Collision Repair Information
For the Collision Repair Professional

Title: APPROVED AND PROHIBITED REPAIR METHODS
Section: STRUCTURAL BULLETIN # 176
Models: ALL TOYOTA, LEXUS, and SCION
Date: OCTOBER 2009

During collision repair straightening operations it is often necessary to stress-relieve metal components to return them or attached components to original shape, alignment, and strength. It is also often necessary to replace or section damaged weld-on components. The following information is intended to provide an overview of approved and prohibited repair methods for these operations and to reinforce precautions currently published in Collision Repair Information Bulletins (CRIB's), and those covered in instructor-facilitated hands-on training.

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Instructor facilitated hands-on training information is available at www.crfrtraining.com. All pertinent collision repair specifications and precautions are covered in-depth during the following training courses:

- Course #301 Non-Structural Body Repair Training
- Course #460 Structural Body Repair Training

Collision Repair Information Bulletins can be accessed at www.techinfo.toyota.com. Refer to the following bulletins for more detailed information on applicable collision repair topics and precautions:

- CRIB #122 Full Body Sectioning
- CRIB #155 Body & Frame Sectioning
- CRIB #157 Collision Parts Position Statement
- CRIB #158 Panel Adhesive
- CRIB #161 Collision Damage Repair Precautions
- CRIB #172 Bumper Component Repair
- CRIB #174 Welding Prius UHSS
- CRIB #175 HSS & UHSS Occupant Cabin Reinforcement Repair & Replacement

Please route this bulletin to your collision repair center manager and collision repair technicians.