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SUBJECT:

Use of Heat To Straighten Damaged Components

OVERVIEW:

This bulletin involves Chrysler Group LLC position with regard to use of heat during repair.

DISCUSSION:

Chrysler Group LLC Service Engineering's position on the use of heat during collision repair is as follows:

- Any damaged body panel or frame component, which is to be repaired, must be repaired using the "cold straightening" method. No heat may be used during the straightening process. This "no heat" recommendation is due to the extensive use of high-strength and advanced high-strength steels in Chrysler Group LLC vehicles. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer. Additionally, application of heat will alter or destroy material coatings utilized for corrosion protection and which may not be restorable. Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.
- During rough straightening prior to replacement, damaged panels or frame components may be heated to assist in body/frame realignment. This application of heat, if absolutely necessary, must be constrained to the parts which will be replaced and not allowed to affect any other components.

This statement supersedes any previously released information by Chrysler Group LLC.

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