

Weld Bonding (Excluding Door Skin)

1		<p>Host Panel Preparation</p> <p>Using a grade 80 abrasive belt, remove remaining weld nugget material from host panel. Prep remaining mating flanges on host panel with a coarse Scotch-Brite™ Belt to remove all adhesive, corrosion and coatings.</p>
2		<p>Mating Flange Panel Preparation</p> <p>Remove Ecoat from replacement panel mating flange areas using Scotch-Brite™ Belt or Clean N Strip disc.</p>
3		<p>Clean</p> <p>Clean host panel and replacement panel mating flange areas with a VOC compliant surface cleaner.</p>
4		<p>Dry Fit Panel</p> <p>Dry fit replacement panel and complete any necessary metal straightening at flanges areas.</p>
5		<p>Weld-Thru Primer</p> <p>Use Scotch-Brite™ Belt to prepare metal surfaces. Clean and apply weld-thru primer to all areas requiring MIG welding.</p>
6		<p>Spot Weld Surface Preparation</p> <p>Identify replacement spot weld sites and remove Ecoat using Scotch-Brite™ belt where spot weld tips will contact host and replacement panel. Remove panel once complete.</p>
7		<p>Pre-Assembly NVH Replacement</p> <p>If vehicle construction necessitates, apply NVH material or foams at original locations as required.</p>
8		<p>Apply Bonding Adhesive</p> <p>Apply adhesive to mating flange areas on host panel and replacement panel covering all bare metal areas. Apply additional bead of adhesive at mating flange areas.</p>
9		<p>Install Replacement Panel</p> <p>Install replacement panel to host panel. Clamp in place.</p>
10		<p>Spot Weld</p> <p>Spot weld while adhesive is uncured at prepared weld sites. Follow welder settings determined from test panel.</p>
11		<p>Adhesive Clean Up</p> <p>Remove clamps and tool excess adhesive squeeze-out from repair area prior to curing to seal the repair. Note: Grinding to remove excess adhesive can expose bare metal, causing corrosion.</p>
12		<p>Post-Assembly Foam Replacement</p> <p>Apply foams at original locations as required.</p>

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⚠ WARNING

Follow OEM and/or welder manufacturers' recommended procedure for making and testing welds. Before welding on a vehicle, test welds must be made to ensure proper weld quality and welding machine settings.

Product List

3M™ File Belt Sander,
18 in., PN 33575;
13 in., PN 33573



3M™ Cubitron™ II File Belt,
grade 80+, PN 33446



Scotch-Brite™ Durable
Flex Belt, CRS, PN 64475



Scotch-Brite™ Roloc™+
Clean N Strip XT Disc,
PN 07470



Scotch-Brite™ Roloc™+
Clean N Strip TR Disc,
PN 07466



3M™ Weld-Thru Coating II,
PN 05917



3M™ NVH Dampening
Material, PN 04274



3M™ Flexible Foam,
200mL, PN 08463



3M™ Panel Bonding Adhesive,
200mL, PN 08115;
200mL, PN 08116;
450mL DMS, PN 58115;
50mL, PN 38315



3M™ SMC/FRP Panel
Adhesive, 200mL,
PN 08219



3M™ Rigid Pillar Foam,
200mL, PN 08458



Think About Your Health

3M™ E-A-R™ Skull Screws™
Ear Plug, PN P1300



3M™ Half Facepiece
Respirator, PN 07182



3M™ Lexa™ Protective
Eyewear, PN 15200



Not a complete list. Select protective eyewear, appropriate gloves, hearing protection, respirator and protective clothing based on your job and exposure assessment.

Protect Your Repairs

Corrosion protection is recommended for this type of repair.

Protect repairs with a self-healing, non-hardening formula

- 3M Cavity Wax Plus, PN 08852
- 3M™ Cavity Wax Plus Applicator Wand Kit, PN 08851



All OEMs recommend the application of internal anti-corrosion material during body repair, which includes cavity wax.

Individual Product Instruction and Safety Information

For individual product instructions and applicable precautions see product labels and associated literature for the individual product at www.3MCollision.com

For product material safety data sheets see go.3M.com/SDS

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IMPORTANT NOTE: There are of course many factors and variables that can affect an individual repair, so the technician and repair facility need to evaluate each specific application and repair process, including relevant vehicle, part and OEM guidelines, and determine what is appropriate for that repair.



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