

Uniform Procedures For Collision Repair

ST31—Body Fillers

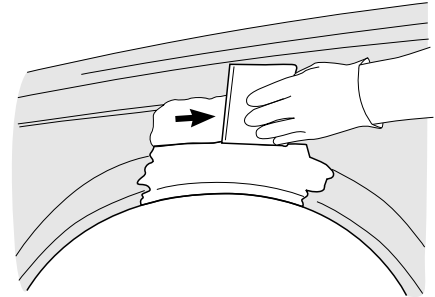
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v.2.3



1. Description

This procedure describes methods and inspection requirements for making repairs using **body fillers**.



2. Purpose

The purpose of this procedure is to provide industry-accepted requirements for performing high-quality repairs using body fillers. This procedure is intended for use by professionals who are qualified through training and experience.



3. Referenced Documents

The following documents are considered part of this procedure by reference.

3.1 Procedures

- HM01 Hazardous Materials
- PS01 Personnel Safety
- RF01S Surface Preparation
- ST21S Metal Repair

3.2 Other Information

- Product-specific information
- Vehicle-specific repair information



4. Equipment And Material Requirements

4.1 Power Tools

The use of these types of power tools is included in this procedure:

- random-orbital sanders
- straight-line sanders
- orbital sanders



4.2 Body Fillers

The use of these types of body fillers is included in this procedure:

- lightweight
- premium
- fiberglass
- aluminum filler
- polyester glazing putty



5. Damage Analysis

Does not apply.



6. Personnel Safety

6.1 General Safety

General safety information is in **PS01**.

6.2 Safety With Body Fillers

To prevent injury when working with body fillers:

- Observe the specific product label and **MSDS** information.
- Wear a **NIOSH**-approved dust mask or respirator.
- Work in a well-ventilated area.
- Keep filler materials away from heat and open flame.
- Wear rubber gloves and protective clothing to avoid prolonged or repeated skin contact.
- Avoid prolonged breathing of vapors.
- Vacuum and dispose of the dust.



7. Environmental Safety

7.1 Hazardous Materials

Hazardous material safety information is in **HM01**.



8. Vehicle Protection

8.1 Dust

To protect other vehicles and the painting area from dust:

- Use a vacuum sanding system.
- Use a dust collection system.
- Use covers, and keep all vents closed.
- Close doors and window to protect the vehicle interior.



9. Repair Procedure

9.1 Surface Preparation

To prepare the surface:

- 1. Wash the vehicle with a **pH**-neutral soap and water. Rinse and dry thoroughly.
- 2. Clean the damaged area to be repaired with the proper **wax and grease remover**, as recommended by the filler or vehicle maker.
- 3. Remove paint and other surface coatings with a disc sander, leaving a margin around the area to be filled. Avoid removing any **zinc coating**. Follow the filler and vehicle makers' recommendations.
- 4. Straighten or repair the panel to slightly lower than the original surface. Check for high and low areas.
- 5. Clean the area to be filled as recommended by the filler maker.
- 6. Be sure all **corrosion** and **oxidation** have been removed. Apply metal treatment and two-part **epoxy primer** before applying plastic filler, only if recommended by the filler or vehicle maker.

(cont'd)



9. Repair Procedure (cont'd)

9.2 Applying Body Filler

To apply body filler:

- 1. Ensure the damaged area is dry and within the temperature range recommended by the filler maker.
- 2. Stir the filler in the container to a uniform, smooth consistency. Stir from the bottom up. Knead the **hardener**.
- 3. Follow the product maker's recommendation for the proper mixing ratio of hardener to filler. Fold the hardener into the filler on a mixing board. Use a hard, non-porous surface such as glass, steel, or plastic. Do not use cardboard or any surface that will absorb the resin from the filler or the hardener. Avoid trapping air in the filler.
- 4. Apply a thin coat of filler with a flexible spreader. Do not apply thicker than 3 mm (1/8"). Use firm strokes to press the filler onto the surface. Work the filler in more than one direction.
- 5. Spread the filler, applying pressure at the outer edge of the repair area with the spreader.
- 6. Allow to **cure**, and **scuff-sand** before applying additional coats. The filler buildup must be slightly greater than the original contour.
- 7. Shape and sand the body filler to its final contour.



10. Use Of Recycled (Salvage) Parts

Does not apply.



11. Inspection And Testing

11.1 Inspection Of Repaired Areas

Before **priming**, inspect repaired areas for these conditions:

- no scratches, pits, and pinholes
- proper shape and contour
- smooth **featheredges**
- straight body lines
- no surface contamination

Correct any defects.