COLLISION BULLETIN

NUMBER: 31-004-12

GROUP: Collision Bulletin

DATE: July 26, 2012

SUBJECT:
Front Fascia Repair When License Plate Bracket Has Been Removed

OVERVIEW:
This bulletin involves cosmetic repairs, which may be necessary when the front license plate bracket required in some states is removed after a vehicle is relocated to a state, which does not mandate front license plates.

DISCUSSION:
After a front license plate bracket is removed from the front fascia, there will be mounting holes in the fascia, which may be deemed cosmetically unacceptable. The fascia will not require replacement for this condition and instead may be repaired and refinished to duplicate new part condition. Repair processes have been outlined by the adhesive suppliers, which can be found in the plastic repair or by visiting the websites of the plastic repair material providers such as 3M, Crest, Dominion Sure Seal, IES, or Lord Fusor. Bellow are the examples of some adhesive suppliers fascia hole repair process.

3M Fascia Repair Example:
1. Thoroughly clean the fascia to be repaired.
2. Dish out and open up the crack on both sides of the bumper with abrasives.
3. Seal the front of the bumper with masking tape, and apply adhesion promoter to the back.
4. Apply Duramix 04240 adhesive and 04904 reinforcing material to the back and let cure.
5. Dish out the front side of the bumper with abrasives to insure a good cosmetic appearance.
6. Apply adhesion promoter and automix 05887 adhesive to the front of the bumper.
7. Sand the adhesive flush with the bumper, using abrasives.
8. Apply adhesion promoter, and prime and paint per Chrysler approved refinish paint suppliers recommendations.

Dominion Sure Seal Fascia Repair Example:
1. Clean the surface with isopropyl alcohol, with a lint free cloth and allow to flash.
2. V-Groove front side of repair and sand back side of area to be reinforced using 80 grit sandpaper either by hand or using a dual action sander.
3. Re-clean surface and allow to flash off completely.
4. Spray adhesion promoter to prepared surface and allow to dry.
5. If rip/tear or hole, apply reinforce material to completely cover back side of repair.
6. Use the following products for designated areas:
   XPST (Epoxy for front and back of repairs)
   XSMAF (Urethane for front and back of repairs)
   XSM6002 (Urethane for front and back of repair)

XSM1002 (Epoxy for front over urethane or for front and back of repair)

7. If using epoxy on front and back - mix 1:1 until a uniform color is achieved. Apply to back side of repair completely covering reinforce material. Apply epoxy to front of repair and let dry 30 min (22C/75F).
8. If using urethane apply material on backside of repair completely cover reinforce material. Allow 5-15 min. to dry depending on urethane used. Apply skim coat of epoxy on front side of repair. Let the urethane dry 30 min (22C/75F).
9. Sand with 120, 180 and 220 grit sandpaper either by hand or using a dual action sander.
10. If re-application of repair material is needed, re-clean and promote surfaces prior to the application of additional material to bare or non-coated plastic.
11. If finishing - re-clean substrate, promote bare plastic and allow to dry. Prime and paint per Chrysler approved refinish paint suppliers recommendations.

IES Example:

1. Wash repair area with hot soapy water and allow to dry.
2. Rough the backside with 120-grit sandpaper.
3. Check with IES directions to determine if adhesion promoter is necessary and follow IES procedure.
4. Cut a piece of IES #70528 Fiberglass plastic reinforcing material to extend one inch beyond the repair area. Apply a second piece, on top of the first, in an “X” shape.
5. Apply IES EPOXYFLEX or INTER-MIX 40sec Flexible/Semi-Flexible onto the backside of repair area following the IES procedure. Spread the adhesive on top of the reinforcing material to completely cover the reinforcing material.
6. Allow adhesive to fully set.
7. Dish out front side repair area with 120-grit sandpaper and wipe dry with a clean dry cloth.
8. Check with IES directions to determine if adhesion promoter is necessary and follow IES procedure.
9. Apply IES EPOXYFILL or INTER-MIX 40sec Flexible/Semi-Flexible and allow to fully set according to IES procedure. Always build repair adhesive higher than the undamaged area.
10. Slowly rough sand the adhesive with 120-grit. Keep the surface cool.
11. Finish sand and contour with 180-grit, then 220-grit.
12. If surface shows imperfections repeat Step #9 through Step #11 or use IES #8080 Easy-Sand.
13. Prime and paint per Chrysler approved refinish paint suppliers recommendations.

Lord Fusor Example:

1. Clean the repair area with hot soapy water and let dry.
2. Rough sand back side of repair area using a D/A sander with 80-grit at low RPMs.

NOTE: Sand slowly to prevent melting the plastic.

3. Apply Fusor #602EZ surface modifier, allow 10 minute flash.
4. Cut a piece of Fusor #700, Bumper Reinforcing Mesh to extend one-inch beyond the repair area.
5. Apply Fusor #142/143 (#152/153) Extreme plastic repair and spread onto repair area. Lay reinforcing mesh into the adhesive. Spread additional adhesive to completely cover fiberglass cloth.
6. Allow adhesive to set for 20 minutes (Allow #152/153 to cure for 90 minutes or use heat to accelerate the cure).
7. Clean the front side of repair area with soapy hot water and allow to dry.
8. Dish out front side of repair area 11/2” with 36-grit.

9. Build pyramid patch layering adhesive and fiberglass cloth into the repair area.
10. Heat-cure the adhesive 5-10 minutes at 180F until adhesive sets. Use Fusor #705 heat monitoring strips to measure surface temperature.
11. Under cut repair area using 80-grit.
12. Apply a finish coat of Fusor #100EZ/101EZ and heat cure at 180F for 1 hour until adhesive fully cures.

NOTE: This will not eliminate read through.

13. Finish sand and contour with 180-grit, then 220-grit.
14. Prime and paint per Chrysler approved refinish paint suppliers recommendations.

POLICY:
Information Only.