



## USE OF HEAT DURING REPAIR POSITION STATEMENT

**FCA US LLC Service Engineering's position on the use of heat during collision repair is as follows:**

- ▶ Any damaged body panel or frame component must be repaired using the “cold straightening” method. No heat may be used during the straightening process.
- ▶ During rough straightening prior to replacement, damaged panels or frame components may be heated to assist in body/frame realignment. This application of heat, if absolutely necessary, must be constrained to the parts that will be replaced and not allowed to affect any other components.

This “no heat” recommendation is due to the extensive use of high-strength and advanced high-strength steels in FCA US LLC vehicles. High-strength materials can be substantially and negatively affected by heat input which will not be obviously known to the repairer or consumer. Additionally, application of heat will alter or destroy material coatings utilized for corrosion protection and may not be restorable.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes or decrease the durability and reliability of the vehicle.

*This statement supersedes any previously released information by FCA US LLC.*

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For more information, log on to [www.MoparRepairConnection.ca](http://www.MoparRepairConnection.ca).

