



DATE: 5-9-18

APPLIES TO: This service bulletin applies to 2010 through 2018 model year, Gladiator and Metro Star model Emergency Response chassis cabs equipped with an aluminum front fascia built between August 17, 2010 and April 24, 2018.

CONDITION: Paint cracks on Fascia

CORRECTION: Grind out paint cracks and add additional weld.

LABOR ALLOCATION: Requires pre-approved estimate

CLASSIFICATION: E

PARTS NEEDED:

<u>QTY</u>	<u>Part Number</u>	<u>Description</u>
1	S-2641-001	Add weld to eliminate Fascia Cracks

Kit # S-2641-001 Contains:

<u>QTY</u>	<u>Part Number</u>	<u>Description</u>
1	TSB18-150-001	Instruction Document – English
1	TSB18-150-002	Instruction Document – French

GENERAL INSTRUCTIONS:

Thoroughly review entire service bulletin before starting work. If there are questions or concerns with steps defined in this service bulletin, contact Spartan Motors USA, Inc. Customer & Product Support Group.

All applicable industry safety standards must be followed when performing work identified in this procedure.

The following step-by-step instructions concentrate on the RH side of the cab; however, the same process must be followed for LH side

STEP-BY-STEP INSTRUCTIONS:

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1. Confirm that all parts have been included in kit.
2. Before welding on any part of the cab or chassis you must insure that Master power switch and ignition switch are in OFF position, then disconnect all ground cables at batteries, then disconnect following ECU's (consult owner's manual for ECU locations).
 - a. ABS
 - b. Engine
 - c. Transmission
 - d. Gauges
 - e. Air Bags
3. Paint cracks are located on large radius on cab fascia. Refer to FIG. 2-1.



FIG. 2-1

4. Remove windshield and gasket and retain for reuse. Take great care when removing and storing the windshield to prevent damage. Refer to FIG. 3-1.

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FIG. 3-1

5. Protect interior with a fire-retardant blanket and mask off area with paint cracks, this will now allow you to work on affected area without damaging any surrounding surfaces. Refer to FIG. 3-2.



FIG. 3-2

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6. Grind this area out to expose raw aluminum, and then thoroughly clean area using Isopropyl alcohol. Insure that all Paint, body filler, calk and contaminates have been removed from affected area. Refer to FIG. 4-1.

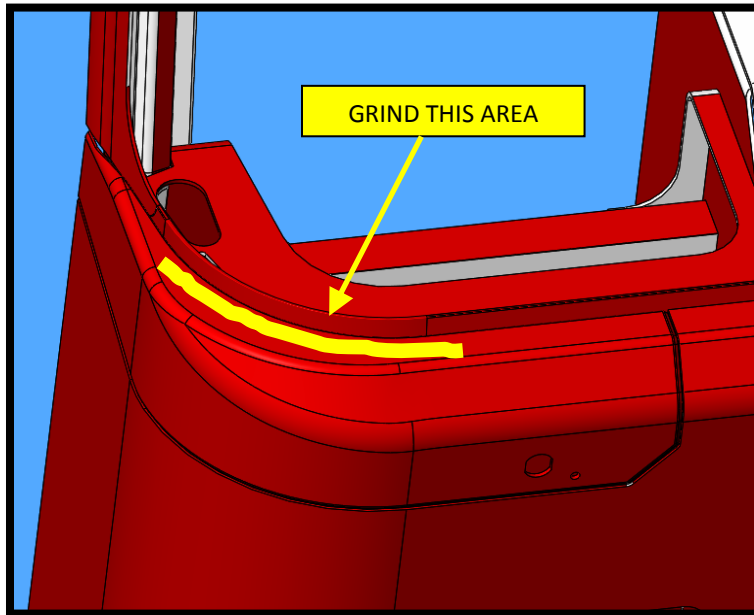


FIG.4-1

7. Measure 17 ½” from edge of fascia then using “Gas Metal Arc Welding” (MIG) process with a 4043-filler wire, apply a 2” long x 3/16 fillet weld as indicated. Adding this weld will tie fascia and main extrusion together which adds strength to joint. This eliminates flexing which eliminates paint cracks. Refer to FIG. 5-1.

⚠ CAUTION

Depending on specific vehicle content, electrical wires, harnesses and components may be close to the welded site. Check under driver and officer dash areas prior to welding and isolate any components that can be damage due to heat from welding.

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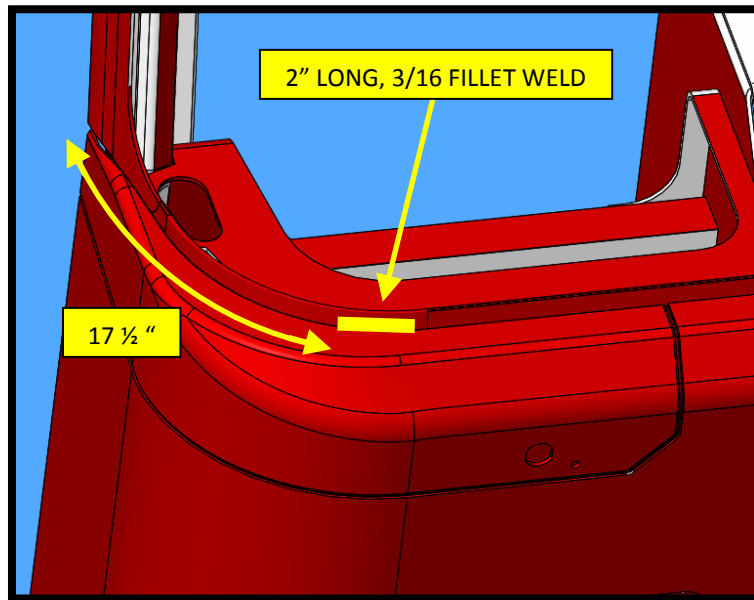


FIG. 5-1

8. The following sections describe how to properly clean, prep and finish the modified area.

9. CLEAN AND PREP

- a. Clean all prepared surfaces with a reducer cleaner or wash solvent / grease & wax remover prior to adhesive application. NOTE: When using reducer or wash solvent, be sure to wipe it off before it dries. This must be allowed to flash for 3 - 5 minutes.
- b. Sand area with 150-grit sandpaper.
- c. Prime using approved primer in the modified area.
- d. Allow primer to dry accordingly.
- e. Sand area (fascia and cab) where exterior calk sealer will be applied.
- f. Apply exterior calk (SEM 39377) approximate 0.25" - .031" bead in modified area. Refer to FIG. 6-1.

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FIG. 6-1

- g. Once bead is applied, use a “spreader” tool to form sealer in a cove shape that matches adjacent areas. This bead of exterior calk must be allowed to cure for recommended time as specified by the manufacturer. Refer to FIG. 6-2.



FIG. 6-2

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- h. Modified areas must be sanded smooth with 100 grit-sanding discs (untreated).
- i. Using clean dry compressed air, blow off modified area.
- j. Apply body Filler to modified area and allow to cure. Cure time for this is approximately 15 minutes.
- k. Once filler is cured, filler is finished with sanding disc (36 grit – 100 grit).
- l. Pin Holes and other imperfections are repaired with finishing putty. Allow putty proper amount of time to cure before sanding.
- m. Finishing putty is finished with sanding discs.
- n. Modified area is then blown off with clean dry compressed air and rubbed by hand while blowing off to get all loose dust-off cab for next step.

10. PRIMER

- a. Modified area must now be primed by rolling approved primer using a 3/16" nap woolster rolling cover. Allow primer to dry for a minimum of 2 hours.
- b. Sand roll primer with 100-150 grit sanding disc.
- c. Blow off cab with clean, dry compressed air.
- d. Wash modified area with an approved degreaser.
- e. Apply 3 coats of approved primer with 10-minute flash time in between coats. Wet film build is to be a minimum of 3.0 – 8.0 mils.
- f. Bake modified area using standard primer bake cycle. Allow 30-minute cooling time after bake.
- g. Move cab into a primer sand booth and check primer film thickness. Record in build book.
- h. Hand sand modified area with 320 – 360 grit sand paper. Insure primer thickness maintains a minimum of 2.0 mills thick.
- i. Blow off modified area using clean, dry compressed air.

11. PAINT

- a. Wash modified area with approved degreaser and wipe cab dry while solvent is still wet.
- b. Blow off modified area with clean, dry compressed air.
- c. Tack modified area.
- d. If any sand through is found, cab must be spot primed using epoxy primer.
- e. Paint Specifications can be obtained by contacting Spartan Motors Customer Service at 1-800-867-6478.
- f. Mix paint per manufacturer specifications.
- g. Apply 2 – 3 coats of basecoat with 10 – 15-minute flash times in between coats. Spray basecoat to hiding using a cross coat paint pattern with spray out and hiding stickers to achieve hiding basecoat film builds. Allow basecoat to flash 15-30 minutes before applying clear-coat.

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- h. Check color visually to make sure it matches surrounding color.
- i. Apply 3 coats of clear-coat using a cross coat pattern with 5 - 10 minutes of flash time in between coats.
- j. Allow unit to flash 10 - 15 minutes after the last clear-coat is applied. Modified area is then baked using standard paint bake cycle. Allow unit to cool for 30 minutes.
- k. Buff modified area to match surrounding finish.

12. Reinstall retained windshield and gasket. Refer to FIG. 8-1.



FIG. 8-1

13. Reconnect following ECU's that were previously disconnected then reconnect battery ground cables: (consult owner's manual for ECU locations).

- a. ABS
- b. Engine
- c. Transmission
- d. Gauges
- e. Air Bags

14. END

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