Ford Collision Repair Position Statements

PART TWO OF THE FORD MOTOR COMPANY'S SERIES OF COLLISION REPAIR POSITION STATEMENTS AS THEY APPLY TO OUR INDUSTRY.

Remanufacturing or refinishing of road wheels

Ford does not approve the remanufacturing repairs of steel or alloy wheels when it involves re-machining, re-plating, welding, bending, straightening, reforming or adding new material other than cosmetic coatings, as this can compromise the structural integrity of the wheel and the safety of the vehicle.

A repaired wheel, or any wheel not approved by Ford, may cause unsafe vehicle operation and performance, including loss of control, which may result in injuries to the vehicle occupants or other drivers.

Ford approves repairs to steel and alloy wheels only if all necessary repairs/reconditioning can be completed by cosmetic sanding or polishing that removes no metal and removes only the finish.

Any wheel that is a candidate for refinishing must be carefully inspected and discarded if the wheel contains any of the following:

- cracks
- damage that cannot be corrected with cosmetic sanding or polishing
- repairs that change, or will change, the wheel's shape, contour, style lines or other design features
- repairs that alter, or will alter, the wheel's rim flanges, wheel nut chamfers, wheel pilot holes or other functional surfaces
- refinishing that leaves, or will leave, paint, clearcoat or other coatings on the wheel's mounting surfaces or on wheel nut contact surfaces
- refinishing that involves cure temperatures above 175°C
- chrome plating (either re-plating or chrome plating a painted wheel).

Ford does not warrant any remanufactured/refinished wheels.

Bumper fascia repair with advanced driver assistance systems (ADAS)

Ford vehicles contain many state-of-the-art features that provide occupant safety and enhance the driving experience. Bumper fasciae play an integral role in the performance and functionality of these features. The original bumper fasciae on Ford vehicles are designed and manufactured to function with advanced driver assistance systems (ADAS) like those listed below:

- Pre-Collision Assist with AEB
- BLIS® with Cross-Traffic Alert
- Intelligent Adaptive Cruise Control
- Lane-Keeping System
- Active Park Assist
- Evasive Steering Assist
- BLIS with Trailer Coverage
- Pro Trailer Backup Assist

During body repairs that involve front and rear bumper fascia, it is critical that the vehicle be restored to proper operating condition to ensure that these important safety systems function correctly. Repair of bumper fascia using fillers, reinforcement tape, hot staples or plastic welding can adversely affect ADAS operation. Ford limits repairs to front and rear bumper fascia on all Ford vehicles equipped with any ADAS features to topcoat refinish only. The topcoat finish cannot exceed 300 microns in total thickness. Any bumper fascia damage that requires substrate repairs must be replaced.

Measurement of the topcoat finish requires the use of an ultrasonic paint thickness gauge, such as PosiTector 200, Phase II UTG-2900 or equivalent.

The following points provide an overview of bumper fascia repairs:

- Front and rear parking sensors can be replaced; however, parking sensors need to be painted separate from the fascia/bumper and after the silicone ring is removed. Silicone rings must be fitted into the parking sensors after painting but before installation into the fascia/bumper.
- Ultrasonically welded parking sensor bezels, brackets, and tabs may never be repaired; if damaged, the fascia/grille needs to be replaced.
- Paint repairs can be made if the material does not exceed 300 microns in total thickness.
- Use of any filler materials or reinforcement tapes to repair

ADAS is the basis of self-drive technology.

substrate damage is not permitted.

- Use of hot staples or plastic welding to repair cracks or damage is not permitted.
- Repair of any ultrasonically welded sensor retainer rings or tabs is not allowed due to possible misalignment and incorrect operation of the sensor.
- Note that vehicle wraps, bumper stickers and aftermarket accessories in the fascia can create system operation concerns.

It is important to utilise Ford repair procedures for all collision repairs to ensure quality results. Ford also recommends using the Integrated Diagnostic System (IDS) or Ford Diagnosis and Repair System (FDRS) to perform all vehicle diagnostic testing, module programming and system calibrations during collision repairs. Ford dealerships can access service information, training and diagnostic scan tool support through the Professional Technician Society at www.fordtechservice.dealerconnection.com, while independent repairers can access similar information by a subscription to www.motorcraftservice.com.

Structural repairs during a collision repair

Ford Motor Company only approves repairs to structural components that are completed using Ford published repair procedures and Ford Original Equipment Parts. Failure to follow these instructions will adversely affect the structural integrity and crash safety performance, which could result in serious personal injury to vehicle occupants in a crash.

Repair procedures are available in vehicle-specific service manuals, body repair manuals, technical service bulletins and instruction sheets. Ford dealerships can access service information, training and diagnostic scan tool support through the Professional Technician Society at www.fordtechservice.dealerconnection.com, and independent collision repairers can find information at www.motorcraftservice.com.

Windscreen technology has come a long way.

Where no Ford-supplied repair procedure is available, repairs must be made at factory joints or seams with Ford original replacement parts using procedures that duplicate factory assembly processes and techniques.

Ford does not approve alternative structural component repair procedures and/or parts approved by others. Should alternative structural component repair procedures and/or parts be used, repairers should be aware of the potential liability they incur.

The structural component repair procedures and repair-specific parts approved by Ford have been validated through testing by Ford engineers to return repaired vehicles to the intended level of form, function, performance and safety as our engineers originally specified.

Use of non-OEM glass on Ford vehicles

Ford Motor Company vehicles contain many state-of-the-art features that provide occupant safety and enhance the driving experience. Windshield and side glass play an integral role in the performance and functionality of these features. During repairs that involve glass removal and replacement, it is critical that the vehicle be restored to proper operating condition.

- Advanced driver assistance systems (ADAS) such as lane-keeping, pre-collision assist with automatic braking, evasive steering assist and auto high-beam headlamps use images from a camera mounted to the windshield. Windshields equipped with cameras have integrated camera brackets that allow for precise attachment and positioning of the camera and are designed to have an optical quality that is compatible with the camera.
- Head Up Display (HUD) uses digital light projection technology to display driving information such as speed, driver-assist features and navigation onto the windshield. HUD windshields are specifically designed and manufactured to eliminate secondary HUD images.
- Where fitted, SoundScreen acoustic windshield and side glass are engineered with acoustic dampening technology within the glass layers to reduce road, wind and other exterior noise to maintain the quiet interior ride of the vehicle.

During windshield and side glass replacement and performing collision repairs requiring repair to the front and/or rear window channels, it is important to utilise Ford OEM repair procedures to ensure complete proper repairs are performed. HUD windshields, windshield glass equipped with a camera bracket and windshield glass equipped with adhesive mouldings must be replaced any time the original glass is removed from the vehicle. Calibrations associated with windshield replacements must be completed for the ADAS to function correctly. Failure to follow the Ford OEM repair procedures may result in improper repairs and key vehicle safety systems not functioning correctly.

Repair procedures are available in vehicle-specific service manuals, body repair manuals, technical service bulletins and instruction sheets. Ford dealerships can access service information, training and diagnostic scan tool support through the Professional Technician Society at www.fordtechservice.dealerconnection.com and independent collision repairers can find information at www.motorcraftservice.com.

Ford Motor Company vehicles are designed and built to provide optimum fit, function, safety and structural integrity. Ford Motor Company does not approve the use of third-party replacement parts. The quality, performance and safety of these parts cannot be verified and may result in substandard repairs, which can inhibit proper vehicle function and cause erroneous DTCs. Only by using Ford original equipment collision parts can you be assured of the part's fit, finish, quality and safety.