

On Target



For Ford and Lincoln wholesalers
and the collision repair industry

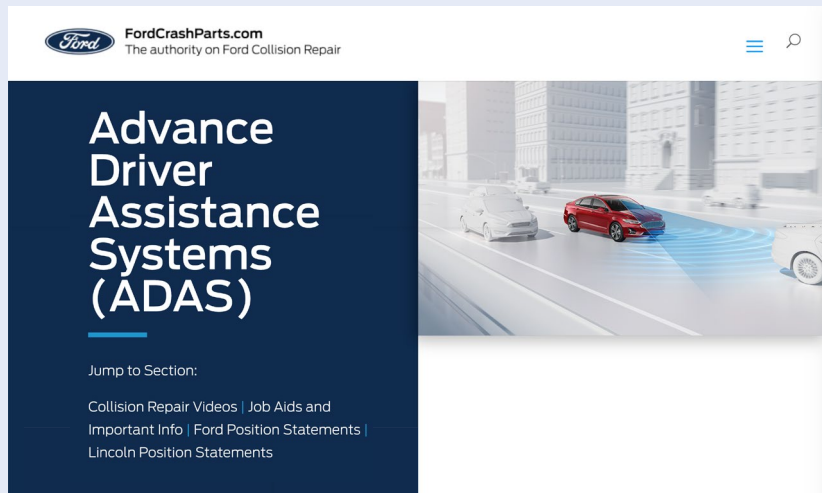
Ford Releases New ADAS Components Job Aid

Continuing its directive to promote proper repairs, Ford Motor Company has released a new ADAS components job aid for Ford and Lincoln vehicles.

Many Ford and Lincoln vehicles feature advanced driver assistance systems (ADAS) designed to warn drivers and help mitigate hazards. Removal, replacement or service of ADAS equipment or related components requires calibration and/or vehicle programming. The new job aid identifies component descriptions, locations and calibration requirements.

The new [ADAS components job aid](#)—along with the recently added [ADAS position statement](#) from earlier this year—can be found on FordCrashParts.com, along with additional resources.

For questions on this, or on the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com.



Rear-Rail Sectioning Repair Details



On Target concludes its series detailing the specific steps involved in the rear-rail sectioning procedure on the Ford Explorer® as demonstrated in the I-CAR® [Repairs Realm video series](#).

For the previous installments in this series, see [On Target: 2025, Vol. 4, 2026, Vol. 1](#) and [2026, Vol. 2](#), all available on FordCrashParts.com.



The hour-long video acts as a helpful visual guide that complements the specific steps found in the official *Ford Workshop Manual (WSM)*, found in **Section 501-30: Rear End Sheet Metal Repairs, Removal and Installation**.

The new procedure applies to some 2020 – 2025 model-year Lincoln Aviator® and Ford Explorer® vehicles.

Ford Senior Damageability Engineer Gerry Bonanni joins I-CAR experts Tony Guzman (instructional design supervisor) and Anton Verwijst (subject matter expert) discussing the repair on camera, along with previously filmed sequences of Verwijst performing the repair at the Ford Paint and Body Technology Center, in Inkster, Mich.

As Bonanni previously stated, replacing the entire rail is a very invasive, time-consuming and expensive repair that totaled a lot of vehicles. The new rear-rail sectioning procedure was created to help prevent that outcome.

The sectioning procedure allows repairers to select one of three measurements on the vehicle based on the level of damage: 212 mm, 410 mm and 570 mm. For the video demonstration, Verwijst utilized the 410 mm option.

At the end of the previous installment, Verwijst had attached the 50 mm backer-sleeve to the rail, with 25 mm fed into the rail and the remaining 25 mm exposed. Bonanni noted that since the material is doubled up due to the backer sleeve, it offsets any potential degradation to the Boron component.

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Lincoln Nautilus® A-Pillar Trim Repair Video

On Target continues providing excerpts from the recently updated repair procedure on the A-pillar trim panel on the 2025 Lincoln Nautilus, which now includes a new video embedded within the WSM demonstrating the installation portion of the repair.

The information below can be found in **Section 501-05: Interior Trim and Ornamentation, Removal and Installation**. It includes a revision date of 2/2/2026.

For the first installment in this series, see [On Target - 2026, Vol. 2](#).

Removal (continued)

Special Tool(s) / General Equipment
Interior Trim Remover

The previous installment concluded with step number four, releasing the instrument panel; knee bolster trim panel clips. We pick up from that point, continuing with the repair procedure with step five of the removal process.

Both sides of the vehicle:

1. Using the interior trim remover, release the clips and remove the instrument panel side trim panel. (Figure 1)

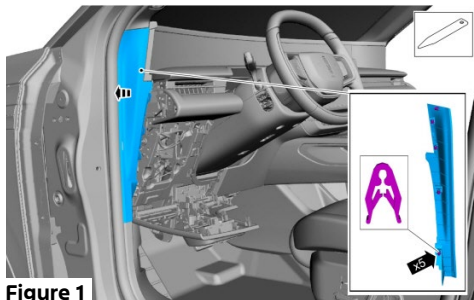


Figure 1

2. Disconnect the tether clips from the A-pillar trim panel.
 - a. Release the A-pillar trim panel clips from the tether clips using the trim remover.
 - b. Rotate the tether clip lines to align the ends with the openings.
 - c. Slide the tether clip ends out of the A-pillar trim panel. (Figure 2)

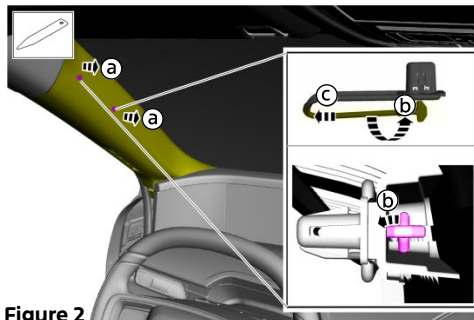


Figure 2

3. Lift upward and rearward, release the A-pillar lower tab and remove the A-pillar trim panel. (Figure 3)

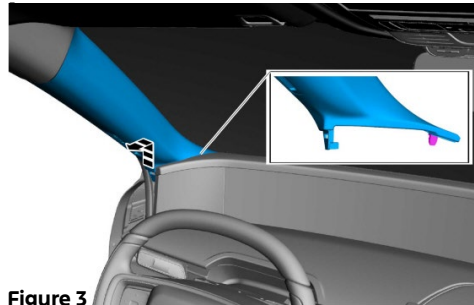


Figure 3

Installation



NOTE: Click here to view a video version of the A-pillar trim panel installation.

4. Apply tape to the upper instrument panel. (Figure 4)

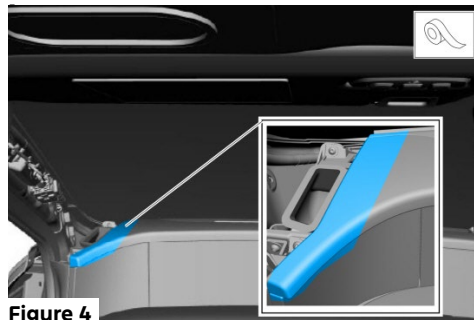


Figure 4

5.
 - a. Wrap a piece of string around the front tab of the A-pillar trim panel.
 - b. Position the A-pillar panel over the defrost air duct on the instrument panel. (Figure 5)

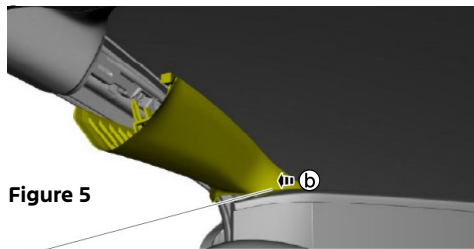
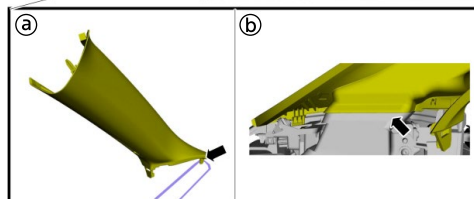


Figure 5



6.
 - a. Position A-pillar trim panel rear tab in place past the instrument panel.
 - b. Press the A-pillar trim panel toward the front of the vehicle.
 - c. Pull upward and inward on the string and position the A-pillar trim panel front tab in position on opening in the instrument panel.
 - d. Press down on front corner of A-pillar trim panel locking the A-pillar front tab in place in the instrument panel opening. (Figure 6)

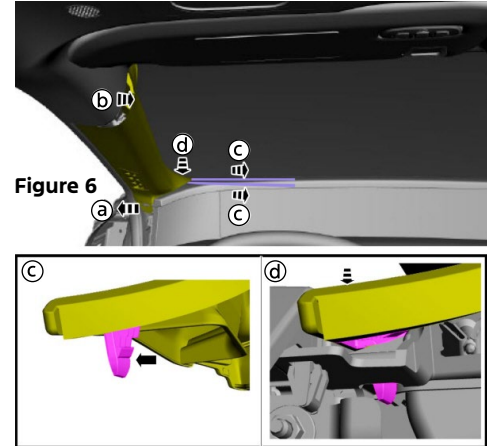


Figure 6

The official Ford Workshop Manual (WSM), which can be found at FordServiceInfo.com, is an invaluable resource for repairers, as it provides detailed, step-by-step collision repair information that is approved by Ford Motor Company. It should be consulted frequently—before any repair work is started—as new repair procedures can be added or existing procedures can be updated.

Installments on this repair will continue in future volumes of *On Target*.

For more information on this, or any Ford or Lincoln vehicle repair, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit FordCrashParts.com or I-CAR's RTS Portal at RTS.i-car.com.



Seatbelt System Inspection Details



As part of the collision repair process, systems relying on components that were either repaired or replaced during the repair should be tested to help evaluate that all vehicle systems work as intended.

This includes seatbelts and seatbelt systems, and the official *Ford Workshop Manual (WSM)*, found at FordServiceInfo.com, includes a seatbelt inspection and functional testing procedure, which collision shops should be very familiar with.

On Target continues a focus series on seatbelts—utilizing the 2026 Expedition as an example vehicle—that will include overviews of numerous sub-sections found on this topic in the WSM, starting here with details on the system operation and component description. The information below can be found in **Section 501-20A: Seatbelt Systems, Description and Operation**.

For the first installment in this series, see [On Target - 2026, Vol. 2](#).

Seatbelt Warning Chime and Indicator

For seatbelt warning chime and indicator operation, refer to Warning Chimes - System Operation and Component Description (**Section 413-01: Instrumentation, Message Center and Warning Chimes, Description and Operation**).

To diagnose the seatbelt warning chime and indicator, refer to Instrumentation, Message Center and Warning Chimes (**Section 413-01: Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing**).

Belt-Minder®

For Belt-Minder operation, refer to Warning Chimes - System Operation and Component Description (**Section 413-01: Instrumentation, Message Center and Warning Chimes, Description and Operation**).

To diagnose the Belt-Minder feature, refer to Instrumentation, Message Center and Warning Chimes (**Section 413-01: Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing**).

To activate or deactivate the Belt-Minder feature, refer to Seatbelt Minder Deactivating/Activating (**Section 413-01: Instrumentation, Message Center and Warning Chimes, General Procedures**).

Seatbelt Monitor

The instrument panel cluster (IPC) displays a graphic that shows each seating position in the vehicle, and whether a seatbelt buckle is fastened in each position.

If a rear seatbelt is fastened into an incorrect seatbelt buckle before being fastened into the correct one, or a change in seatbelt status occurs while the vehicle is in motion, the seatbelt status display and chime can be triggered to indicate an unbuckled passenger in the unoccupied seat. When vehicle speed exceeds 9 km/h (6 mph) for 35 seconds, the chime will turn off. Once a door is opened and closed or a new ignition key cycle is carried out, the seatbelt monitor will reset.

Rear Occupant Alert System

The rear occupant alert system notifies—through visual and audible notifications—to check for potential rear seat occupants when the ignition is switched off. This feature is activated through rear seatbelt system use or the opening and closing of the rear doors prior to the ignition ON status. This is an operating characteristic of the vehicle, and no repairs should be attempted. Refer to the owner's literature and rear occupant alert system for system operation and turning the system on and off.

Component Description

Seatbelt Buckle Switch

The seatbelt buckles contain integrated sensors that are Hall-effect switches. The seatbelt buckle sensor is serviced with the seatbelt buckle.

Child Safety Seat Tether Anchor - Upper

Second-row upper child safety seat tether anchors are provided at all seating positions with either dual captain seats or 40/20/40 seats. They are part of the seat backrest frame and repairs should not be attempted; a new seat backrest frame should be installed.

Third-row upper child safety seat tether anchors are provided at all seating positions with either 60/40 seats or 40/20/40 seats. They are part of the seat backrest frame and repairs should not be attempted; a new seat backrest frame should be installed.

If a child safety seat was in use during a collision, inspect the upper child safety seat tether anchor and mounting areas and restore the vehicle to the original production configuration. Refer to Seatbelt Procedure After a Collision (**Section 501-20A: Seatbelt Systems, General Procedures**).

Child Safety Seat Tether Anchor - Lower

Second-row lower child-safety-seat tether anchors are provided at both captain seats and at the outboard seating positions for the 40/20/40 seats. They are part of the seat backrest frame and repairs should not be attempted; a new seat backrest frame should be installed.

Third-row lower child safety seat tether anchors are provided at the outboard seating positions with 60/40 seats or 40/20/40 seats. They are part of the seat backrest frame and repairs should not be attempted; a new seat backrest frame should be installed.

If a child safety seat was in use during a collision, inspect the lower child safety seat tether anchor and mounting areas and restore the vehicle to the original production configuration. Refer to Seatbelt Procedure After a Collision (**Section 501-20A: Seatbelt Systems, General Procedures**).

Additional installments detailing these procedures will continue in future volumes of *On Target*.

For more information on this, or any Ford or Lincoln vehicle repair, contact the Ford Crash Parts Hotline at cphep@fordcrashparts.com or visit FordCrashParts.com or I-CAR's RTS Portal at RTS.i-car.com.

Rear-Rail Sectioning Repair Details (continued)

Figure 1

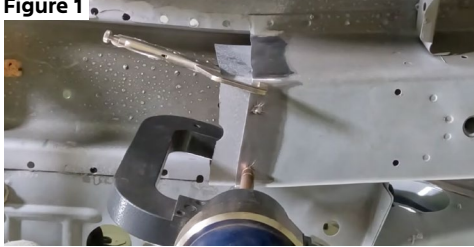


Figure 1: The next step is to continue preparing the service part for installation onto the vehicle. Verwijst puts the 8 mm welds into the back of the service part and notes he does not need to go along the entire rail since he previously drilled the spot-welds from the top down in an earlier part of the repair.

Figure 2



Figure 3



Figures 2 & 3: A purple-colored surface-conditioning disc is used to deburr the part and clean it up, and also to pull the e-coat back a bit since the best thing to weld metal to is metal. Verwijst also emphasized using proper corrosion protection while preparing the service part. That includes utilizing 3M weld-through primer on the mating surfaces, which creates a chemical reaction from the heat of the welder.

Figure 4



Figure 4: With the service part now fully prepped, Verwijst attached it to the vehicle using tack welds and clamps to keep it in place and then proceeded to fully weld the component into place, using a continuous weld. Because it is vitally important to keep the amount of heat down in this part of the vehicle, Verwijst utilized a "stitch" method of welding, starting at the top of the flange on one side and working down using an on-trigger/off-trigger application. Then, Verwijst started at the bottom of the previous weld and worked up on the other side of the flange, in an effort to keep heat down on the Boron component.

Figure 5



Figure 5: After the service part is welded into place underneath the vehicle, it is time to place the MIG plug welds. Since Verwijst already pre-drilled guide holes at the top of the component earlier in the repair procedure, it is now easier to place the plug welds from that direction, rather than from the bottom of the vehicle, welding above you.

Figure 6

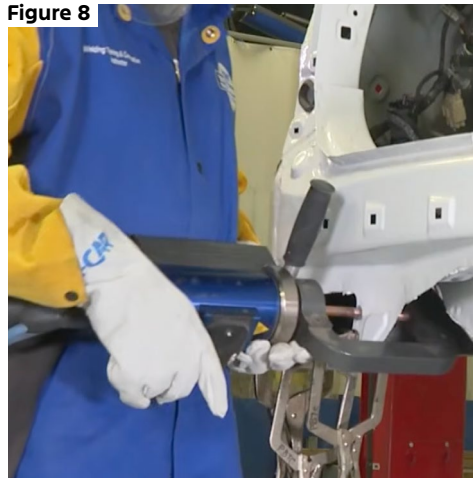


Figures 6: Verwijst specifically mentioned that because there is adhesive material between the components, repairers will most likely see a small flame as the material burns away. This is expected but repairers need to know to account for it.

Figure 7



Figure 8



Figures 7 & 8: After the three additional welds are placed at the bottom—accounting for the crossmember which can't be seen from the top—the resistance welds are then placed at the rear body panel into the rail.

Figure 9

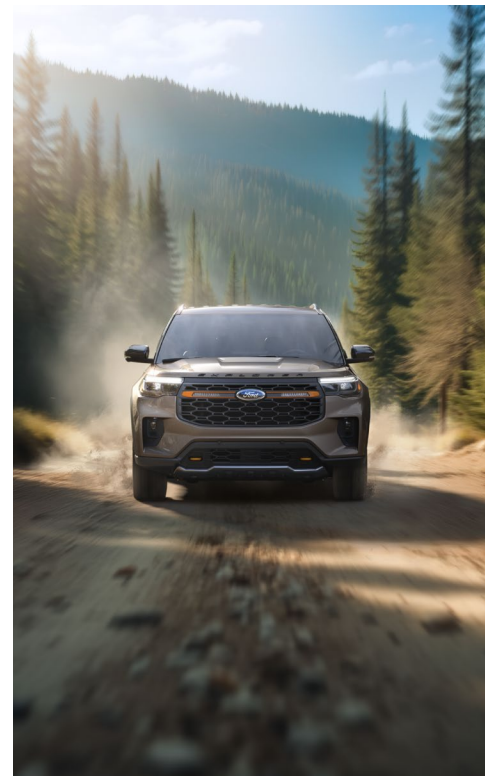


Figure 9: Verwijst stated that after all welding is complete, the welds need to be cleaned up and examined to ensure they are of good quality, noting that there should not be any skips, voids or open spots. When cleaning up with a grinder, Verwijst cautioned not to remove too much material to preserve the weld integrity and avoid thinning of the metal.

As noted in the WSM, all seams must be sealed to production level, and corrosion protection must be reapplied. Refinish using a Ford-approved paint system. Bonanni stressed the importance of corrosion protection, utilizing 3M® cavity wax since this is a section of the vehicle prone to receiving moisture as it splashes from the road. The different application wands available from 3M make applying the cavity wax and other materials easy, and it also helps to ensure robust coverage where it is needed on the vehicle.

A video library containing this and other Repairers Realm topics can be found at I-CAR.com/Repairers-Realm.

For more information on this, or the repair of any Ford or Lincoln vehicle, visit FordCrashParts.com.



Supplemental Restraint System Re-Powering Procedure on Ford Bronco®



On Target continues providing details on the Ford Bronco supplemental restraint systems (SRS). Here, we look at the proper re-powering procedure following a successful repair.

For the previous installments, see On Target: [2025, Vol. 3](#), [2025, Vol. 4](#) and [2026, Vol. 1](#).

Please note the following information is intended as a general guideline and may not be all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual*, found at [FordServiceInfo.com](https://fordserviceinfo.com). Check back often as repair procedures can be updated without notice. Always ensure you are looking up the correct model-year vehicle for proper collision repair information.

For more information, consult **Section 501-20B: Supplemental Restraint System, Description and Operation**.

WARNING:

- Incorrect repair techniques or actions can cause an accidental supplemental restraint system (SRS) deployment. Never compromise or depart from these instructions. Failure to precisely follow all instructions could result in serious personal injury from an accidental deployment.
- Before installing a safety canopy or side air curtain assembly, inspect the roofline for any damage. If necessary, the sheet metal must be reworked to its original condition and structural integrity. Install new fasteners if damaged and remove foreign material. Failure to follow these instructions may result in the safety canopy or side air curtain deploying incorrectly, which increases the risk of serious personal injury or death in a crash.
- Before beginning any service procedure in this manual, refer to health and safety warnings in Section 100-00 General Information. Failure to follow this instruction may result in serious personal injury.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

No SRS Fault Present at Beginning of Repair

1. Prove out the SRS: Verify all airbags are installed and connected and the ignition is OFF. Wait 10 seconds then turn the ignition ON and monitor the airbag warning indicator. The airbag warning indicator illuminates continuously for approximately 6 seconds and turns off. Continue to monitor the airbag warning indicator for approximately 30 seconds as this is the time required for the restraints control module (RCM) to complete testing of the SRS.
2. If the airbag warning indicator either fails to light, remains lit continuously or flashes, an SRS fault is present. The flash may not occur until approximately 30 seconds after the ignition has been turned from OFF to ON. If this occurs, diagnose and repair any SRS faults before proceeding.
 - a. If the airbag warning indicator is inoperative and an SRS fault exists, a chime sounds in a pattern of five sets of five beeps or a message will display in the message center. If this occurs, diagnose and repair the airbag warning indicator and any SRS faults before proceeding.
 - b. If, after the ignition has been turned ON for 30 seconds, the airbag warning indicator remains unlit with no chime or SRS message displayed in the message center, no SRS fault is present.

SRS Fault Present at Beginning of Repair

1. Verify the ignition is OFF.
2. Reinstall the body control module (BCM) power fuse(s) into the appropriate fuse panel/junction box. Refer to **Wiring Diagram Cell 11** for fuse and relay information.
3. Connect the battery (Refer to: **Section 414-01: Battery, Mounting and Cables, General Procedures**).
4. Sit in the driver's seat in an upright position. Make sure no objects are between you and any pyrotechnic device. Move the driver seat to the rearmost position to maintain the maximum possible distance from the driver's airbag.
5. Prove out the SRS: Verify all airbags are installed and connected and the ignition is OFF. Wait 10 seconds, then turn the ignition ON and monitor the airbag warning indicator. The airbag warning indicator illuminates continuously for approximately 6 seconds and then turns off. Continue to monitor the airbag warning indicator for approximately 30 seconds, as this is the time required for the RCM to complete testing of the SRS.
 6. a. If the airbag warning indicator either fails to light, remains lit continuously or flashes, an SRS fault is present. The flash may not occur until approximately 30 seconds after the ignition has been turned from OFF to ON. If this occurs, diagnose and repair any SRS faults before proceeding.
 - b. If the airbag warning indicator is inoperative and an SRS fault exists, a chime sounds in a pattern of five sets of five beeps or a message will display in the message center. If this occurs, diagnose and repair the airbag warning indicator and any SRS faults before proceeding.
 - c. If after the ignition has been turned ON for 30 seconds the airbag warning indicator remains unlit with no chime or SRS message displayed in the message center, no SRS fault is present.
7. Using a scan tool, clear all continuous memory diagnostic trouble codes (CMDTCs) from all modules.

Additional diagrams and repair details on SRS will continue in future volumes of *On Target*, focusing on pyrotechnic device disposal and more.

For questions on this or the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com.





The Crash Parts Corner

Did You Know That ... Ford Rotunda updated its electric vehicle (EV) and hybrid service and safety repair catalog of equipment a few years ago?

Ford Motor Company and Rotunda remain dedicated to their efforts to help ensure collision repairers have the best equipment available to them to properly repair Ford and Lincoln vehicles, and this remains true of hybrid and electric vehicles (EVs), which have their own unique set of safety and equipment requirements. These include personal protective equipment (PPE), which is needed to help ensure safety when dealing with high-voltage batteries.

The offerings include vehicle fire blankets, magnetic car toppers and area barricade kits to limit access to work areas with live electrical components and repairs, and a plethora of heavily insulated materials to help prevent electrical shocks, including gloves, shoes, overboots, aprons, mats and other options.



To order PPE or other repair equipment for hybrid, EV, or internal combustion Ford and Lincoln vehicles, visit rotundatechtools.com.

For more information on electric vehicles, or the repair of any Ford or Lincoln vehicle, visit FordCrashParts.com.

Additional information on EVs can also be found on FordServiceInfo.com. Under 'Free Resources,' click on 'Rescue Cards.'

Building Confidence Beyond the Repair



When a customer picks up a repaired vehicle, the repair may be complete, but an important part of the experience is just beginning: getting back on the road with confidence.

That final handoff is an opportunity for collision repair professionals to reinforce not only what was repaired, but why the customer can feel confident in the work that was performed. For [Ford Certified Collision Network \(FCCN\)](#) facilities, that confidence is built throughout the repair process, from the initial damage assessment through the final conversation with the vehicle owner.

Confidence Starts with the Work Behind the Repair

Today's Ford vehicles feature advanced materials and sophisticated driver-assistance technologies. Returning these vehicles to the customer requires more than craftsmanship alone. It requires current knowledge, appropriate equipment and access to vehicle-specific repair procedures.

That is why FCCN facilities are required to obtain and maintain [I-CAR Gold Class](#) recognition, which is built around role-specific training for estimators, refinish technicians, and structural and non-structural technicians. Gold Class reflects shops' ongoing commitment to keeping collision repair professionals up-to-date in their training as vehicle technology and repair methods evolve.

For customers, that investment translates into confidence that the people repairing their vehicle understand the technology, materials and procedures involved in getting them back on the road.

Keeping Pace with What's Changing

Ongoing training helps FCCN teams stay prepared for changes in repair procedures, materials, joining methods, diagnostics, advanced driver assistance systems (ADAS) and electric vehicle technology. I-CAR's [Ford-specific training requirements and course recommendations](#) cover key areas such as aluminum structural repair, welding, diagnostics, scan tools and ADAS calibration, while incorporating

new Ford vehicle models, helping technicians stay current with Ford repair standards.

Repairers can also turn to the [I-CAR Repairability Technical Support Portal \(RTS\)](#) for vehicle-specific technical information, including the ability to search by vehicle and connect with Ask I-CAR when additional guidance is needed. The Ford section of the portal brings together OEM-specific information and timely collision repair updates.

For additional guidance, technicians can explore I-CAR's [Ford-specific YouTube playlist](#), featuring collision repair content created by technicians for technicians. These videos address common repair topics and offer practical insights to help technicians perform complete, safe and quality repairs on Ford vehicles.

The Final Handoff Matters, Too

Technical expertise is only one part of building customer confidence. The final handoff gives repair professionals an opportunity to explain what was done, answer questions and make sure the vehicle owner understands the work performed before leaving the facility.

That conversation can help bridge the gap between the technical work happening and the experience of the person ultimately relying on the vehicle.

Through OEM-aligned procedures, continued investment in training and clear communication with vehicle owners, repair professionals can help customers leave the facility feeling informed about the work that was performed. Because the final measure of a repair isn't simply that the keys have been returned. It's that the customer feels ready to drive away with confidence in their vehicle, their repair and the Ford brand.

Visit info.i-car.com/network-programs/oem/Ford for more details.



For more information on the FCCN, visit ford.com/ford-certified-collision-network.



OnTarget

Scheduled to be published four times a year, *On Target* aims to provide Ford and Lincoln dealership parts departments and independent collision repair shops with the technical information needed to deliver efficient, high-quality repairs to Ford and Lincoln vehicle owners.

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On Target Digital

Download *On Target* for free at FordCrashParts.com, or by clicking the Ford page on OEM1Stop.com.

Genuine Parting Thoughts

Have an idea? We'd love to hear from you. Your comments and article suggestions can be sent to cphelp@fordcrashparts.com.