

COLLISION REPAIR INFORMATION

FOR THE COLLISION REPAIR PROFESSIONAL

TITLE: HSS & UHSS CABIN REINFORCEMENT REPAIR & REPLACEMENT
SECTION: STRUCTURAL BULLETIN #175 (revised)
MODELS: ALL TOYOTA, LEXUS, and SCION
DATE: DECEMBER 2009

Model-specific 'Collision Damage Repair Manuals' contain 'Structural Outline' illustrations that identify locations and strength ratings for High Strength Steel (HSS) and Ultra High Strength Steel (UHSS) components throughout body and frame structures. This information is provided so that collision repair professionals can make informed decisions on repair and replacement of components that provide high margins of crash safety to vehicle occupants.

Because occupant safety is such a high priority, HSS and UHSS occupant cabin reinforcement repair is not recommended.

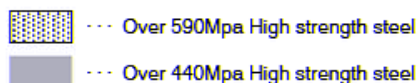
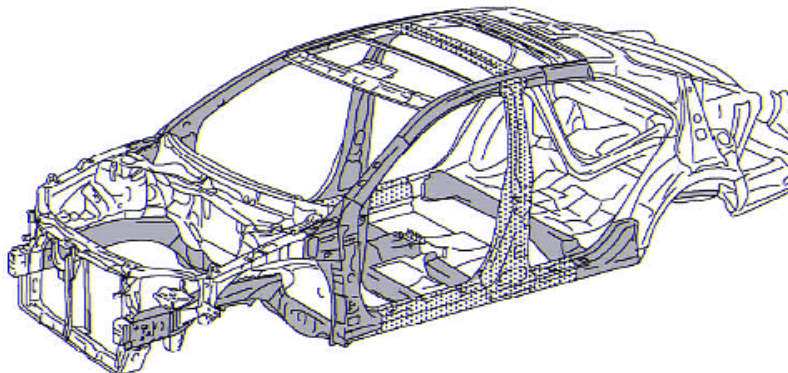
Do not use the following occupant cabin reinforcement repair procedures:

- Hot and cold straightening methods
- Sectioning of 980 MPa and 590 MPa strength-rated pillar reinforcements
- Sectioning of 440 MPa rated components at locations other than those specified

This recommendation is based on a reduction in reinforcement strength and crash energy management revealed during research and testing conducted by Toyota Motor Corporation. Repaired and/or improperly sectioned reinforcements failed to exhibit the strength and performance ratings of genuine new original equipment service parts installed to specification. Therefore damaged occupant cabin reinforcements must be replaced.

When reinforcements must be replaced always follow welding specifications and adhere to documented model-specific cut and join locations and procedures.

- Example Structural Outline -



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