

Bumper Fascia Repair with Advanced Driver Assistance Systems (ADAS) – REVISED

Ford vehicles contain many state-of-the-art features that provide occupant safety and enhance the driving experience. Bumper fascia play an integral role in the performance and functionality of these features. The original bumper fascia on Ford Motor Company vehicles are designed and manufactured to function with advanced driver assistance systems (ADAS) like those listed below:

- Pre-Collision Assist with AEB
- Intelligent Adaptive Cruise Control
- Active Park Assist
- BLIS® with Trailer Coverage
- BLIS® with Cross-Traffic Alert
- Lane-Keeping System
- Evasive Steering Assist
- Pro Trailer Backup Assist

During body repairs that involve front and rear bumper fascia, it is critical that the vehicle be restored to proper operating condition to ensure that these important safety systems function correctly. Repair of bumper fascia using fillers, reinforcement tape, hot staples or plastic welding can adversely affect ADAS operation. Ford Motor Company is limiting repairs on front and rear bumper fascia on all Ford Motor Company vehicles equipped with any ADAS features to topcoat refinishing only. Topcoat finish cannot exceed 300 microns in total thickness. Any bumper fascia damage that requires substrate repairs must be replaced.

Measurement of the topcoat finish requires the use of an ultrasonic paint thickness gauge, such as PosiTector 200, Phase II UTG-2900 or equivalent.

The following points provide an overview of bumper fascia repairs:

- Paint repairs can be made if the material thickness does not exceed 300 microns in total thickness
- Use of any filler materials or reinforcement tapes to repair substrate damage is not permitted
- Use of hot staples or plastic welding to repair cracks or damage is not permitted
- Repair of any sonic-welded sensor retainer rings or tabs is not allowed, due to possible misalignment and incorrect operation of the sensor
- Note that vehicle wraps, bumper stickers and aftermarket accessories in the fascia can create system operation concerns

It is important to utilize Ford repair procedures for all collision repairs to ensure quality results. Ford also recommends the use of the Integrated Diagnostic System (IDS) or Ford Diagnosis and Repair System (FDRS) to perform all vehicle diagnostic testing, module programming, and system calibrations during collision repairs. Ford dealerships can access service information, training and diagnostic scan tool support through the Professional Technician Society at www.fordtechservice.dealerconnection.com and independent collision repairers can find information at www.motorcraftservice.com.

Ford Motor Company vehicles are designed and built to provide optimum fit, function, safety and structural integrity. Ford Motor Company does not approve the use of third-party replacement parts. The quality, performance and safety of these parts cannot be verified and may result in substandard repairs, which can inhibit proper vehicle function and cause erroneous DTCs. Only by using Ford original equipment collision parts can you be assured of the part's fit, finish, quality and safety.