

Disassembly of a Steel Service Part at a Factory Seam

In order to develop a best practice around disassembly of a steel service part at a factory seam, I-CAR gathered a number of subject matter experts (SME) from vehicle makers, collision repairers, and insurance personnel. Now that the industry has completed the final review of the best practice, let's take a look.

This best practice should only be applied to steel vehicle makes that do not have an OEM procedure for, or a manufacturer position statement warning against, disassembling a service part to install it at a factory seam. Additionally, this best practice does NOT apply to laser welded factory seams. Other requirements for this best practice include:



- Service parts must be 600 MPa or less. Steels over 600 MPa should not be disassembled, unless a vehicle maker procedure exists.
- Follow vehicle maker attachment methods for part installation.*
- Follow vehicle maker corrosion protection guidelines.
- Do not change the order of the panel layering (shingling) from the original part.
- Do not create a new joint. This best practice does NOT allow for sectioning of the part. This means that if the part that is being replaced requires a new joint to be cut into it, this part no longer meets the requirements for this best practice.

*If no OEM published attachment methods are available, use squeeze-type resistance spot weld (where two-sided access is available), followed by GMA (MIG) plug welds. Only use MIG brazing and rivet bonding attachment methods where specified in an OEM procedure.