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|---------------------------|---|--------------|---------------|------------------------------|------------------------------|
| REFERENCE: | TSB: 31-001-24 GROUP: 31 - Collision Bulletins | Date: | July 24, 2024 | REVISION: | 31-001-23 REV. A |
| VEHICLES AFFECTED: | 2020 - **2024** (JT) Jeep Gladiator 2019 - **2024** (BV) Jeep Renegade 2015 - 2020 (4C) Alfa Romeo 4C 2017 - 2020 (BA) FIAT 124 Spider (Convertible) 2013 - 2019 (FF) FIAT 500 2017 - **2024** (GA) Alfa Romeo Giulia 2018 - **2025** (GU) Alfa Romeo Stelvio 2014 - 2023 (KL) Jeep Cherokee 2013 - **2018** (PF) Dodge Dart 2013 - **2018** (ZD) Dodge Viper 2013 - **2022** (DS) RAM 1500 Pickup 2013 - 2022 (WK) Jeep Grand Cherokee 2013 - **2022** (WD) Dodge Durango 2017 - **2024** (RU) Chrysler Pacifica 2015 - 2018 (BU) Jeep Renegade 2018 - **2024** (JL) Jeep Wrangler 2015 - **2021** (LA) Dodge Challenger 2013 - 2014 (LC) Dodge Challenger 2013 - 2023 (LX) Chrysler 300 2017 - **2024** (MP) Jeep Compass 2015 - 2017 (UF) Chrysler 200 2019 - **2024** (D2, DD, DF, DJ and DP) RAM Heavy Duty Trucks | | | MARKET APPLICABILITY: | |
| | | | | <input type="checkbox"/> NA | <input type="checkbox"/> MEA |
| | | | | <input type="checkbox"/> SA | <input type="checkbox"/> IAP |
| | | | | <input type="checkbox"/> EE | <input type="checkbox"/> CH |
| CUSTOMER SYMPTOM: | Aluminum corrosion or bubbling along the leading edge of hood, hinges or other exterior surface areas of the hinges, doors, fenders, swing gates or liftgates. | | | | |
| CAUSE: | **Corrosion conditions** | | | | |

This bulletin supersedes Technical Service Bulletin (TSB) 31-001-23 REV. A, date of issue March 04, 2023, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include updated Vehicles Affected, addition of Cause and an updated Repair Procedure section including updated Notes/Cautions.

REPAIR SUMMARY:

NOTE: Verify current warranty policy to determine if digital imaging pre-authorization is required or pre-approval is required from the Regional Office; depending on market.

This bulletin involves inspecting and if necessary removing corrosion and refinishing the suspect aluminum panels on the vehicle, hood, door, fenders, hinges, swing gates or liftgate panels.

SPARE PARTS:

| Qty | Part No. | Description | Notes |
|--------|------------|---|-------|
| 3 (AR) | NPN | 500 grit Sandpaper Sheet | |
| 1 (AR) | NPN | 800 grit Sandpaper Sheet | |
| 1 (AR) | NPN | 80 grit Sandpaper Sheet | |
| 1 (AR) | NPN | 180 grit Sandpaper Sheet | |
| 1 (AR) | NPN | 3M® 3" Clean and Strip Disc 3M® p/n 07470 or equivalent | |
| 1(AR) | NPN | 3M® Scotch-Brite Scuffing Disc 07467 Maroon or equivalent | |
| 1 | 06103087AA | Anti-Corrosion Pen | |

DISCUSSION:

Aluminum corrosion or bubbling along the leading edge of hood, hinges or other exterior surface areas of the hinges, doors, fenders, swing gates or liftgates.

NOTE: This only applies to aluminum panels. To determine if the panel is aluminum, refer to collision manual for material specifications> DealerCONNECT> Service Library> enter year, model, engine> select collision info tab (adjacent to diagnostic tab)> 31- Collision Information> Specifications> Standardize Material Identification.

NOTE: This bulletin does not apply to corrosion in the hem flange area; this will require panel replacement [Fig. 1](#).



Fig. 1
Hem Flange Area Example

DIAGNOSIS:

Aluminum corrosion or bubbling on the doors and/or hinges [Fig. 2](#).

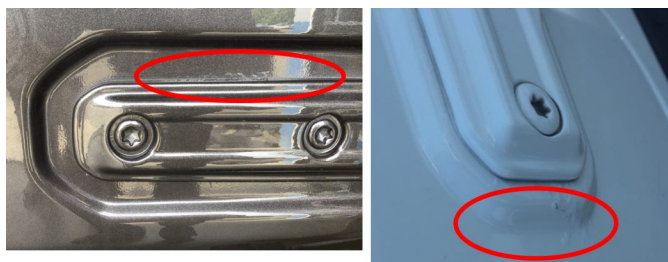


Fig. 2

Examples Of Bubbling

Aluminum corrosion along the leading edge of hood or other exterior surface areas of the doors, fenders or liftgates [Fig. 2](#) or [Fig. 3](#).



Fig. 3

Examples Of Corrosion Along Leading Edges

Is corrosion evident on the aluminum panel surface [Fig. 2](#) or [Fig. 3](#)?

- YES>>> Consult current warranty policy to determine if digital imaging and/or Regional Office Approval is required before proceeding with repair, Proceed to [Step 1](#) of the diagnosis procedure.
- NO>>> The repair does not apply.

1. Remove blistered paint from the panel surface with 80 grit grinding disc.

2. After digital imaging or Regional Office approval and removing the initial blistered paint from the panel surface with 80 grit grinding disc, is severe pitting exhibited that cannot be removed with sandpaper, 3M Clean and Strip Disc or equivalent [Fig. 4](#)?



Fig. 4
Corrosion Examples

- YES>>> Replace the panel.
- NO>>> Proceed to [Step 1](#) of the repair procedure.

REPAIR PROCEDURE:

NOTE: **To avoid the risk of cross-contamination that will lead to galvanic corrosion issues, grinding/sanding and prep work must be done in a separate room away from ferrous material using only clean, non-contaminated abrasives.

1. Remove affected panel. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 23 - Body/Doors - Front/Panel, Door Trim/Removal.

CAUTION!!

Exterior mounted hinges should not be removed unless repair procedures, such as filiform corrosion repair underneath and around the hinge area, are required. Unnecessary removal of the hinges will risk further corrosion damage by breaking the paint around the perimeter of the hinge.

2. Remove all trim necessary for repairing and refinishing of the affected panel.
3. Wash the panel with soap and water to remove waterborne contaminants followed by wax and grease remover to remove solvent base contaminants.
4. Remove corrosion using an angle grinder equipped with grinding discs that are 80 grit or less. Do not use grinding discs coarser than 80 grit.

NOTE: Roloc® 3" grinding discs and/or Clean 'N Strip discs may be used for removing aluminum corrosion in difficult to access areas. Avoid using tools or abrasive materials interchangeably with steel and aluminum components to avoid galvanic corrosion that may lead to a sub-standard finish.

5. Sand bare metal with 180 grit.
6. Feather edge the old finish / repair area using 320-400 grit sandpaper.
7. Mask the prepared area for primer application.

- 8. Re-clean the repaired area with wax and grease remover.

NOTE: BASF® will be referenced as the primary product. Other approved FCA refinish paint manufacturer brands are acceptable if equivalents are available. Refer to the list of FCA approved refinish paint manufacturers:

| Paint Supplier | Approved Paint Systems |
|-------------------|--|
| Akzo Nobel® | Lesonal, Sikkens |
| Axalta® | Cromax, Spies Hecker, Standox |
| BASF® | Glasurit, R-M |
| PPG® | Deltron, Envirobase, Global, One Choice |
| Sherwin Williams® | DeBeer, Martin Senour, Sherwin-Williams Automotive Finishes, Valspar |

NOTE: Refer to paint manufacturers’ preparation and application recommendations.

NOTE: Refer to paint manufacturers’ mixing and application recommendations.

NOTE: Refer to adhesive manufacturers’ mixing and application recommendations.

- 9. Clean sanded bare aluminum areas using a metal cleaner such as Glasurit’s 360-4 or equivalent followed by BASF 2000 Advanced Prep Wipes or equivalent prior to applying primer.
- 10. Apply two coats of BASF’s Glasurit 151-170 UV Primer to the repair area.
- 11. Using a UV cure lamp and the appropriate PPE, cure the product for sanding and refinish preparation.
- 12. After curing, block sand with 500 grit or finer sandpaper to prepare the repair area for sealer application.
- 13. If the backside of the panels require repair and seam sealer removal was necessary, it must be restored. Apply Fusor 129 or 3M 08308 seam sealer or equivalent.
- 14. Prepare panel for refinishing, remove all remaining dust, clean with Pre-Kleano 700 wax and grease remover or equivalent and use a tack cloth to remove any remaining dust particles.
- 15. Apply sealer, basecoat and clearcoat per chosen paint manufacturer’s procedures.
- 16. Install the repaired panel. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 23 - Body/Doors - Front/Panel, Door Trim/Installation.
- 17. Install the removed trim components, including adhesive backed components (i.e. nameplates). **

POLICY:

Information Only

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