

for aluminum repair systems.

DESCRIPTION AND OPERATION > SPECIAL REPAIR CONSIDERATIONS FOR ALUMINUM REPAIRS > USE OF HEAT ON BODY PANELS

Aluminum body panels are highly receptive to heat transfer. With the extensive use of structural adhesives and non-structural sealers used in vehicle construction, the potential of heat transfer could impact adhesives and sealers in non-associated panels during the repair process.

Many repair areas that utilize structural adhesive may be separated after rivet removal by using a panel chisel along the joint/flange. Using heat (not exceeding 425°F (218.333°C)) to loosen a rivet bonded panel should only be done when all panels in the joint will be replaced or separated and new adhesive applied.

DESCRIPTION AND OPERATION > SPECIAL REPAIR CONSIDERATIONS FOR ALUMINUM REPAIRS > BODY FASTENERS

Several types of fasteners are used in body construction. However, each of these fasteners have some similar characteristics.

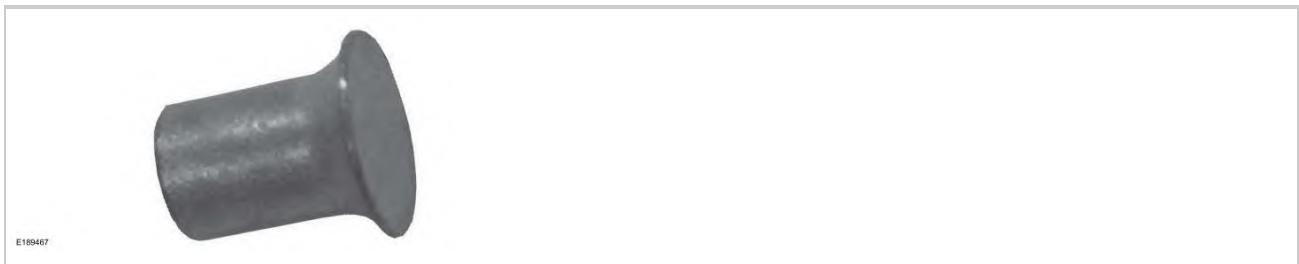
All body fasteners are made of boron.

All body fasteners have a special coating to protect from galvanic corrosion (reaction to dissimilar metals).



FDS

This type of fastener is used in manufacturing only. These are a 1 use fastener and when removed are discarded and replaced with a solid rivet or a Hemlock® blind fastener. Whenever a FDS is removed, the remaining hole is enlarged to 6.5 mm before the replacement rivet is installed.



SPR

A SPR is the fastener most used in body construction. As its name implies, it is self-piercing, no