

REFERENCE:	TSB: 31-001-25 REV. B GROUP: 23 - Body	Date:	August 16, 2025	REVISION:	31-001-25 REV. A
VEHICLES AFFECTED:	<p>2020 - 2025 (JT) Jeep Gladiator 2019 - 2024 (BV) Jeep Renegade 2015 - 2020 (4C) Alfa Romeo 4C 2017 - 2020 (BA) FIAT 124 Spider (Convertible) 2013 - 2019 (FF) FIAT 500 2017 - 2025 (GA) Alfa Romeo Giulia 2018 - 2025 (GU) Alfa Romeo Stelvio 2014 - 2023 (KL) Jeep Cherokee 2013 - 2018 (PF) Dodge Dart 2013 - 2018 (ZD) Dodge Viper 2013 - 2025 (DS) RAM 1500 Pickup 2013 - 2022 (WK) Jeep Grand Cherokee 2013 - 2026 (WD) Dodge Durango 2017 - 2026 (RU) Chrysler Pacifica/Voyager 2015 - 2018 (BU) Jeep Renegade 2018 - 2025 (JL) Jeep Wrangler 2015 - 2023 (LA) Dodge Challenger 2013 - 2014 (LC) Dodge Challenger 2013 - 2023 (LX) Chrysler 300 2017 - 2024 (MP) Jeep Compass 2015 - 2017 (UF) Chrysler 200 2019 - 2026 (D2) RAM 3500 Pickup 2019 - 2026 (DD) 3500 Cab Chassis 2019 - 2023 (DF) RAM 3500 <10K Cab Chassis 2019 - 2026 (DJ) RAM 2500 Pickup 2019 - 2026 (DP) RAM 4500/5500 Cab Chassis</p>			<p>MARKET APPLICABILITY:</p> <p><input checked="" type="checkbox"/> NA <input checked="" type="checkbox"/> MEA <input checked="" type="checkbox"/> SA <input checked="" type="checkbox"/> IAP <input checked="" type="checkbox"/> EE <input checked="" type="checkbox"/> CH</p> <p>NOTE: This bulletin applies to the North America, South America, Middle East and Africa, India & Asia Pacific, Enlarged Europe and China markets.</p>	
CUSTOMER SYMPTOM:	Aluminum corrosion or bubbling along the leading edge of hood, hinges or other exterior surface areas of the hinges, doors, fenders, swing gates or liftgates.				
CAUSE:	Corrosion conditions				

This bulletin supersedes Technical Service Bulletin (TSB) 31-001-25 REV. A, date of issue August 13, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include updated bulletin information.

DISCUSSION:

****This Information Only** bulletin provides information about diagnosis and repairs for aluminum panels regarding corrosion or bubbling along the leading edge of hood, hinges or other exterior surface areas of the hinges, doors, fenders, swing gates or liftgates.

NOTE: This TSB only applies to aluminum panels. To determine if the panel is aluminum, refer to collision manual for material specifications> DealerCONNECT> Service Library> enter year, model, engine> select collision info tab (adjacent to diagnostic tab)> 31- Collision Information> Specifications> Standardize Material Identification.

NOTE: Verify current warranty policy to determine if digital imaging pre-authorization is required or pre-approval is required from the Regional Office; depending on market.

SPARE PARTS:

Qty	Part No.	Description	Notes
3 (AR)	NPN	500 grit Sandpaper Sheet	
1 (AR)	NPN	800 grit Sandpaper Sheet	
1 (AR)	NPN	180 grit Sandpaper Sheet	
1 (AR)	07470 or Equivalent	3M® 3" Clean and Strip Disc 3M® p/n 07470 or equivalent	
1 (AR)	07447*NPN	3M® Scotch-Brite Scuffing Pad Maroon or equivalent	
(AR)	06103087AA	No - 5700 Henkel Metal Treatment	

NOTE: Verify current warranty policy to determine if Vehicle Digital Imaging (VDI) pre-approval is required from the Regional Office: depending on market.

DIAGNOSIS:

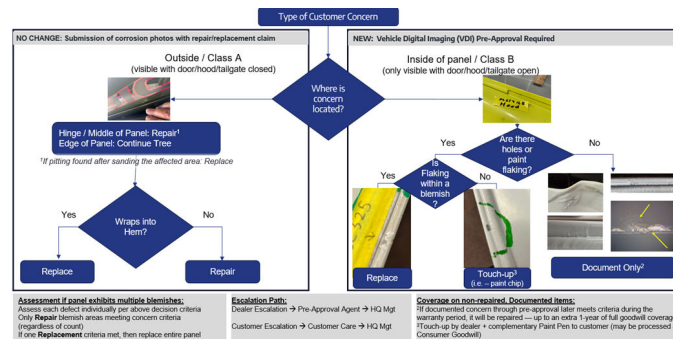


Fig. 1
Corrosion Imperfection Decision Tree



NOTE: Class A = Visible without door/hood/tailgate open.

Fig. 2
Class A Corrosion Requiring Repair Or Replacement



Fig. 3
Example Of Corrosion Along Leading Edge



Fig. 4
Examples Of Corrosion At Or On Hinges

1. Is corrosion evident on Class A surface as identified in **Warranty Bulletin D-25-15** and [Fig. 2](#), [Fig. 3](#) and [Fig. 4](#)?
 - YES >>> Consult current warranty policy to determine if digital imaging and/or Regional Office Approval is required before proceeding with repair. Proceed to [Step 3](#).
 - NO >>> Proceed to [Step 2](#).
- NOTE: Class B = Viable with the door/hood/tailgate open.**
2. Is there an imperfection on the Class B surface?
 - YES >>> Consult **Warranty Bulletin D-25-15** for decision on service action required.
 - NO >>> Proceed to [Step 3](#) **ONLY if repair is authorized.**
 3. Remove blistered paint from the panel surface with 80 grit grinding disc.

4. After digital imaging or Regional Office approval and removing the initial blistered paint from the panel surface with 80 grit grinding disc, is severe pitting exhibited that cannot be removed with sandpaper, 3M Clean and Strip Disc or equivalent [Fig. 5](#)?
- YES >>> **Replacement of the panel is required.**
 - NO >>> Proceed to [Step 1](#) of the Repair Procedure.



Fig. 5

Corrosion Examples After Paint Has Been Removed

REPAIR PROCEDURE:

NOTE: To avoid the risk of cross-contamination that will lead to galvanic corrosion issues, grinding/sanding and prep work must be done in a separate room away from ferrous material using only clean, non-contaminated abrasives.

1. Remove affected panel. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 23 - Body/Doors - Front/Panel, Door Trim/Removal.

CAUTION!

Exterior mounted hinges should not be removed unless repair procedures, such as filiform corrosion repair underneath and around the hinge area, are required. Unnecessary removal of the hinges will risk further corrosion damage by breaking the paint around the perimeter of the hinge.

2. Remove all trim necessary for repairing and refinishing of the affected panel.
3. Wash the panel with soap and water to remove waterborne contaminants followed by wax and grease remover to remove solvent base contaminants.
4. Remove corrosion using an angle grinder equipped with grinding discs that are 80 grit or less.

NOTE: Roloc® 3" grinding discs and/or Clean 'N Strip discs may be used for removing aluminum corrosion in difficult to access areas. Avoid using tools or abrasive materials interchangeably with steel and aluminum components to avoid galvanic corrosion that may lead to a sub-standard finish.

5. Sand bare metal with 180 grit.
6. Feather edge the old finish/repair area using 320-400 grit sandpaper.
7. Mask the prepared area for primer application.
8. Re-clean the repaired area with wax and grease remover.

NOTE: BASF® will be referenced as the primary product. Other approved Stellantis refinish paint manufacturer brands are acceptable if equivalents are available. Refer to the list of Stellantis approved refinish paint manufacturers below.

Paint Supplier	Approved UV Primers
Akzo Nobel®	Sikkens Autosurfacers UV
Axalta®	Cromax Premier LE3130S UV Primer Surfacer
BASF®	Glasurit 151-170 UV Primer filler, Grey
PPG®	SU1280 UV-Cured Primer Surfacer
Sherwin Williams®	UVP2 UV Primer

NOTE: Refer to paint manufacturers' for all preparation, mixing, and adhesive application recommendations.

CAUTION!

It is critical to apply the Bonderite 5700 Prep Wipes to deter corrosion.

9. Clean sanded bare aluminum areas using a metal cleaner such as Glasurit's 360-4 or equivalent followed by Henkel - Bonderite 5700 Prep Wipes prior to applying primer.
10. Apply two coats of BASF's Glasurit 151-170 UV Primer to the repair area.
11. Using a UV cure lamp and the appropriate Personal Protective Equipment (PPE), cure the product for sanding and refinish preparation.
12. After curing, block sand with 500 grit or finer sandpaper to prepare the repair area for sealer application.
13. If the backside of the panels require repair and seam sealer removal was necessary, it must be restored. Apply Fusor 129 or 3M 08308 seam sealer or equivalent.
14. Prepare panel for refinishing, remove all remaining dust, clean with Pre-Kleano 700 wax and grease remover or equivalent and use a tack cloth to remove any remaining dust particles.
15. Apply sealer, basecoat and clearcoat per chosen paint manufacturer's procedures.
16. Install the repaired panel. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 23 - Body/Doors - Front/Panel, Door Trim/Installation.
17. Install the removed trim components, including adhesive backed components (i.e. nameplates).

PAINT REPAIR/CHIP CONDITION

1. Clean the chipped area with mild soap and water.
2. Re-clean using Wax and Grease Remover.
3. Use the Anti-Corrosion Pen (P/N 06103087AA) to treat the exposed metal for topcoat application.

NOTE: Some colors may require a couple of coats of touch-up paint to achieve hiding.

4. Apply touch-up paint to the exposed bare metal and allow to dry before putting the vehicle back into Service.

SEAM SEALER:

Replacement door assemblies do not include seam sealers Fig. 6. Seam sealer must be applied to all seams as identified in Service Library.

Seam Sealer Locations and Approved Seam Sealers are identified in Service Library in the Collision Information section under the Locations and Approved Materials tabs.

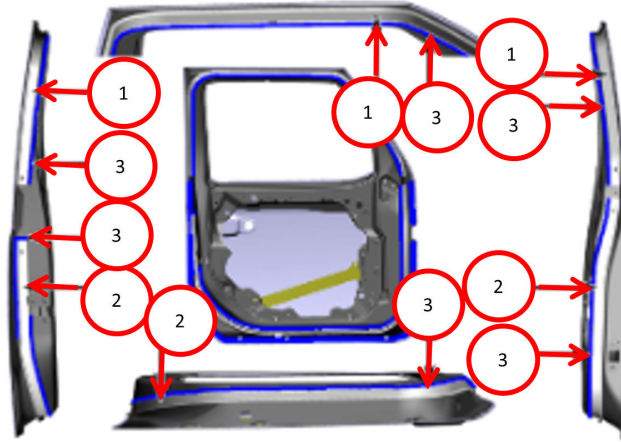


Fig. 6
Seam Sealer Locations

- 1 - Upper Weatherstrip Channel
- 2 - Lower Weatherstrip Channel
- 3 - Seam Sealer

NOTE: For SA market only, after applying this TSB, it is not necessary to send DID-I or DID-A.**

POLICY:

Information Only

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