Sectioning Position Statements - Chrysler

1. Chrysler Structural Repair Parts Usage – August 11, 2010
2. Chrysler Use of Heat During Repair – August 11, 2010
STRUCTURAL REPAIR PARTS USAGE

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC vehicles, systems and components are engineered, tested and manufactured to protect vehicle occupants based upon both government mandated and internal corporate requirements relative to durability, NVH (noise/vibration/harshness), occupant protection, and vehicle safety.

The overall structural integrity of the vehicle is dependent on its inherent design specifications. Sheet metal and glass are critical elements in the design of specific crush zones that allow the energy of a collision to be absorbed in a predictable way and maximize the effectiveness of the restraint system to protect the occupants. The use of parts not specifically designed and tested by Chrysler Group LLC may compromise the integral balance between these safety systems.

Only Authentic Mopar® Repair Parts and glass are designed, engineered, manufactured and tested to the Chrysler Group LLC internal and government mandated standards and are the only ones equivalent to the originally installed parts. Chrysler Group LLC does not approve of or recognize structural repair procedures where Authentic Mopar Parts are not used for Chrysler, Jeep®, Dodge and Ram vehicles. Any repairs performed not using Mopar parts, and not following published repair guidelines and procedures, may expose current or future vehicle owners and occupants to unnecessary risk.

When restoring a collision damaged vehicle to pre-loss condition, consideration must be given to the following:

- All structural distortion has been identified and corrected using appropriate structural straightening equipment (“frame rack”) and a three-dimensional measuring system
- All damaged panels have been repaired or replaced
- All replaced panels provide the as-built structural equivalence and corrosion protection of the original panels
- Unless partial replacement procedures are documented in a Chrysler Group LLC publication, structural panels must be installed in their entirety — partial replacement or “sectioning” of panels may compromise vehicle structure
- Chrysler Group LLC does not support the use or re-use of any structural component which has been removed from a vehicle previously damaged, flooded, burned, scrapped or removed from use for any other reason—commonly referred to as “salvage parts.”
- While some salvage parts may “appear” equivalent, there can be dramatic differences in the design and functional characteristics which cannot be determined by a visual inspection and which could have a negative effect on the vehicle occupants in a future collision event.
- Salvage components may have been affected by crash impact loads, incorrect, improper or inadequate disassembly and removal procedures, weathering or environmental exposure outside of that expected during normal use.
- Salvage components are not traceable should a component recall be required in the future.

This statement supersedes any previously released information by Chrysler Group LLC.
Release Date: August 11, 2010

For more information, log on to www.MoparRepairConnection.com.
USE OF HEAT DURING REPAIR

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC Service Engineering’s position on the use of heat during collision repair is as follows:

- Any damaged body panel or frame component, which is to be repaired, must be repaired using the “cold straightening” method. No heat may be used during the straightening process.

- During rough straightening prior to replacement, damaged panels or frame components may be heated to assist in body/frame realignment. This application of heat, if absolutely necessary, 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 vehicles. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer. Additionally, application of heat will alter or destroy material coatings utilized for corrosion protection and which may not be restorable.

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 Chrysler Group LLC.

Release Date: August 11, 2010

For more information, log on to www.MoparRepairConnection.com.
Sectioning Position Statements - Ford

1. Ford “Clip” Repair Procedure Not Recommended – February 28, 2005
IMMEDIATE RELEASE

“CLIP” REPAIR PROCEDURE NOT RECOMMENDED

NOTE TO EDITOR: The use of front or rear “clips” to repair major damage to a vehicle is a practice among collision repairers and insurance companies, which pay for the majority of collision repairs. The practice involves replacing an entire section of a vehicle with a similar section from a “donor” vehicle – most frequently one that has been declared a total loss. This Statement has been developed to answer frequent questions about “clipping” that Ford Motor Company receives from collision repairers.

DEARBORN, Mich., February 28, 2005 – Ford Motor Company does not approve the use of “clips” to repair collision damage to vehicles.

The use of a “clip” to repair collision damage voids Ford’s New Vehicle Limited Warranty and any variety of Ford’s Extended Service Plan, as well as Ford’s new vehicle service part and corrosion warranties for each part in the “clip.” Use of a “clip” also voids any variety of Ford’s Extended Service Plan, new vehicle service part warranty and corrosion warranty for any damage to individual components, assemblies or systems on the original vehicle caused by individual components, assemblies or systems in the “clip.”

Go to http://media.ford.com for news releases and high-resolution photographs.
Ford strongly recommends that repairers and insurers considering the use of a “clip” carefully check state collision repair laws and regulations to determine whether the vehicle must be re-titled as “rebuilt” or “salvage” if the “clip” procedure is used. Ford also strongly recommends that repairers advise and obtain the written repair authorization of the vehicle owner, in advance, if the “clip” procedure is to be used and re-titling is required.

Ford has adopted this position because it cannot be confident “clip” repair procedures return vehicles to pre-accident condition. Because every “clip” repair is unique, it is impossible to test whether the repair technique affects the safety, performance or durability of the vehicle. Other factors weigh heavily in this position, including:

- Hidden damage to individual components, assemblies or systems in the “clip” that may not be readily apparent to the repairer.

- Improper removal techniques and exposure to weather that may degrade the performance characteristics of individual components, assemblies or systems in the “clip.”

- Mismatching of individual components, assemblies or systems. Individual component, assembly and system modifications occur throughout the production life of new-model vehicles. It is possible a “clip” component, assembly or system will not be compatible with the vehicle it is being used to repair.

Ford recommends that only genuine Ford replacement parts be used for collision repair to protect all parties – vehicle owners, repairers and insurers – involved in the collision repair process.

Ford also is working diligently to control the cost of major collision repairs. After research and testing, it has developed several frame sectioning procedures – and unique frame sectioning repair parts – that have been proven not to affect the safety, performance or durability of the repaired vehicle. Ford recommends repairers and insurers consider these procedures as a practical and cost-effective alternative to “clipping.”

February 28, 2005

Go to [http://media.ford.com](http://media.ford.com) for news releases and high-resolution photographs.
Sectioning Position Statements - Honda

POSITION STATEMENT

SUBJECT: HONDA UNIBODY REPAIR

TORRANCE, Calif., June 18, 2007 – American Honda Motor Co, Inc. makes the following recommendations for repair of Honda and Acura vehicles.

Sectioning Frame Components
When body repairs are necessary, American Honda recommends that any repairs be performed by an experienced professional, using the Honda or Acura body repair manual, and that component replacement be accomplished along factory seams. Failure to do so can result in a number of problems, including improperly fitting parts, noises, tire wear, and most importantly, changes in vehicle dynamics and occupant protection in a subsequent crash.

In particular, American Honda strongly recommends against the process of joining cut pieces from separate vehicles - commonly referred to as clipping. This is not an authorized American Honda repair method. Any problems with other components resulting from such improper vehicle repairs is not covered under American Honda’s factory or extended warranties.

Adhesives and Welding
Using adhesives in place of welding for component replacement is not an authorized American Honda repair method. It is important to repair at factory seams using the same procedures as the factory assembly process except where specified otherwise in the Honda or Acura body repair manual.

Door and Bumper Reinforcements
Because they are made of high strength steel, door and bumper reinforcements must not be repaired or straightened.

Replacement Parts
American Honda strongly recommends the use of Honda Genuine or Acura Precision Crafted original equipment replacement parts. Use of these parts helps return the vehicle to its pre-crash condition.

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AJA 38307 (0710)
Sectioning Position Statements – Toyota / Lexus

1. Toyota Body Sectioning All Toyota / Lexus – February 2003
2. Toyota Body and Frame Sectioning - August 2007
3. Toyota HSS and UHSS Cabin Reinforcements Repair and Replacement – December 2009
Toyota actively promotes quality repairs by providing Collision Repair Centers with updates and changes in collision repair procedures, standards and technology.

Full body sectioning, also known as "clipping" is **NOT** an approved repair procedure on any Toyota or Lexus vehicle.

Full body sectioning is generally done on a vehicle that has sustained severe rear end damage, where the front portion of one vehicle is joined to the rear portion of another vehicle.

Full body sectioning is **not approved** for the following reasons:
- Decrease in strength and safety from the original Toyota/Lexus design
- Poor fit and alignment of the body
- NVH (squeaks, rattles, etc.)
- Wind noises and water leaks
- Diminished protection from rust/corrosion

Always refer to the Toyota/Lexus model–specific repair manual for approved cut/join locations, measurements, welding requirements, and other important information.

**PLEASE ROUTE THIS BULLETIN TO YOUR COLLISION REPAIR CENTER MANAGER AND COLLISION REPAIR TECHNICIANS**
Approved panel replacement procedures, including non-structural and structural sectioning specifications for unibody vehicles are model- and component-specific. Frame component sectioning is not an approved procedure. Cut and join locations, welding specifications, illustrations, and instructions can be found in model-specific Repair Manuals for Collision Damage. Specifications provided are for new undamaged original equipment service parts. Visit www.techinfo.toyota.com to access repair manuals and technical information.

Body Sectioning with salvage parts is not an approved repair method. This position is stated clearly in CRIB #122 Full Body Sectioning, released February 2003.

Frame Sectioning is considered partial replacement of a frame rail or component, and is not an approved repair procedure on full frame Toyota and Lexus vehicles. This position is stated clearly in CRIB #136 Full Frame Components, released September 2003. CRIB #136 provides information to enhance a collision repair professional’s ability to make better decisions about frame repairs, and should not be interpreted to include every frame component replacement scenario. For more detailed information on this topic plan to attend Toyota/Lexus Collision Repair & Refinish, Non-Structural and Structural Body Repair Training. Visit www.crrtraining.com for training registration information.
Model-specific ‘Collision Damage Repair Manuals’ contain ‘Structural Outline’ illustrations that identify locations and strength ratings for High Strength Steel (HSS) and Ultra High Strength Steel (UHSS) components throughout body and frame structures. This information is provided so that collision repair professionals can make informed decisions on repair and replacement of components that provide high margins of crash safety to vehicle occupants.

Because occupant safety is such a high priority, HSS and UHSS occupant cabin reinforcement repair is not recommended.

Do not use the following occupant cabin reinforcement repair procedures:

- Hot and cold straightening methods
- Sectioning of 980 MPa and 590 MPa strength-rated pillar reinforcements
- Sectioning of 440 MPa rated components at locations other than those specified

This recommendation is based on a reduction in reinforcement strength and crash energy management revealed during research and testing conducted by Toyota Motor Corporation. Repaired and/or improperly sectioned reinforcements failed to exhibit the strength and performance ratings of genuine new original equipment service parts installed to specification. Therefore damaged occupant cabin reinforcements must be replaced.

When reinforcements must be replaced always follow welding specifications and adhere to documented model-specific cut and join locations and procedures.
Sectioning Position Statements – Volkswagon

1. VW Sectioning – November 2008
Vehicle Body Sectioning

Applicable to All Volkswagen Models

Volkswagen designs and equips their vehicles with the latest crashworthy features to help ensure optimum occupant safety. In maintaining these standards, Volkswagen is providing collision repair centers with critical information pertaining to collision repair parts replacement on Volkswagen vehicles.

"Full body sectioning" (sometimes referred to as "clipping") is a method of repairing vehicles that have been involved in severe rear collisions. The repair is performed by welding the rear portion of a salvage vehicle to the vehicle which sustained the damage.

**NOTE:** Full body sectioning is not an acceptable method of repair on any Volkswagen vehicle. This is based on the following information pertaining to full body sectioning:

- Presents repair issues with regard to fit, finish, vehicle alignment, functionality, and reliability.
- Does not meet Volkswagen standards for corrosion protection and construction.
- Decreases the strength and safety of the original vehicle design.
- Increases vehicle noise, vibration, and harshness and the risk of water leaks.
- Raises concerns about warranty and quality and may depreciate the value of the vehicle.
- Not covered under Volkswagen's new vehicle limited warranty.
- Damage to or failure of a Volkswagen part caused by this repair procedure or improper performance is not covered under Volkswagen's new vehicle limited warranty.

This Volkswagen repair statement is not limited to body sectioning but also includes the use of salvaged frame rails for repair of damaged vehicles.

Full body sectioning is not a procedure approved by Volkswagen and therefore does not meet Volkswagen's safety specifications, putting the vehicle occupants and other drivers at risk in the event of a future collision.

The only proper method of repair is to use genuine Volkswagen sheet metal replacement parts for severely damaged unitized metal frame constructed vehicles.

**PLEASE DISTRIBUTE THIS DOCUMENT TO THE FOLLOWING: COLLISION REPAIR CENTER MANAGERS, ESTIMATORS, AND TECHNICIANS.**