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Title: Sleeper Side Sill/Underbody Cross-Member Weld Check and Repair

Applies To: ProStar Sleepers

DESCRIPTION

ProStar Sleeper Side Sill/Underbody Cross-Member Weld Check and Repair

REPAIR PROCEDURE

NOTE: The welds described herein are neither durability nor safety critical welds. However, in the event that the welds are not properly placed or broken, the following procedure can be used for repair.

- Perform chisel check on suspect weld to determine if the weld is satisfactory.
 - Lightly tap a tapered chisel into the lap on each side of the weld using a rubber mallet.
 - If the weld is bad, it should pop or break with relatively little force.
 - If enough force is applied to begin to deform the sheet metal; then the weld should be deemed good.
 - The sheet metal does not need to be repaired since it is not a visible/aesthetic joint. However, to prevent corrosion, it is recommended that any bare metal that results from the above procedures be touched up with a primer etch pen or wipe and automotive touch-up paint.
- If the weld is satisfactory, the job is complete.
- If the weld breaks, install a structural rivet.
 - Drill a 17/64" (0.2656") hole directly through the tab, drilling perpendicular to the surface of the tab. The hole should be equidistant from between the 3 edges that make up the tab.
 - To prevent corrosion, touch up the bare metal edges of the newly drilled hole prior to proceeding. Use a primer etch pen or wipe and automotive touch-up paint.
 - Install P/N 2040959c1 (or equivalent blind structural rivet: Steel; 1/4" diameter; .08"-.375" grip range; 0.261" to 0.272" hole size; 2400lb shear strength; 1850 lb tensile strength; 300 lb mandrel retention strength.)



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