

TECHNICAL INSTRUCTIONS
FOR
LIMITED SERVICE CAMPAIGN GLM
REAR WHEEL ARCH CORROSION
CERTAIN 2014 –2015 MODEL YEAR IS
CERTAIN 2015 MODEL YEAR RC350/RC-F

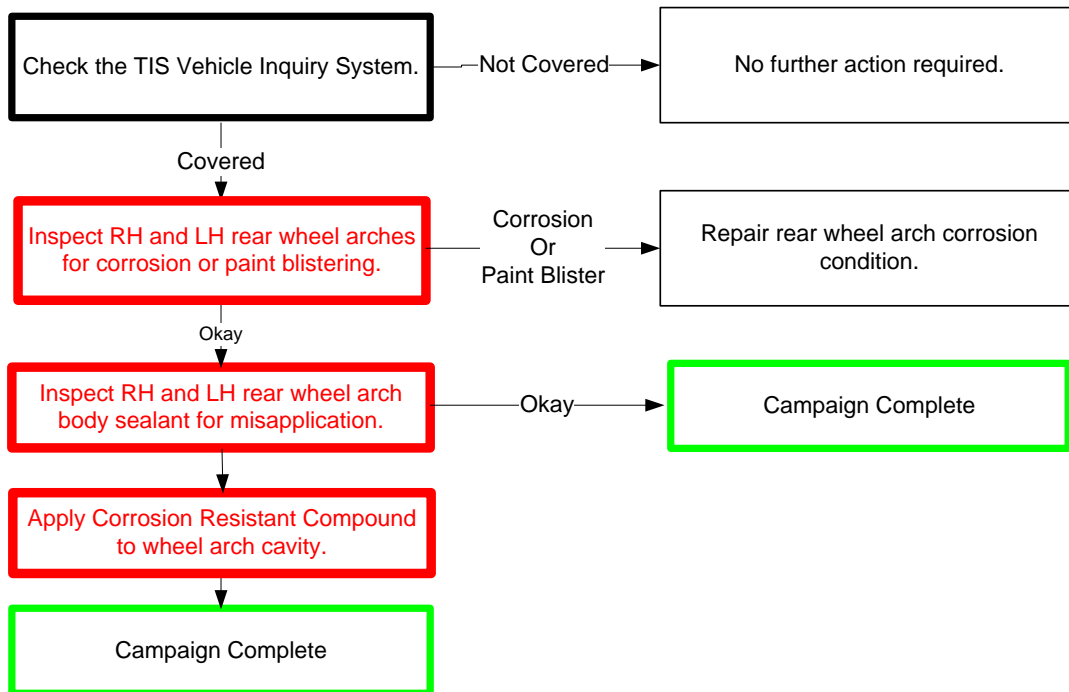
The repair quality of covered vehicles is extremely important to Lexus. All dealership technicians performing this repair are required to successfully complete the most current version of the E-Learning course “Safety Recall and Service Campaign Essentials”. To ensure that all vehicles have the repair performed correctly, technicians performing this repair are required to currently hold at least one of the following certification levels:

- Senior Technician
- Master Technician
- Diagnostic Specialist

Always check which technicians can perform the recall remedy by logging on to <https://LCTPReports.com>. It is the dealership’s responsibility to select technicians with the above certification level or greater to perform this repair. Carefully review your resources, the technician skill level, and ability before assigning technicians to this repair. It is important to consider technician days off and vacation schedules to ensure there are properly trained technicians available to perform this repair at all times.

I. OPERATION FLOW CHART

The flow chart is for reference only. **DO NOT** use it in place of the full technical instructions. Follow **ALL** steps as outlined in the full technical instructions to confirm the campaign is completed correctly.



II. BACKGROUND

In the subject vehicles, the inner portion of the rear fender arch may experience water intrusion due to improper sealer application. If this occurs, corrosion can form causing rust spots, blistering, or perforation of the rear fender arch. This condition is most likely to occur in areas with heavy road salt application.



III. IDENTIFICATION OF AFFECTED VEHICLES

- Check the TIS Vehicle Inquiry System to confirm the VIN is involved in this Safety Recall, and that the campaign has not already been completed prior to dealer shipment or by another dealer.
- **TMS warranty will not reimburse dealers for repairs conducted on vehicles that are not affected or were completed by another dealer.**

IV. PREPARATION

A. PARTS

All applicable vehicles will require the parts in the table below

B. MATERIALS

This kit contains enough material to perform the wax repair on 14 wheel arches. It is anticipated that about 1/2 of the arches will have misapplied sealant. Only order kits as needed because supply is extremely limited.


Part Number	Description	Qty
04006-35253	Wheel Arch Corrosion Kit	1 kit per 14 arches sprayed
	Wax (NOX-RUST 712AM Aerosol)	1
	Nozzle (for Wax)	5
	Safety Pin	1
	Stainless Steel Trace Wire	1
	Body Sealant (Super X Black No. 8008)	1

- Protective tape
- Marker Pen
- Protective Gloves

C. TOOLS & EQUIPMENT

- Standard hand tools
- Safety Glasses
- Torque wrench
- Stopwatch
- Protective Gloves

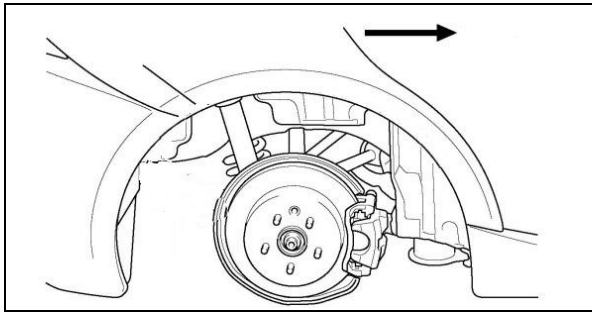
CAMPAIGN TOOL – This scale was provided to the dealership at the launch of GLM. This scale is necessary when performing this repair.

Image	Name	Quantity
	Wax Application Confirmation Scale	1

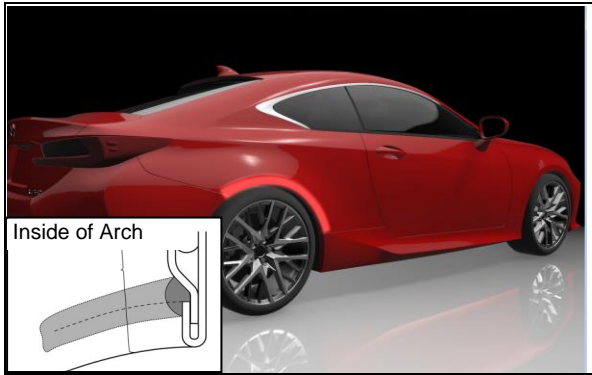
V. REAR WHEEL ARCH INSPECTION

[Wheel Arch Inspection Procedure Video](#)

A. INSPECT THE WHEEL ARCH PAINTED SURFACE



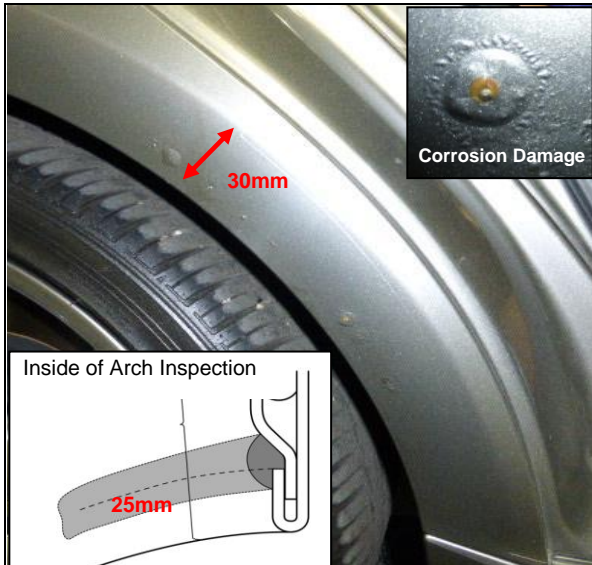
1. LIFT AND REMOVE REAR WHEELS



2. CLEAN THE RH AND LH REAR WHEEL ARCH

- a) Clean both the interior and exterior painted surface of the RH and LH rear wheel arches in the highlighted area prior to performing the paint area inspection.

	Ensure you clean the wheel arch well, especially the body sealant on the inner portion of the wheel well. This must be clean to perform the body sealant inspection.
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3. INSPECT RH AND LH REAR WHEEL ARCH PAINT SURFACES

- a) Inspect the first 30 mm of the exterior painted RH and LH wheel arch surface for paint blistering, bubbling or corrosion damage.
- b) Inspect the first 25mm of the interior wheel arch painted surface for paint blistering, bubbling or corrosion damage.

OK: CONTINUE WITH SEALANT INSPECTION

NG: ARCH REQUIRES BODY REPAIRS

Note:

- It is anticipated that very few vehicle will have corrosion damage.
- If corrosion damage is found body repair will be required. Only the wheel arch displaying corrosion damage should be repaired.

B. INSPECT THE WHEEL ARCH BODY SEALANT

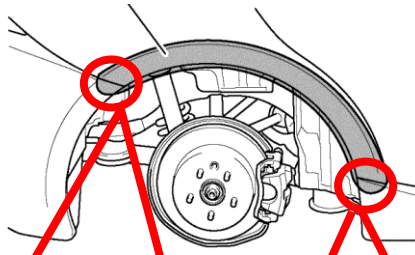


It is critical that this inspection is performed properly, ensure to follow all steps and inspect the entire rear wheel arch body sealer. It is possible for the seam sealer to be misapplied in multiple locations on one arch.

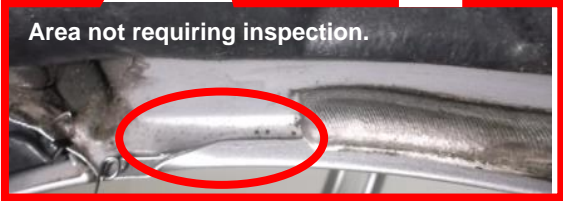
1. SEALANT INSPECTION AREA

- Inspect the sealant along the inner wheel arch as shown by the gray area.

Note: The two areas at the end of the wheel arch circled in red do not have to be inspected. This area has a different sealant that is not affected by this issue.



Area not requiring inspection.

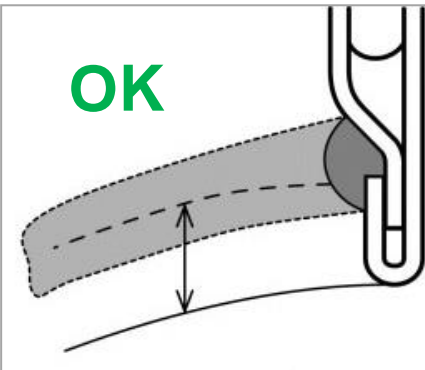


2. INSPECT THE WHEEL ARCH BODY SEALANT APPLIED INSIDE THE WHEEL WELL

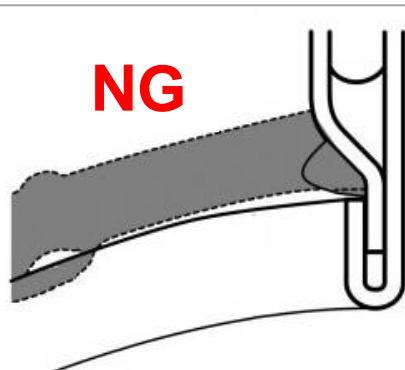
Note: Take your time when inspecting the wheel arch, it can be very difficult to find misapplied sealant. The sealant was sprayed with paint and is the same color as the body.

- Using a lamp visually inspect the sealant application along the inner wheel well hemming of both wheel arches and ensure it as sealed the entire surface.
- If sealant misapplication is seen, mark that area with a piece of tape.

OK



NG

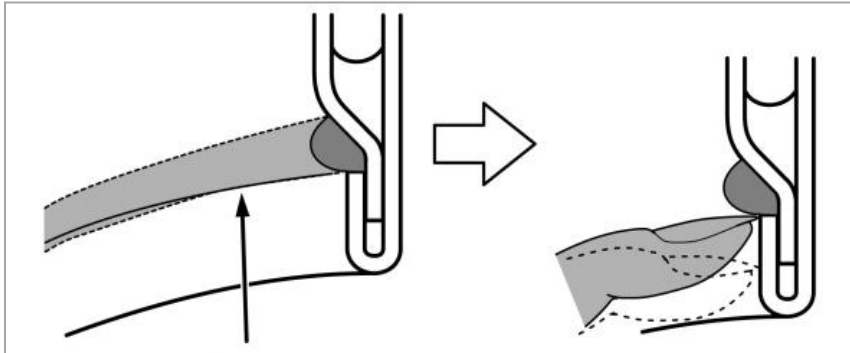


Sample of NG Wheel Arch Sealer w/Hole



3. REINSPECT THE WHEEL ARCH USING YOUR FINGER NAIL

- In some cases it will be hard to see if the sealer is misapplied, in this case gently use your finger nail to see if it can catch an exposed edge of the wheel arch hem.
- If an edge is found mark the area with a piece of tape.



Sample of NG Wheel Arch Sealer w/Edge Exposed



4. WHEEL ARCH SEALANT JUDGEMENT

OK (0 Misapplied Locations Found): NO WAX APPLICATION REQUIRED

NG (1 or more Misapplied Locations Found): WAX APPLICATION REQUIRED

Note: Each rear wheel arch should be inspected independently. It is possible to have 0, 1, or 2 arches that require wax application.

VI. WHEEL ARCH WAX APPLICATION PROCESS

A. WAX APPLICATION PREPARATION

[Wheel Arch Wax Application Preparation Video](#)

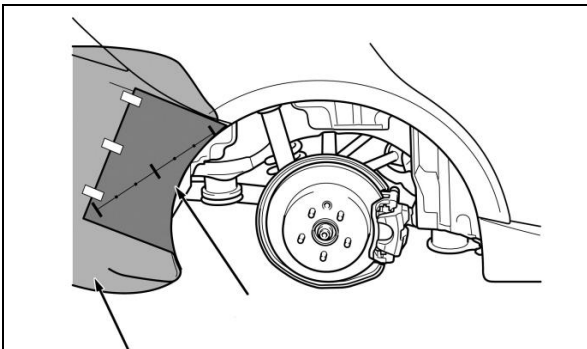


1. COVER DEFECTIVE HOLES

- a) Using masking tape, seal all holes in the sealant.

Note:

- Masking tape will plug the hole and stop wax from leaking during wax application.
- If leaking wax is found during application there is another hole, locate the hole and apply tape.



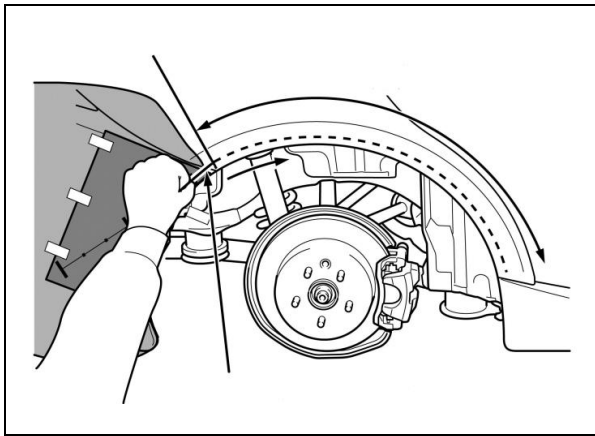
2. PROTECT REAR BUMPER

- a) Apply masking paper or cover to bumper to avoid scratching the painted surface.
- b) Adhere the wax application pattern paper (In Appendix) onto the rear bumper as shown.



3. WHEEL ARCH PREPARATION

- a) Using the provided safety pin, pierce a hole in the sealant.
- b) Move the needle in and out several times to ensure the hole does not close up after removing the safety pin.



4. CONFIRM WHEEL ARCH PATHWAY

- a) Using the provided stainless steel wire, insert the wire through the pierced hole in the sealant.
- b) Insert the wire into the wheel arch and confirm the path is clear for the spray wand.

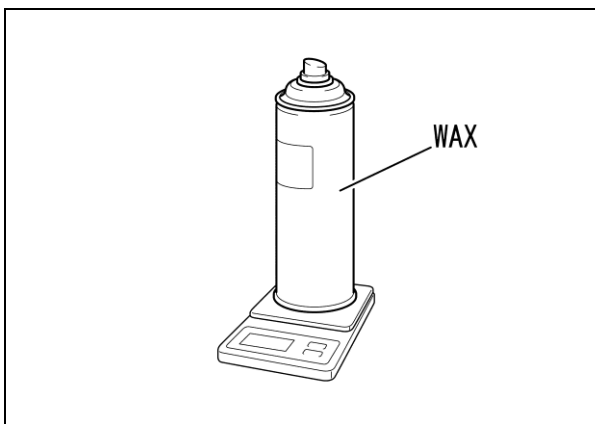
Note: In order to get the fully inserted it may require moving the stainless steel wire in and out repeatedly.

- c) The stainless steel wire should be able to be inserted a minimum of 500mm (19.6 in).

Stainless steel wire length	About 630mm
Wheel arch IS series	About 612mm
Wheel arch RC series	About 636mm

B. WAX APPLICATION

[Wheel Arch Wax Application Video](#)

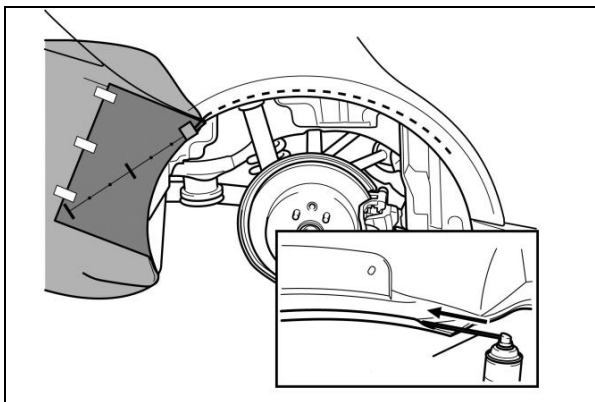


1. CONFIRM REMAINING WAX AMOUNT

- a) Measure the weight of the wax can.
- b) Note the starting wax amount.

Minimum Can Weight: 175 grams

Note: The can must weight 175 grams or more in order to have enough pressure and material to apply the wax in the wheel arch. If less than 175 grams dispose of the wax can in accordance with your local regulations.

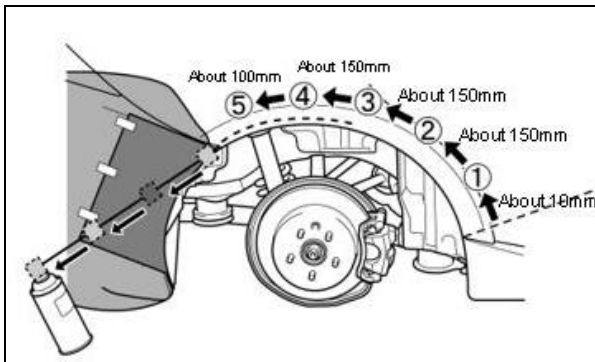


2. INSERT NOZZLE FOR WAX

- a) Carefully insert the nozzle completely into the wheel well arch.

STOP The nozzle is extremely easy to bend, if the nozzle is bent it **MUST** be replaced because it will restrict the flow of wax during the application process.

Wax Nozzle	About 850mm
Wheel arch IS series	About 612mm
Wheel arch RC series	About 636mm



3. APPLY WAX

- a) Connect nozzle to wax can.
- b) After confirming the nozzle is completely inserted into the wheel arch, pull it out 10mm. (this is location number 1)
- c) Apply wax for 15 seconds at each of the corresponding locations shown.

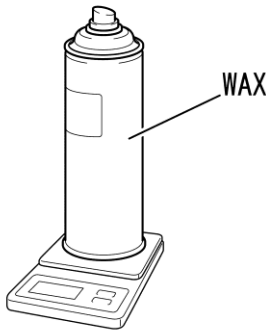
4. MEASURE APPLIED AMOUNT

- a) Measure the weight of the wax can.
- b) Note the ending wax can weight.
- c) Subtract the original weight by the remaining weight of the can and ensure it is greater than 11 grams.

Sample: 541 grams – 523 grams = 18 grams

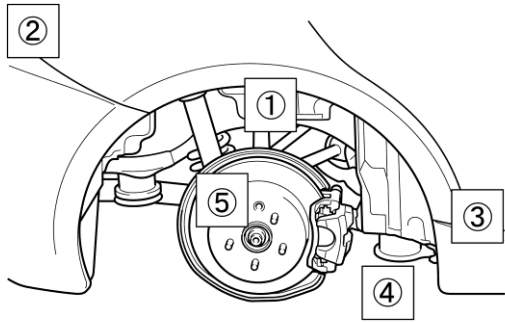
Note: If the amount applied is less than 11 grams repeat the procedure.

- d) Repeat the wax application process on the other arch if required based on inspection result.



5. CONFIRM NO WAX OVERSPRAY

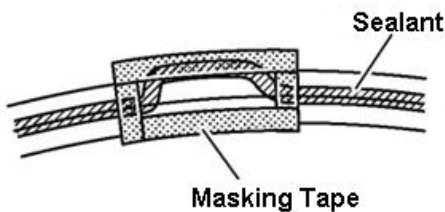
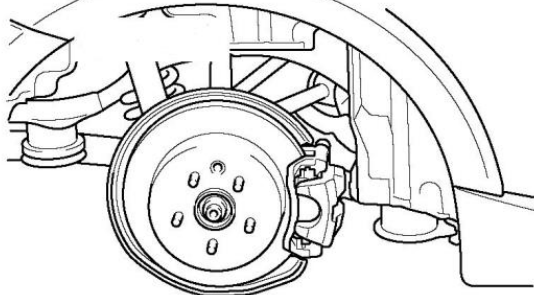
- a) Confirm that during the application process no wax over sprayed onto the following key components:
 - 1) In wheel arch
 - 2) Gap between bumper and quarter panel
 - 3) Gap between rocker panel and quarter panel
 - 4) Dripping on floor
 - 5) Brake disc and hub bolts
- b) If wax over spray is found on any parts clean and degrease the parts.



C. APPLY BODY SEALANT

1. PREPARE FOR SEALANT APPLICATION

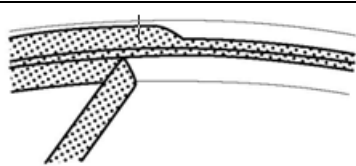
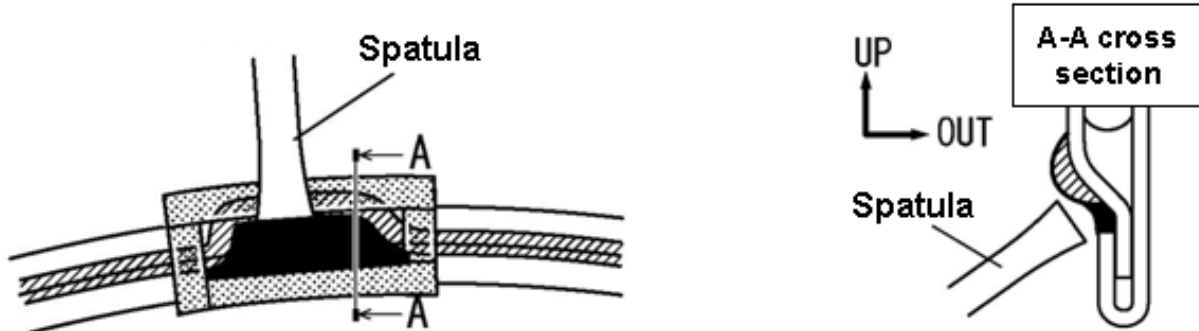
- a) Peel off all masking tape used to seal defect holes in sealant.
- b) Degrease area around defective holes where tap was removed and around the wax nozzle entrance hole.
- c) Apply tape around the defective hole as shown.



2. APPLY SEALANT

- a) Using the supplied Super-X Body Sealant and the provided spatula, apply sealant to the defective hole as shown.
- b) Use the spatula to smooth out the sealant and ensure that it remains inside the wheel well arch.

Note: If sealant comes into contact with bumper or other undesirable surfaces wipe off immediately with absorbent cotton.



- c) Immediately remove the masking tape after applying sealant.
- d) Let the body sealant set for 10 minutes.
- e) Repeat procedure for all defective holes and the wax nozzle entrance hole.

VII. REASSEMBLE VEHICLE

1. REMOVE MASKING AND TEMPLATE FROM REAR BUMPER
2. REINSTALL THE REAR WHEELS

Torque Spec: 76 ft. lbs (103 Nm, 1050 kgf-cm)

3. CONFIRM BODY SEALANT APPLIED IS NOT VISIBLE FROM THE OUTSIDE OF WHEEL WELL

◀ VERIFY REPAIR QUALITY ▶

- Confirm the wheel arch inspection was performed properly
- Confirm the wax application, if required, had the adequate amount of wax applied
- Confirm all holes in sealant were resealed using the body sealant

If you have any questions regarding this update, please contact your area representative.

APPENDIX PATTERN PAPER (for nozzle movement work)

- This is a measure of the nozzle movement amount
- **Copy, use and paste as shown in the figure**

Left side

Right side

150mm

150mm

150mm

150mm