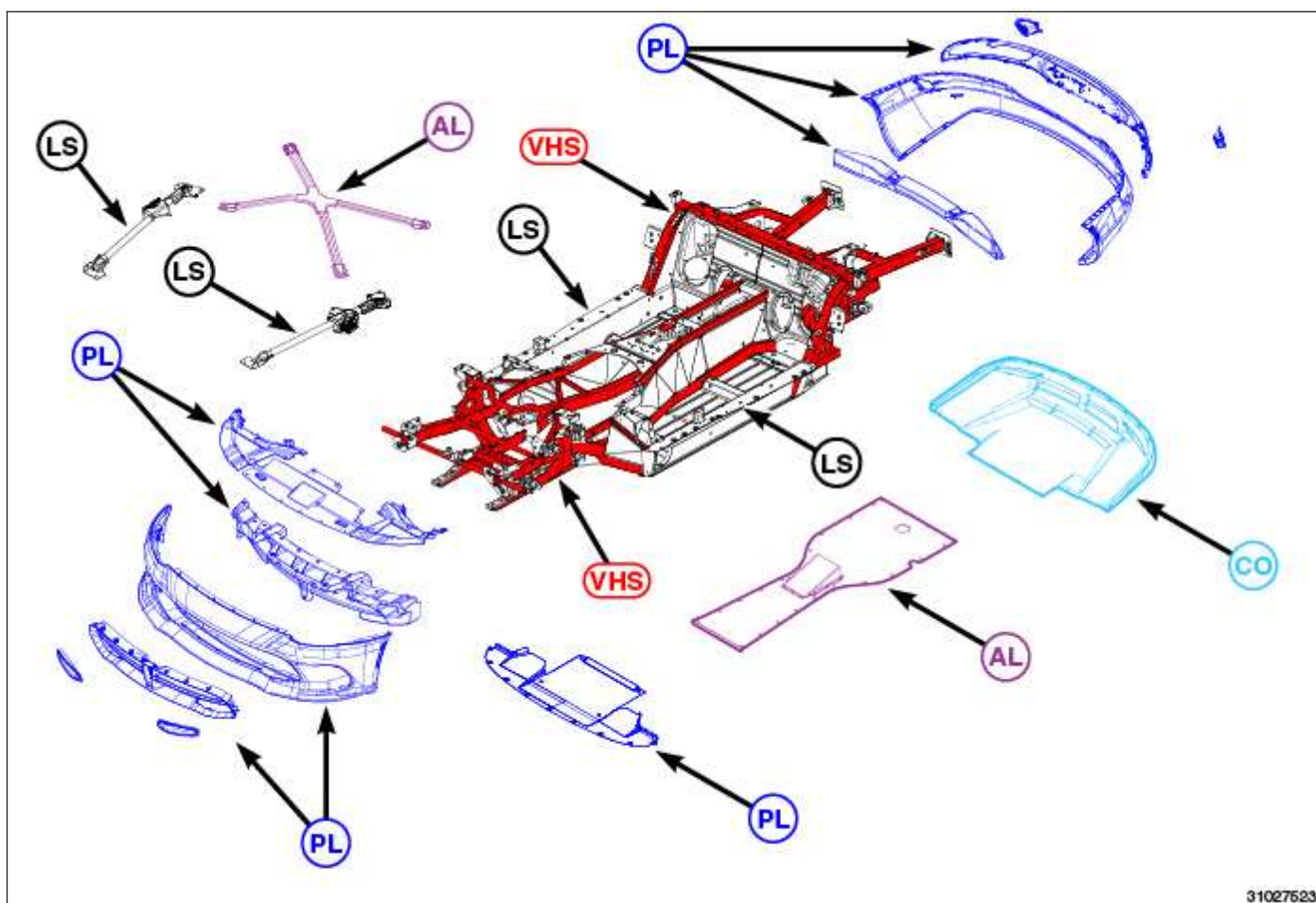
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Additional information on sectioning of components will also be identified in publications such as the Chrysler Group LLC **Non-Structural Sheet Metal Repair Guide** (81-316-0610) and **Structural Sectioning Guide** (81-316-0859).

CalloT Key	DescriptiOn	Color
LS	Low-Strength Steel	Black
HS	High-Strength Steel	Green
VHS	Very High-Strength Steel	Red
LM	Laminated Steel	Grey
AL	Sheet Aluminium	Purple
MG	Magnesium	Brown
PL	Plastic	Blue
PL-R	Fiber Reinforced Plastic	Purple
CO	Composite Material	Blue

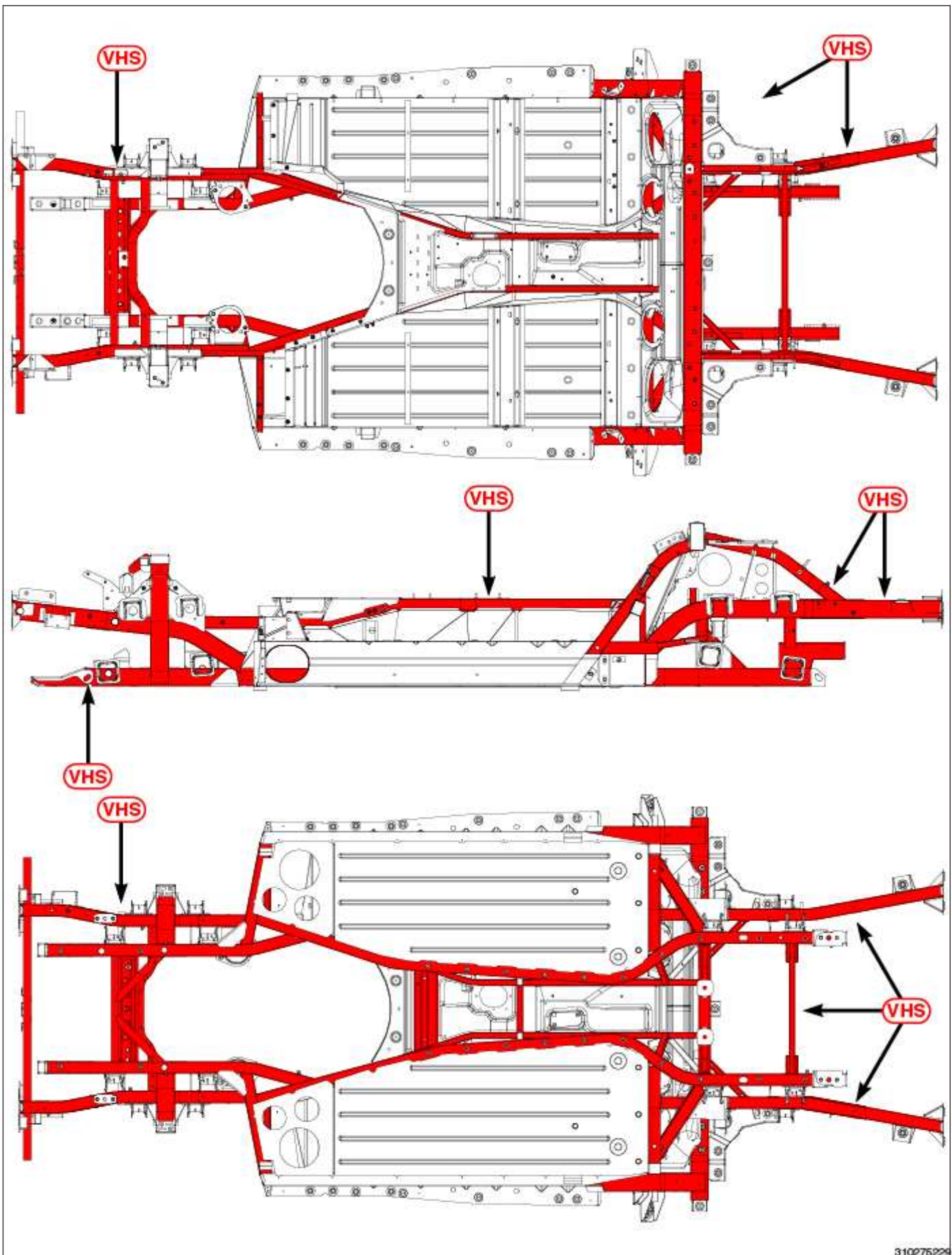


UPPER BODY MATERIAL IDENTIFICATION



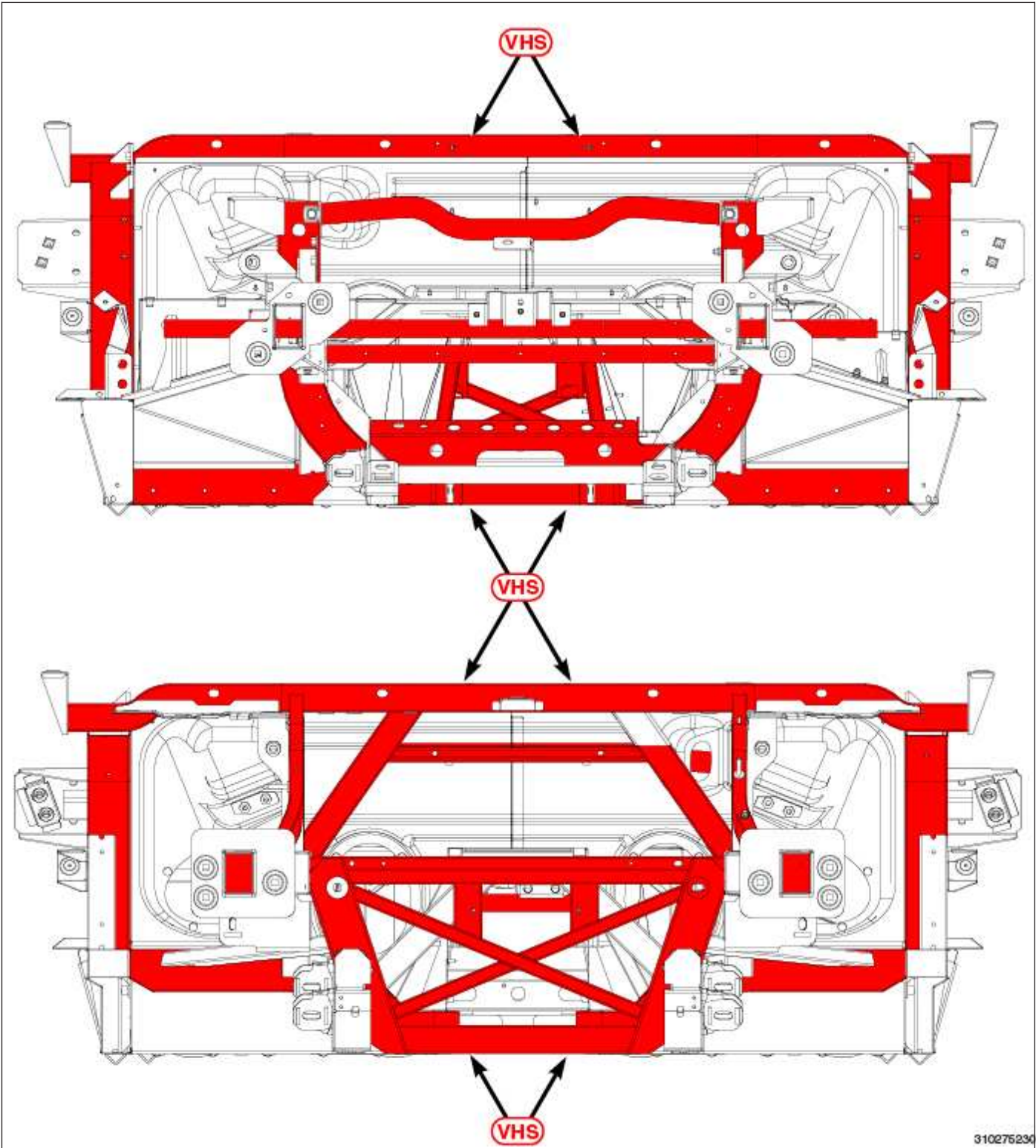
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LOWER BODY MATERIAL IDENTIFICATION

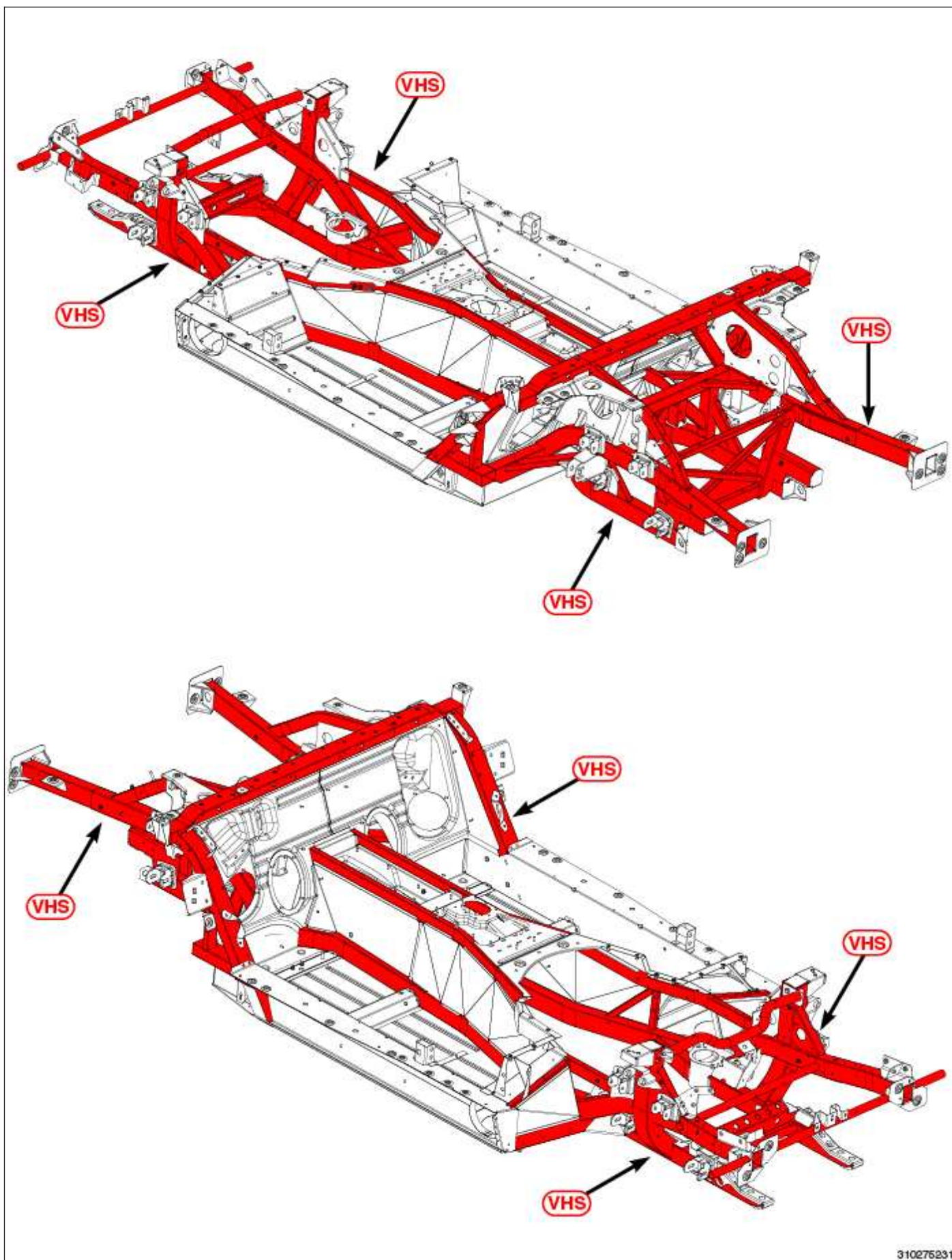


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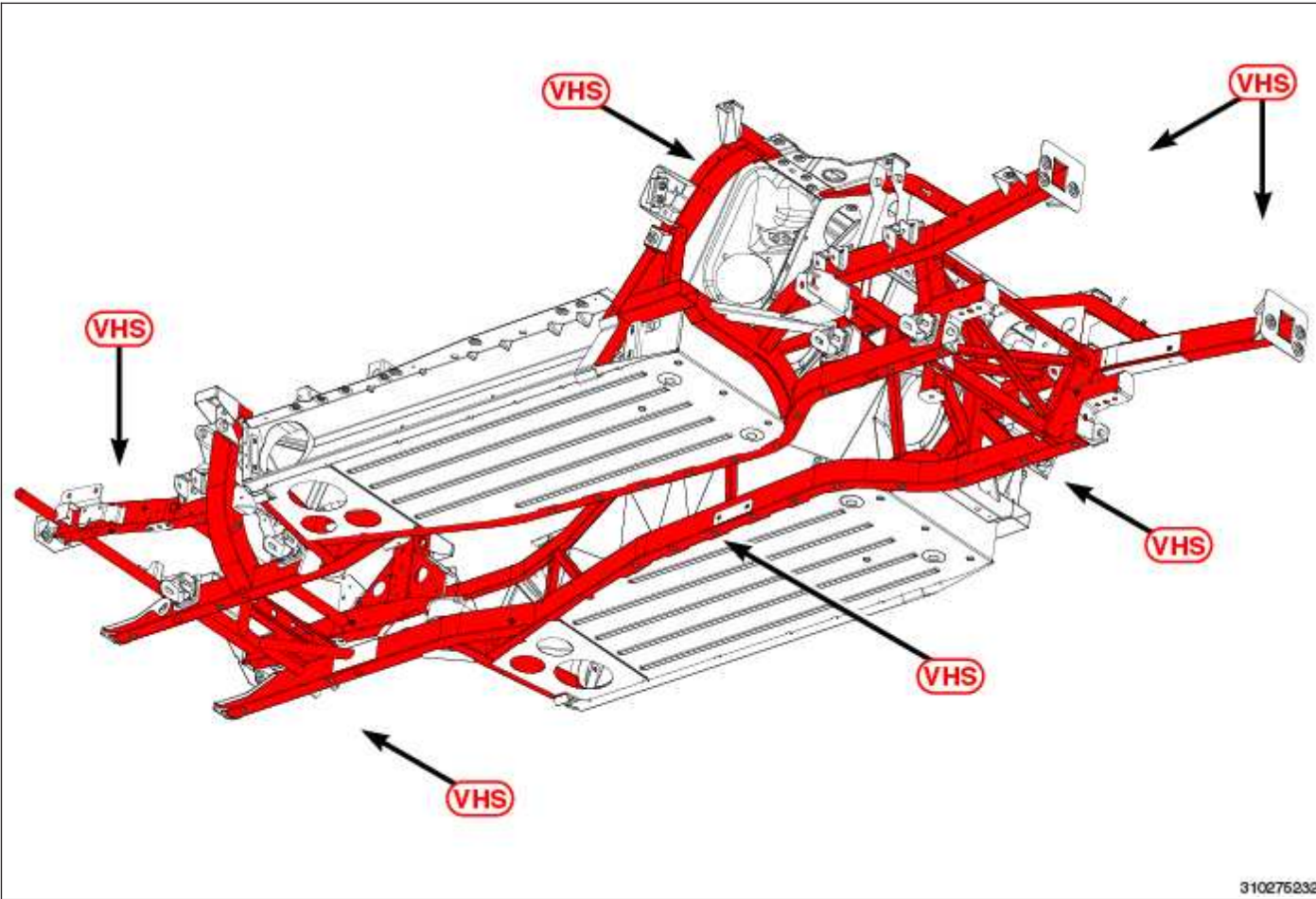
TOP SIDE AND BOTTOM FRAME



FRONT AND REAR FRAME



UPPER BODY FRAME



UNDER BODY FRAME

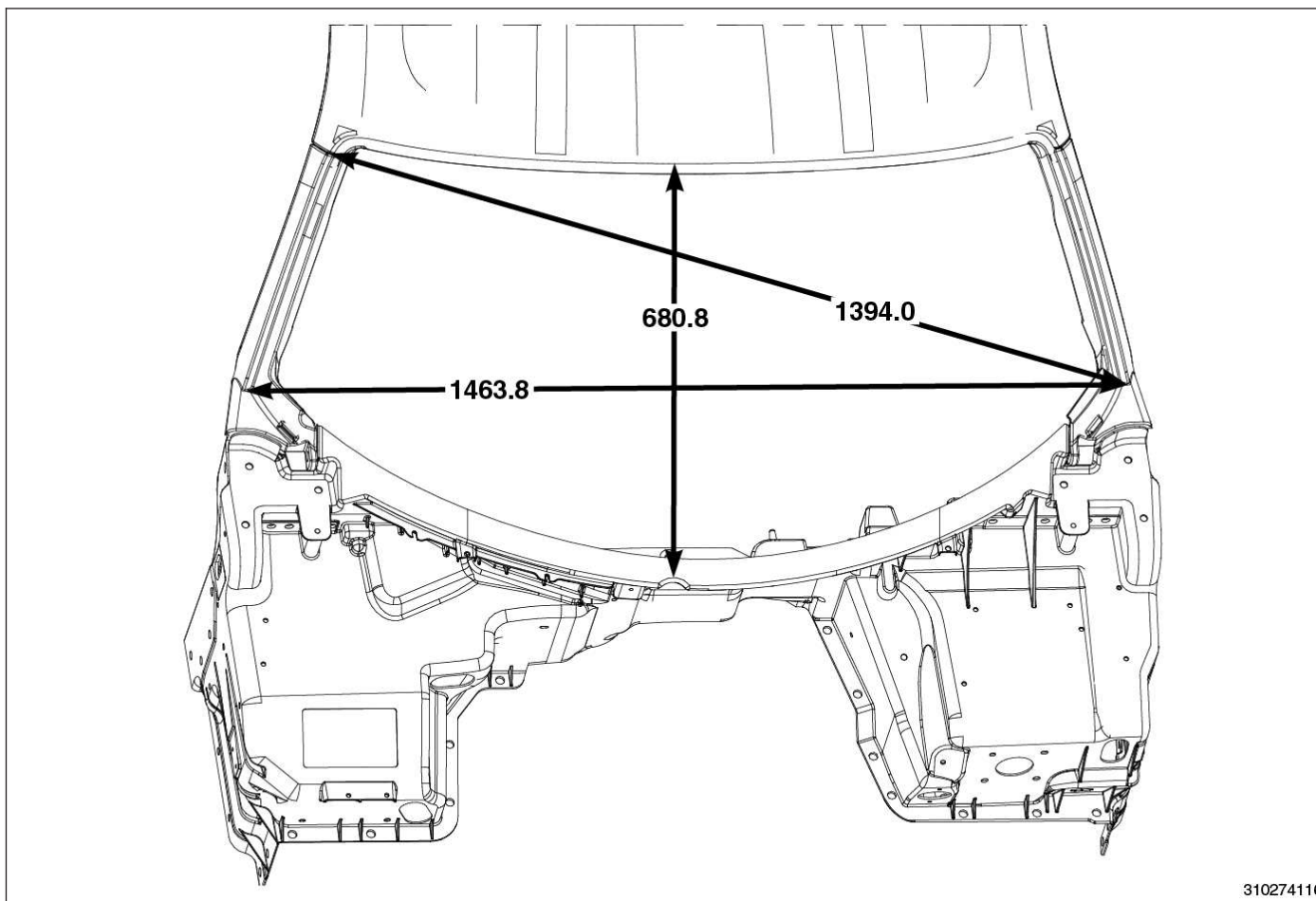
BODY OPENING DIMENSIONS

NOTE: Body opening dimensions are listed in metric scale millimeter (mm). Principal Locating Points (PLP), fastener locations, and holes are measured to center, unless noted otherwise.

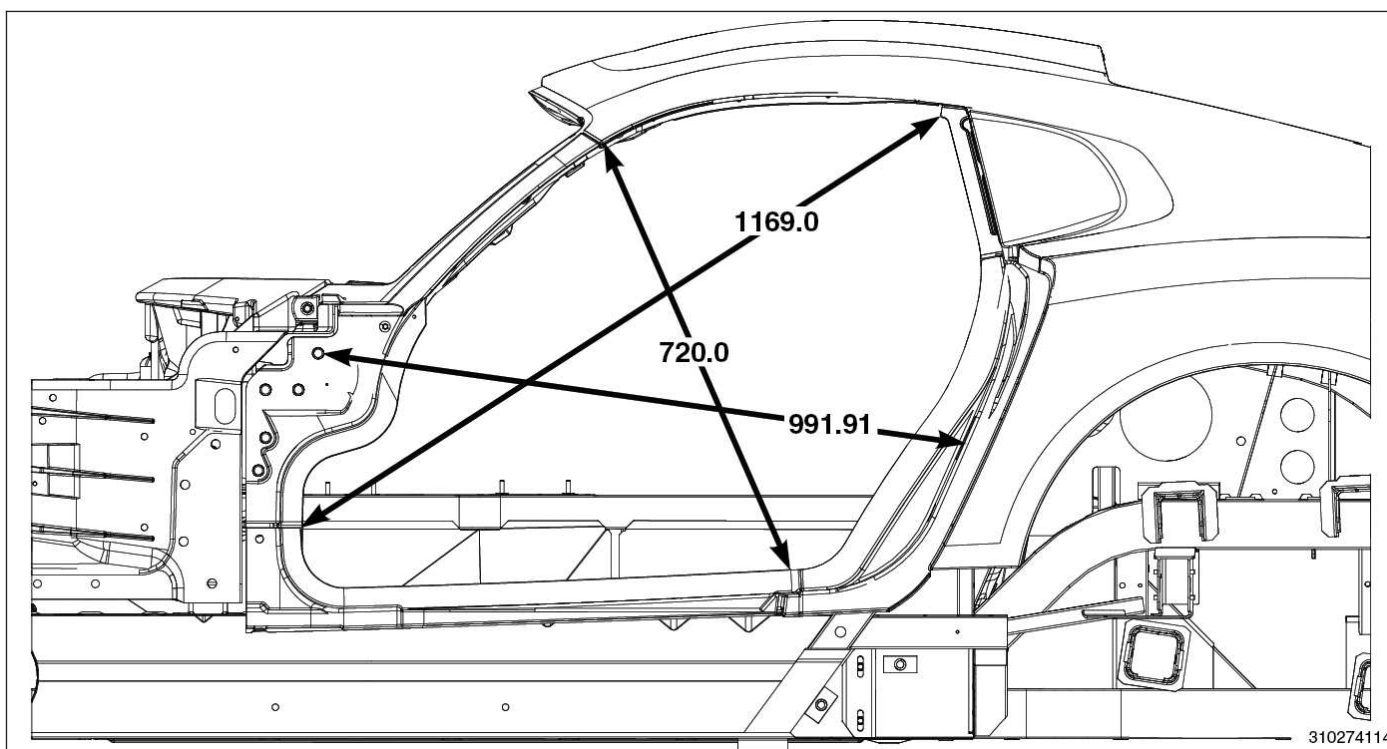
VEHICLE PREPARATION

- Position the vehicle on a level work surface
- Remove any weatherstrips, door strikers or any other parts that may interfere with the reference point

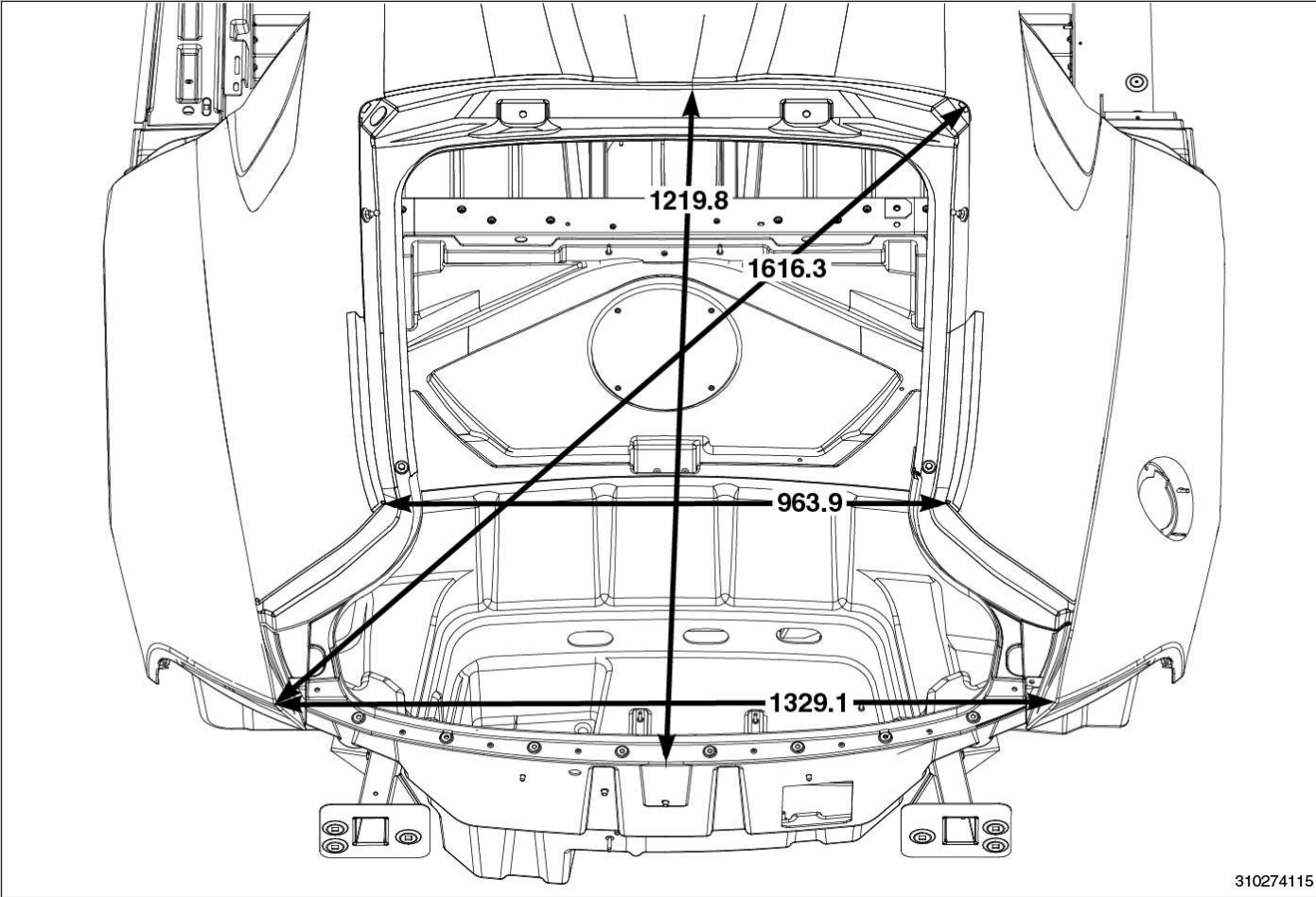
DESCRIPTION	FIGURE
WINDSHIELD OPENING	Figure 1
BODY SIDE APERTURE OPENING	Figure 2
LIFTGATE OPENING	Figure 3



Windshield Openings



Body Side Opening



Liftgate Opening

FRAME DIMENSIONS

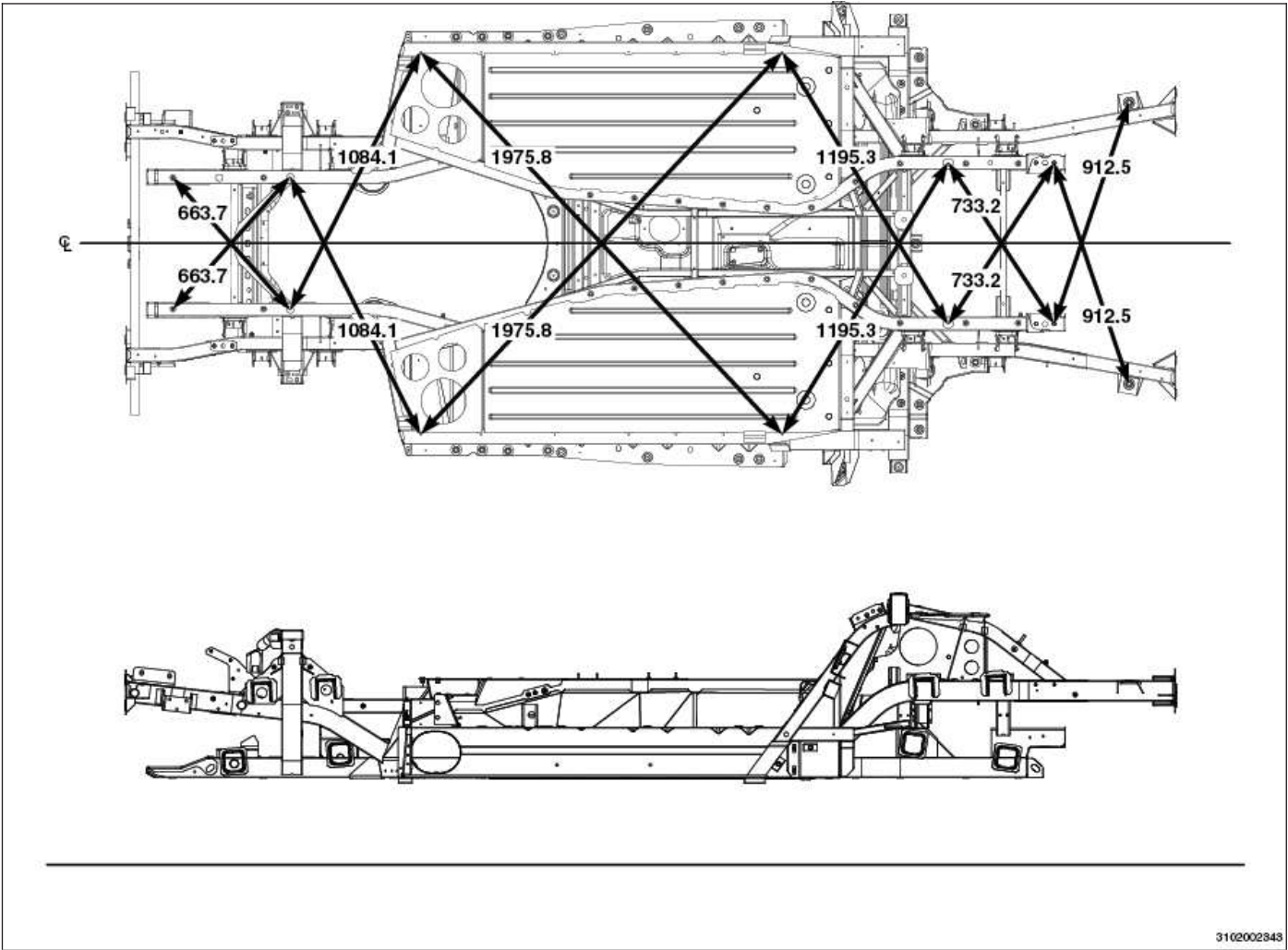
NOTE: Frame dimensions are listed in metric scale millimeter (mm). All dimensions are from center to center of Principal Locating Point (PLP), or from center to center of PLP and fastener location.

VEHICLE PREPARATION

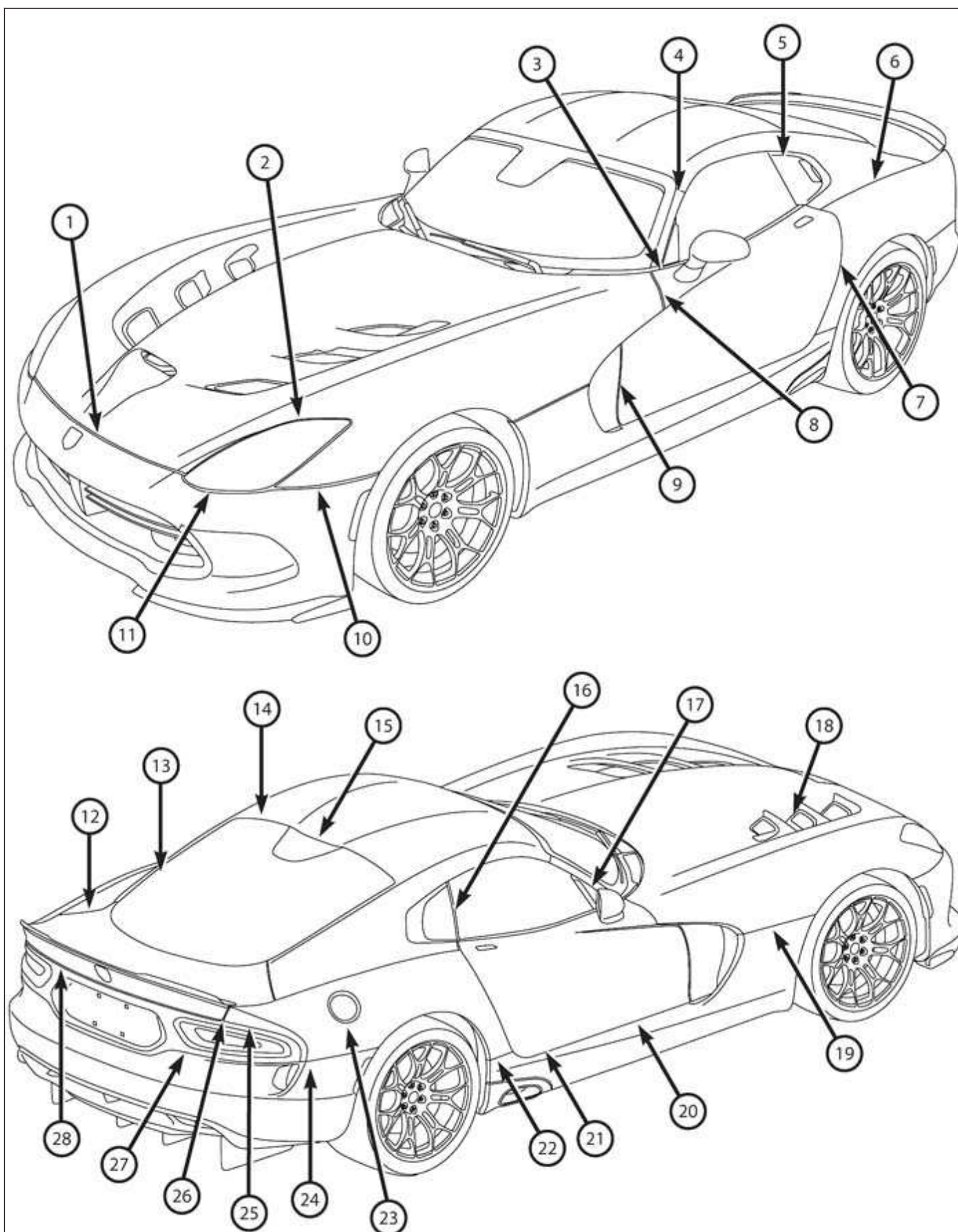
Position the vehicle on a level work surface. Using screw or bottle jacks, adjust the vehicle PLP heights to the specified dimension above a level work surface. Vertical dimensions can be taken from the work surface to the locations indicated were applicable.

INDEX

DESCRIPTION	FIGURE
Under Body Dimensions	Figure 1



BODY GAP AND FLUSH MEASUREMENTS



NOTE: All measurements are in millimeters.

O/F = Over Flush U/D = Up/Down		U/F = Under Flush F/A = Fore/Aft	
DIMENSION	DESCRIPTION	GAP	FLUSH
1	Hood to Fascia	4.5 +/- 1.0	Hood U/F 1.0 +/- 1.0
2	Headlamp to Hood	2.0 +/-1.0	—
3	Door to Cowl Screen	7.0	—
4	A-pillar to Roof	2.0 +/- 1.0 within 1.0 side to side	0.0 +/- 1.0
5	Inlet Duct to Roof	0.0	—
6	Roof to Quarter Panel	0.0 + 1.0	0.0 +/- 1.0
7	Door to Quarter Panel (top and side)	4.0 +/- 1.0	0.0 +/- 1.0
8	Door to Hood	4.0 +/- 1.0	At top 0.0 +/- 1.0 transitioning to bottom Hood O/F 1.0 +/- 1.0
9	Door to Hinge Cover	5.0 +/- 1.0	-1.0 +/- 1.0
10	Hood to Fascia	5.0 +/- 1.0 F/A Alignment 0.0 +/- 2.0	Hood O/F 1.0 +/- 2.0
11	Headlamp to Fascia	5.0 +/- 1.0	—
12	Liftgate to Roof	4.0 +/- 1.0	At Glass 0.0 +/- 1.0 At Quarter Panel -1.0 +/- 1.0
13	Liftgate Glass to Roof	3.5 +/- 1.0	-2.0 +/- 1.0
14	Liftgate Glass to Roof	5.5 +/- 1.0	-3.0 +/- 1.0
15	Widows Peak to Roof	5.0 +/- 1.0	-1.0 +/- 1.5
16	Door Glass to Inlet Duct	9.0	—
17	Mirror Flag to A-pillar	4.0 parallel within 1.0	O/F 3.0
18	Hood Vent to Hood	1.0 +/- 1.0	0.0 +/- 1.0
19	Hood to Sill	5.0 +/- 1.0 F/A Front and Rear 0.0 +/- 1.5	Hood O/F 1.5 +/- 1.0
20	Door to Sill	5.0 +/- 1.0	—
21	Sill Plate to Quarter Panel/Door Surround at waterfall	—	2.0 +/- 2.0 Cross car
22	Sill to Quarter Panel Alignment (front and rear) 0.0 +/- 1.0	—	- 0.5 Front 0.0 Rear +/- 1.0
23	Fuel Door to Quarter Panel	0.0 + 0.5	1.0 +/- 0.5
24	Fascia to Quarter Panel Alignment 1.0 +/- 2.0	0.5 + 1.0 - 0.5	0.0 +/- 1.0
25	Fascia Applique to Quarter Panel	0.5 + 1.0 - 0.5	0.0 +/- 1.0
26	Liftgate to Quarter Panel	5.0 Cross Car +/- 1.0	- 1.5 +/- 1.5
27	Applique to Fascia	0.0 +/- 1.0	0.0 +/- 1.5
28	Liftgate to Applique	6.0 +/- 1.0	- 1.0 +/- 1.5

PAINT CODES

Exterior vehicle body color(s) are identified on the Vehicle Certification Label or the Body Code Plate.

The first digit of the paint code listed on the vehicle indicates the sequence of application, i.e.: P = primary coat, Q = secondary coat. The color names provided in the Paint and Trim Code Description chart are the same color names used on most repair product containers.

PAINT COLOR INFORMATION	INFORMATION LOCATION
2013 - Paint Color Chart	2013 PAINT CODES
2014 - Paint Color Chart	2014 PAINT CODES
2015 - Paint Color Chart	2015 PAINT CODES

2013 PAINT CODES

Exterior vehicle body color(s) are identified on the Vehicle Certification Label or the Body Code Plate.

The first digit of the paint code listed on the vehicle indicates the sequence of application, i.e.: P = primary coat, Q = secondary coat. The color names provided in the Paint and Trim Code Description chart are the same color names used on most repair product containers.

EXTERIOR COLORS

EXTERIOR COLOR	CHRYSLER CODE
Bright White Clear Coat	BWA
Black Clear coat	DX8
Shadow Blue Pearl Coat	LBY
Gunmetal Clear Coat	LCC
Stryker Red Tinted Pearl Coat	LRK
Adrenaline Red Clear Coat	LR7
GTS Blue Pearl Coat	SBE
Race Yellow Clear Coat	WYR

INTERIOR COLORS

INTERIOR COLOR	CHRYSLER CODE
Black / Caramel	KX
Black / Header Red	RX
Black / Sepia	VX
Black	X9

2014 PAINT CODES

EXTERIOR COLORS

EXTERIOR COLOR	CHRYSLER CODE
Bright White Clear Coat	BWA
Black Clear coat	DX8
Billet Silver Metallic	JSC

EXTERIOR COLOR	CHRYSLER CODE
GTSR Blue Pearl Coat	KBU
TA Orange	KL4
Competition Blue	LBD
Gunmetal Clear Coat	LCC
Stryker Red Tinted Pearl Coat	LRK
Adrenaline Red Clear Coat	LR7
Anodized Carbon (Matte)	MDR
Stryker Green Tri-Coat Pearl	MG7
Race Yellow Clear Coat	WYR

INTERIOR COLORS

INTERIOR COLOR	CHRYSLER CODE
Black / Caramel	KX
Black / Header Red	RX
Sepia	VX
Black / Orange	V5
Black	X9

2015 PAINT CODES

EXTERIOR COLORS


EXTERIOR COLOR	CHRYSLER CODE
Bright White Clear Coat	BWA
Black Clear coat	DX8
Billet Silver Metallic	JSC
True Blue / GTSR Blue Pearl Coat	KBU
Header Orange / TA Orange	KL4
Competition Blue	LBD
Gunmetal Clear Coat	LCC
Stryker Red Tinted Pearl Coat	LRK
Adrenaline Red Clear Coat	LR7
Dark Ceramic Grey/Blue Clear Coat	MAG
Anodized Carbon / Granite Low Gloss (Matte)	MDR
Stryker Green Tri-Coat Pearl	MG7
Stryker Purple Tri-Coat Pearl	NHL

INTERIOR COLORS

INTERIOR COLOR	CHRYSLER CODE
Black / Caramel	KX
Black / Header Red	RX

INTERIOR COLOR	CHRYSLER CODE
Demonic Red	R9
Champagne / Medium Champagne	VV
Black / Sepia	VX
Black / Orange	V5
Black / Red	XR
Black / Demonic Red	X6
Black	X9

VEHICLE CERTIFICATION LABEL

MFD BY CHRYSLER LLC			DATE OF MFG: 8-08			
GVWR: 02012 KG	GAWR: 01080 KG	GAWR: 00998 KG				
04435 LB	FRONT: 02380 LB	REAR: 02200 LB				
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.A FEDERAL MOTOR VEHICLE SAFETY.			VIN: 1B3HB48A39D132596		TYPE: PASSENGER CAR	
BUMPER AND THEFT PREVENTION STANDARDS IN EFFECT ON			MDH: 08113 980AA		PAINT: PQD	
THE DATE OF MANUFACTURE SHOWN ABOVE.			VEHICLE MADE IN U.S.A.		TRIM: ZSDV	
					4658843	

000874415

VEHICLE CERTIFICATION LABEL - TYPICAL

A vehicle certification label is attached to every Chrysler LLC vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

Locations

SEALERS AND SOUND DEADENERS

Terminology

- **Work Time** : The length of time a sealer can continue to be applied or tooled effectively.
- **Set Time** : Time when there is no longer product transfer.
- **Handling Time** : The time when a part can be safely transported and sealer can no longer be tooled or repositioned.
- **Full Cure Time** : Time when a sealer has reached full strength.
- **Paintable Time** : Established time when refinish materials can safely be applied to a sealer.

Sealers

- **Brushable** : Single component sealer applied with a brush.
- **Flowable** : Sealer with low viscosity and self-leveling characteristics.
- **Pumpable** : A two component or one component sealer that seals interior and exterior joints and voids.
- **Resistance Weld-through** : Sealer / adhesive that can be used in conjunction with resistance spot welding.
- **Sealer Tape** : Preformed sealer.
- **Sprayable** : Sealer applied with a pneumatic dispenser to duplicate original textured appearance.
- **Thumb Grade** : Heavy bodied sealer for sealing large gaps and filling voids. Should remain soft and pliable.

Sound Deadeners

- **Non-Structural Flexible Acoustical** : Flexible foam with sealing and sound deadening properties.
- **Non-Structural Ridged Acoustical** : Ridged foam with sealing and sound deadening properties.
- **Mastic Pads** : Sound deadener pad that is preformed to fit a specific area.

Identifying Sealers

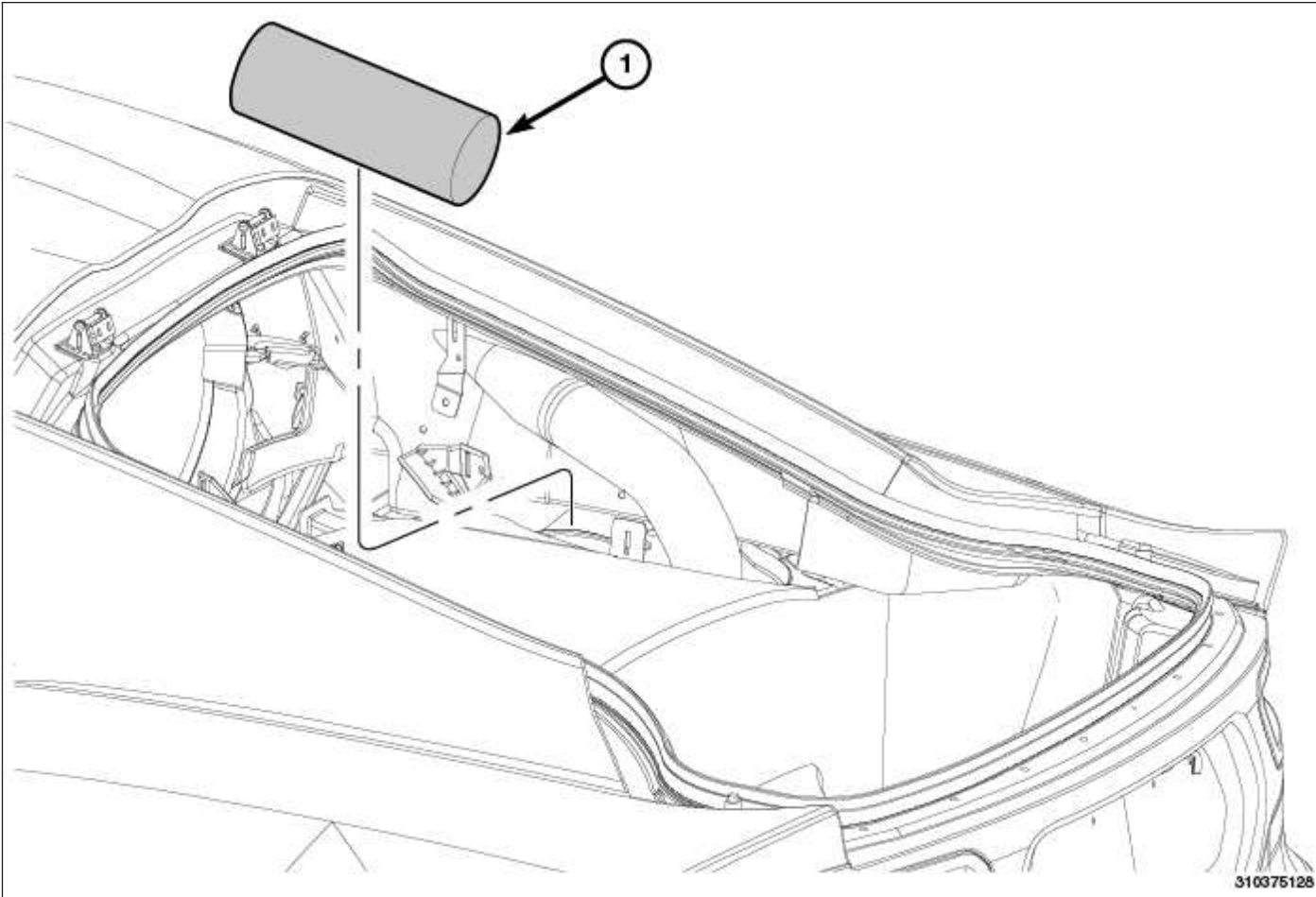
- Several types of sealers and sound deadeners are used during assembly. Therefore, specific applications may not be identified in this publication. General applications and the various types of products for repair will be featured to identify and replace OEM sealers and sound deadeners.

Helpful Sealer Tips

- Check shelf life or expiration date prior to beginning sealer applications.
- Be sure "work time" is appropriate for sealer application.
- Temperature, humidity and thickness of sealer will affect the work, set and paintable times.
- Test fit replacement panels prior to installation to insure tight fit and proper seal.
- Equalize 2K Products according to adhesive manufacturer's recommendations.
- Always follow manufacturer's recommendations for storage, usage and application to achieve best performance of the product.

SOUND DEADENER LOCATIONS

DESCRIPTION	FIGURE
Quarter Panel Stuffer Pad	FIGURE 1



Quarter Panel Stuffer Pad

STRUCTURAL ADHESIVE, FLEXIBLE ADHESIVES AND SEAM SEALER LOCATIONS

Structural adhesives, flexible adhesives and seam sealers should only be applied by trained technicians. Follow the manufacture instructions for proper applications of products.

Structural adhesive is applied by itself or in conjunction with Squeeze Type Resistance Spot Welds and is to be re-assembled in the same manner as vehicle build. Any situation where it is undetermined whether it is structural adhesives or seam sealer always default to structural adhesive .

Anti- flutter adhesive is applied to areas of the vehicle where adhesive properties with flexibility are required. Typically found on supports and braces throughout the closure panels, roof and body side gas fill areas.

Seam sealers are only to be used topically, never within weld flanges or hem flanges. All sealers being replaced should duplicate the factory style sealer in shape and size.

For additional information on Corrosion Protection, (Refer to Collision Information - Standard Procedure).

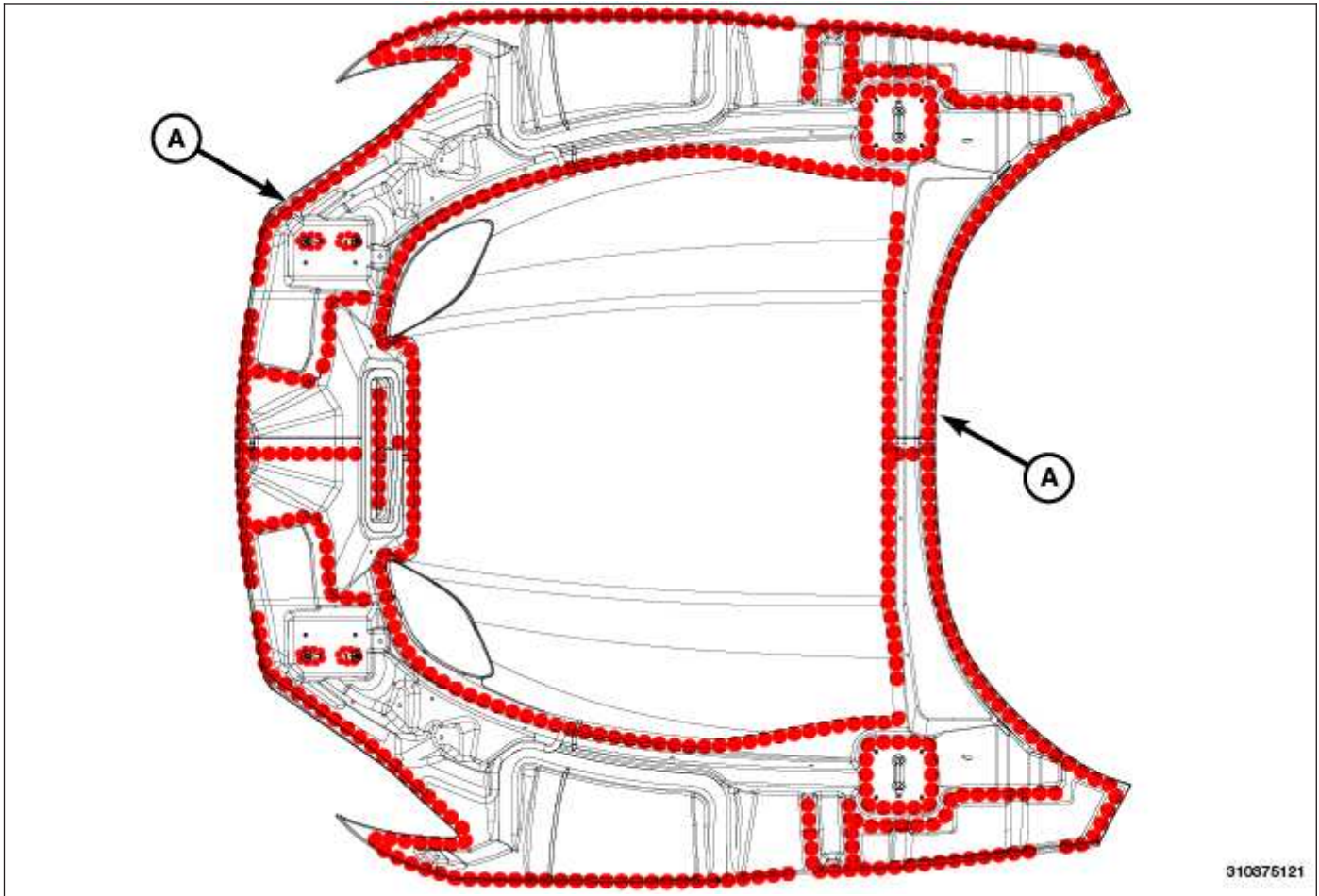
For additional information on Sealer and Sound Description, (Refer to Collision Information - Locations).

Chrysler approved replacement materials include -

- **Structural Adhesives (metal panels)** : Fusor 112B or 3M 08116
- **Structural Adhesives (carbon fiber panels)** : Fusor 100/100EZ or 3M 08116
- **Anti-Flutter Adhesive (flexible)** : Fusor 121 (flexible foam) or 3M 04724 (NVH dampening material)
- **RTV Seam Sealer** : Mopar #04883971

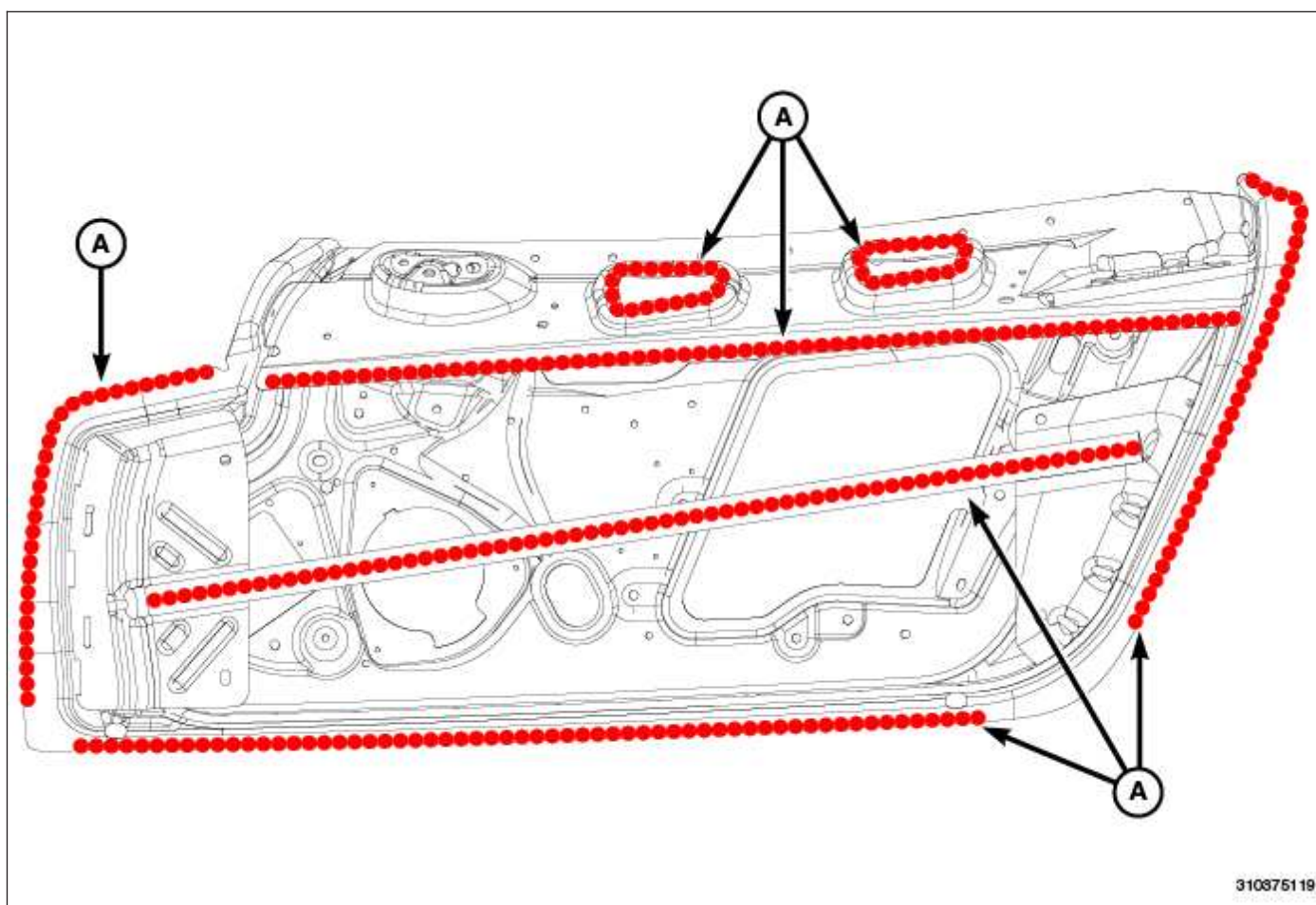
SEALER TYPE	COLOR
Structural Adhesive	Red
Anti-Flutter Adhesive	Green
Seam Sealer	Blue

DESCRIPTION	FIGURE
HOOD (Carbon Fiber)	FIGURE 1
DOOR (1 of 2)	FIGURE 2
DOOR (2 of 2)	FIGURE 3
ROOF (Carbon Fiber)	FIGURE 4
LIFTGATE (Carbon Fiber)	FIGURE 5
WINDSHIELD SURROUND	FIGURE 6
DASH PANEL	FIGURE 7
WINDSHIELD SURROUND AND DASH PANEL	FIGURE 8



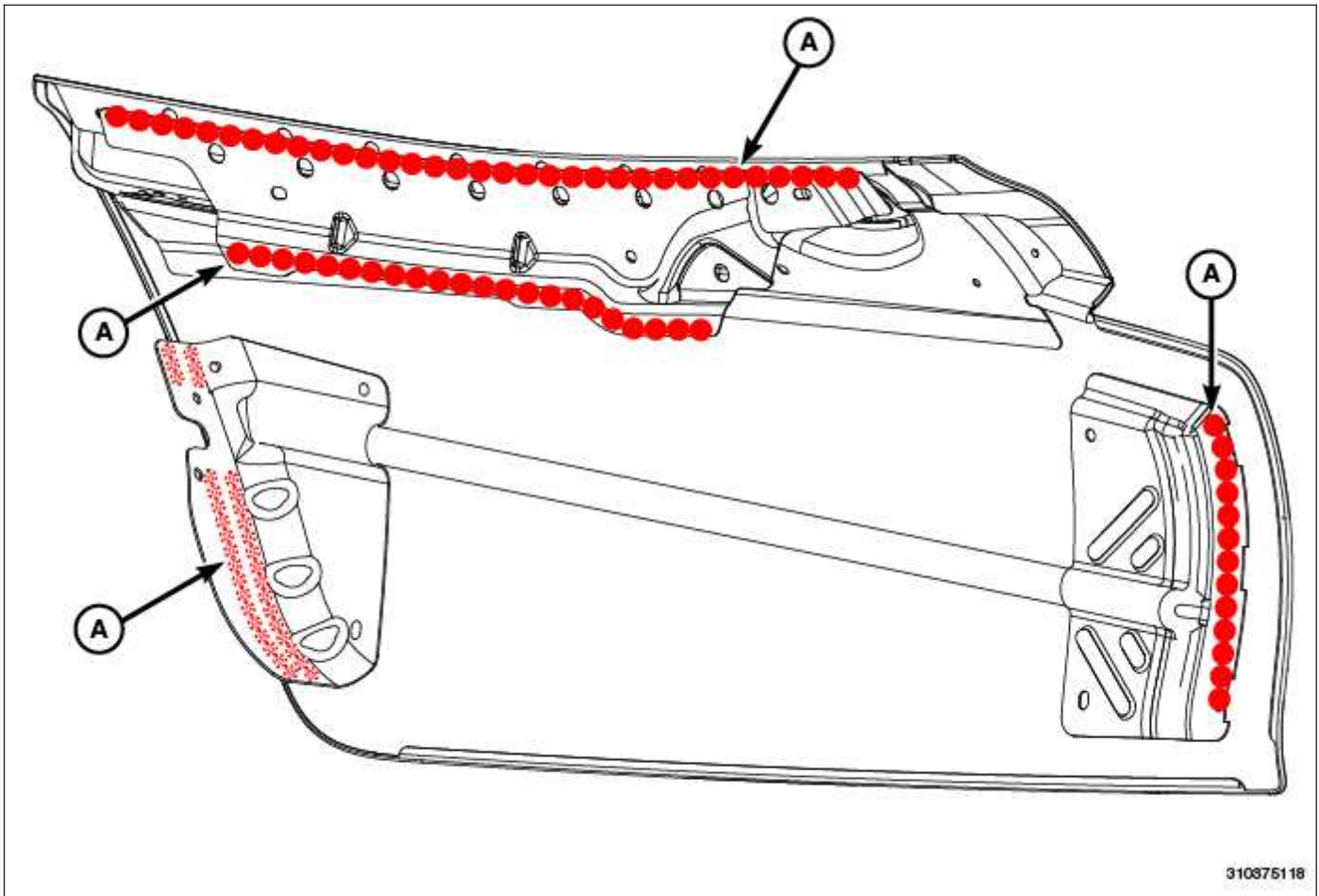
A = Structural Adhesive

HOOD (Carbon Fiber)



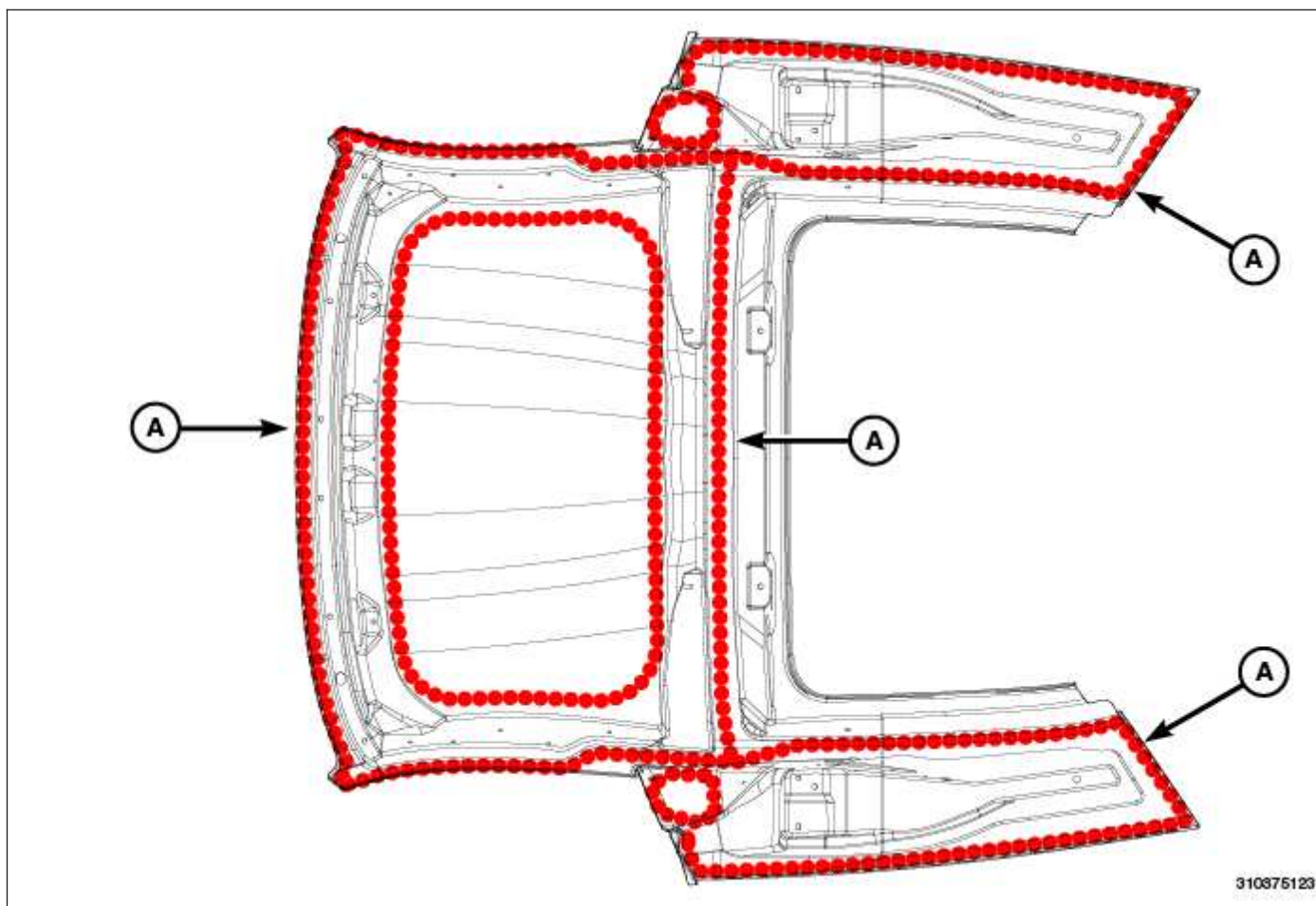
DOOR 1 of 2

A = Structural Adhesive



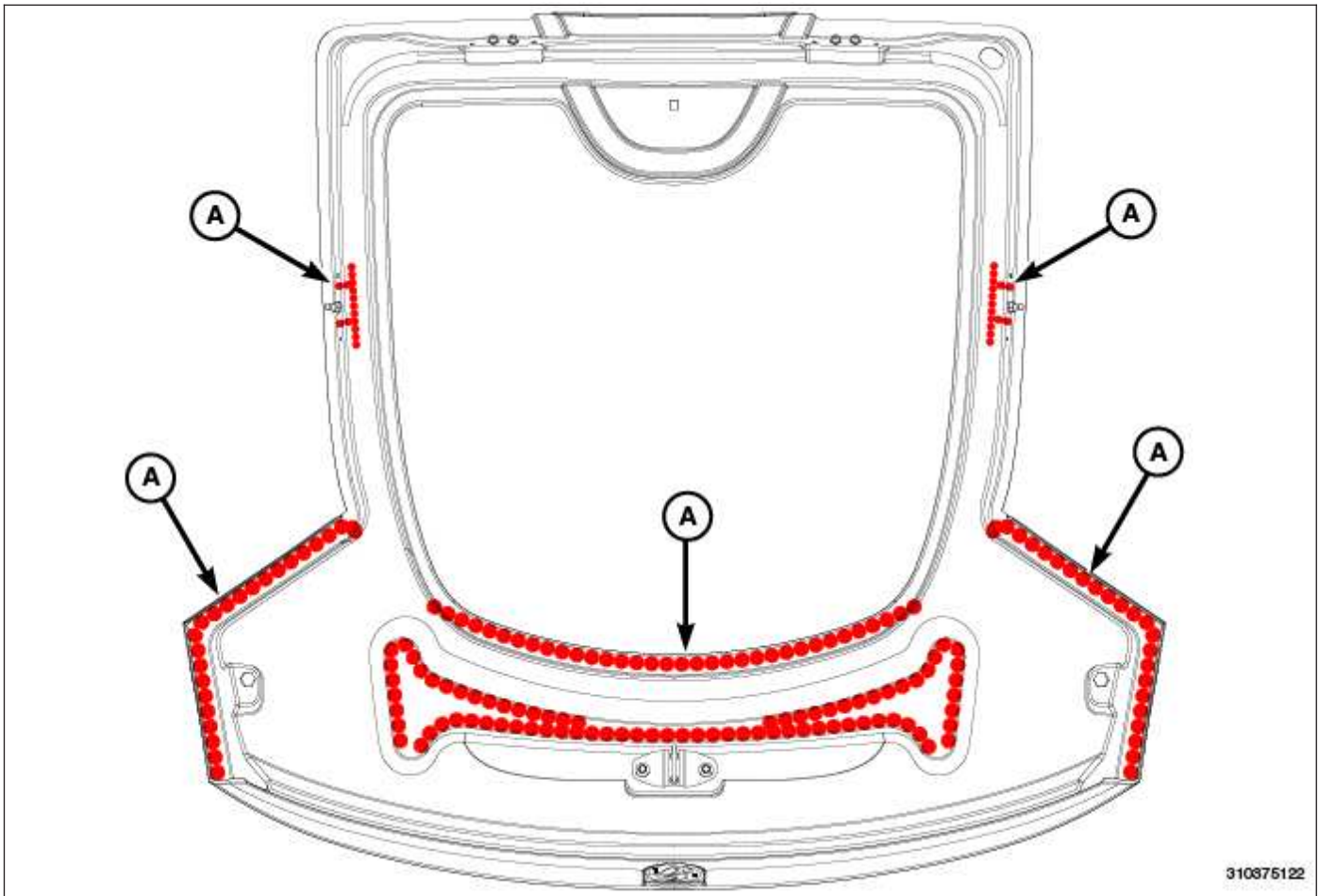
DOOR 2 of 2

A = Structural Adhesive



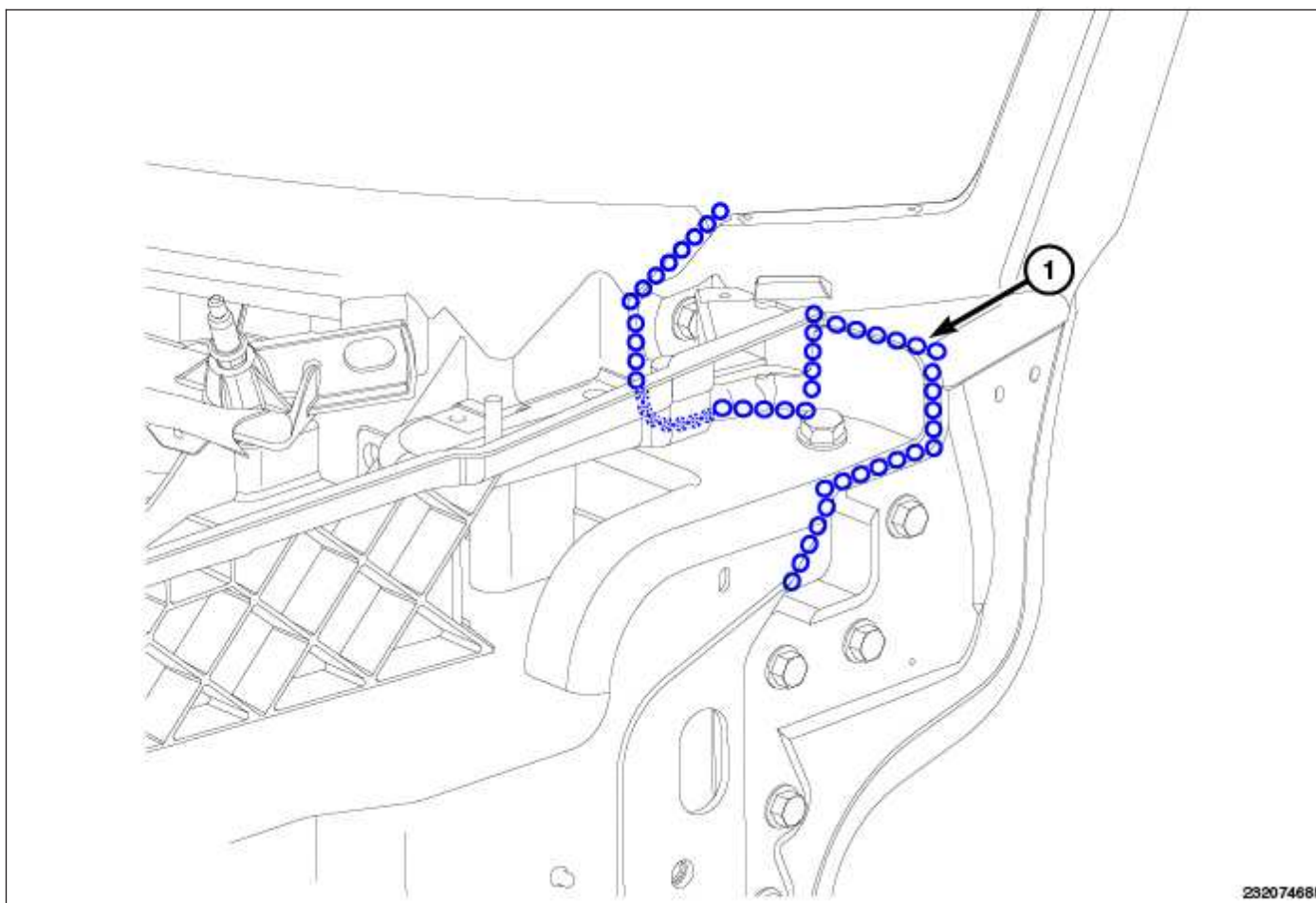
A = Structural Adhesive

ROOF



LIFTGATE

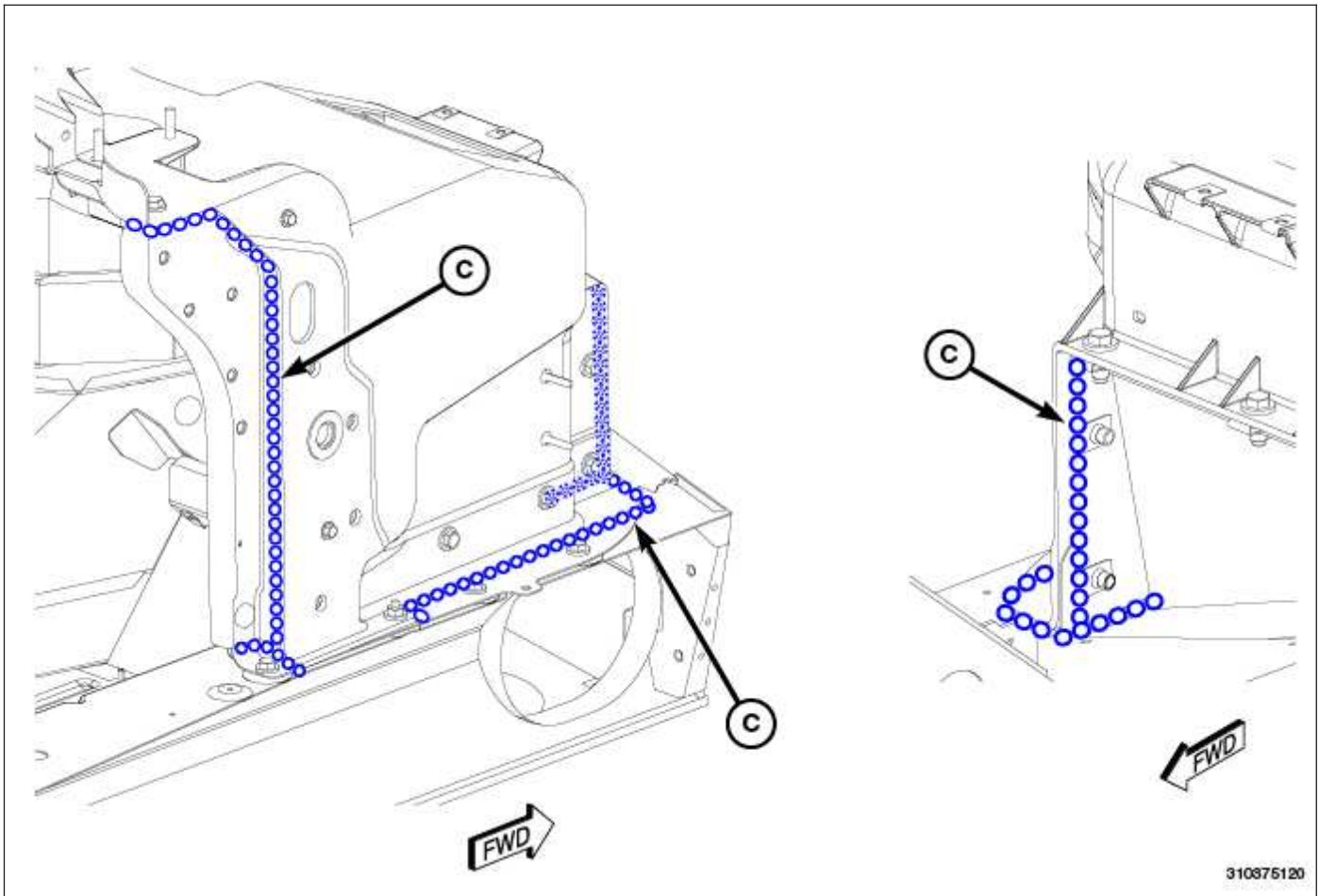
A = Structural Adhesive



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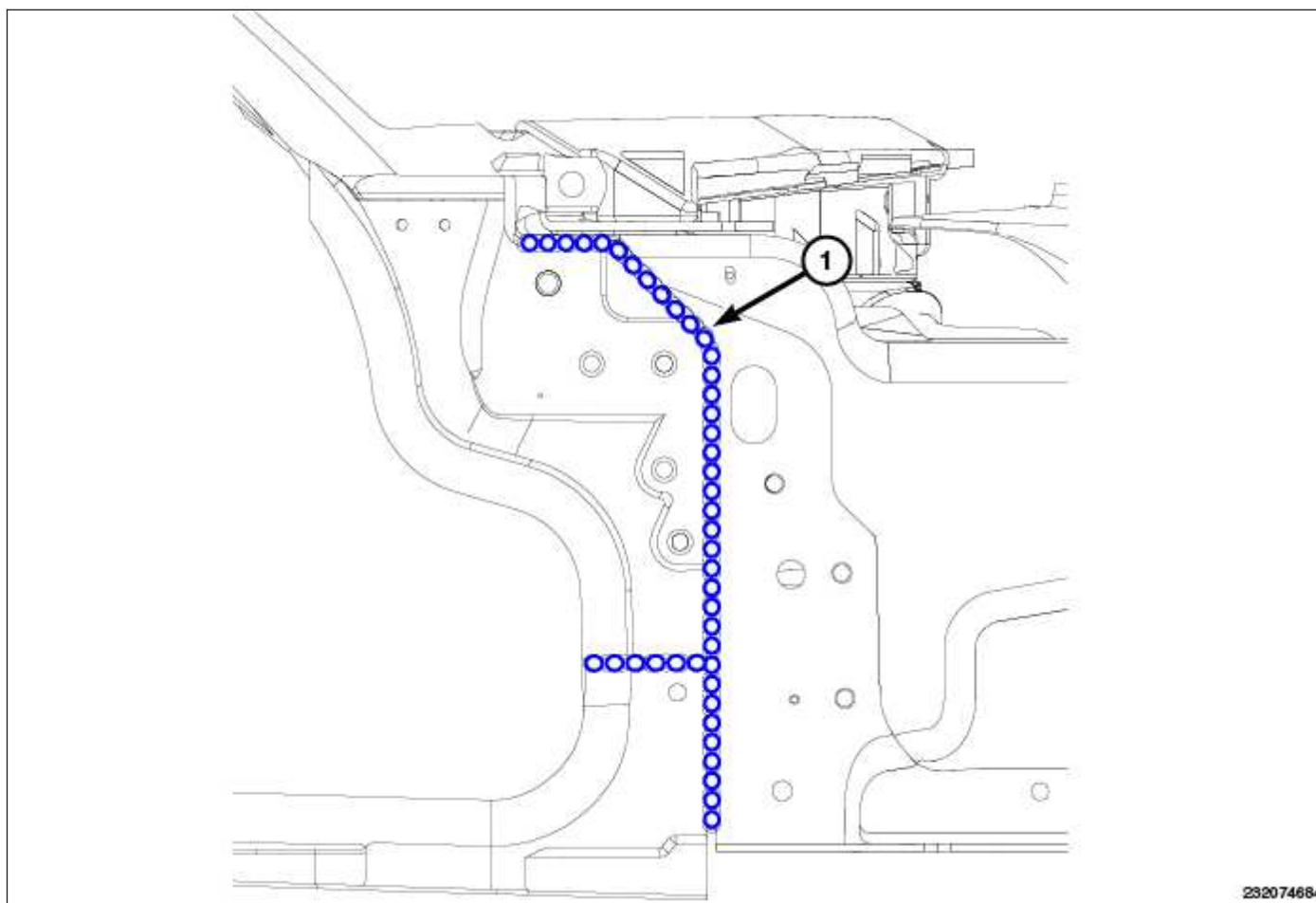
WINDSHIELD SURROUND

C = RTV SEALER



C = RTV SEALER

DASH PANEL

**WINDSHIELD SURROUND AND DASH PANEL**

C = RTV SEALER