VOLUME 1 - 2026 | fordcrashparts.com

On Target

Ford Parts

For Ford and Lincoln wholesalers and the collision repair industry

New Parking Sensor Paint Instructions for Service

One of the key goals of Ford Motor Company pertaining to proper repairs for their vehicles is to have the correct repair information available to the trained technician prior to the need for any repair work on the vehicle.

One example of that dedication is the official *Ford Workshop Manual* (WSM), which can be found at FordServiceInfo.com. The WSM is an invaluable resource for repairers, and it should be consulted frequently—before any repair work is started—as repair procedures can be updated or new procedures added at any time, which is the case here.

As advanced driver assistance systems (ADAS) become more prevalent, they will continue to guide the repair process due to the specific nature of how they need to be handled to help ensure proper and approved repairs. This includes specific paint applications on bumpers that contain sensors that feed into ADAS.

"Ford prides itself on designing and building its vehicles with repairers in mind, as well as developing ongoing repair procedures to help technicians properly repair vehicles the first time," said Gerry Bonanni, senior damageability engineer for Ford.

"Researching the repair ahead of time utilizing the WSM will make for a much more efficient repair," continued Bonanni. "The WSM will also provide any updates/changes to the repair, as it is continuously updated—as this repair demonstrates—which is an additional step that aftermarket manuals may not take."

To the right is a new set of guidelines recently created to help aid technicians in providing thorough and proper repairs for owners of Ford and Lincoln vehicles. This information can be found in **Section 413-13A Parking Aid – Vehicles With: Front Parking Aid/Rear Parking Aid, General Procedures.** It includes a revision date of 2/19/2026.

Parking Aid Sensor Painting

2026 Ford F-150 used as example vehicle

- Do **NOT** touch up or re-paint sensors. If a sensor is already painted, it must be replaced.
- Do **NOT** sand or scuff sensor before painting. Service parts come primed and ready for painting.
- Do **NOT** allow paint to get into the connector; mask it off.
- Do **NOT** use immersion cleaning. Use the wipe-method only.

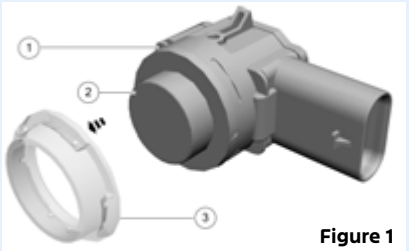


Figure 1

Item	Description
1	Parking Aid Sensor Housing & Connector
2	Parking Aid Sensor Membrane
3	Isolator Ring

1. Remove the isolator ring from the parking sensor. **(Figure 1)**
2. Clean the parking sensor using a soft or microfiber cloth. Wipe the area to be painted with isopropyl alcohol, then immediately dry it.
3. Only expose the front of the sensor membrane for painting, making sure the paint does not extend more than 4 mm (about 5/32 inch) from the front edge. **(Figure 2)**

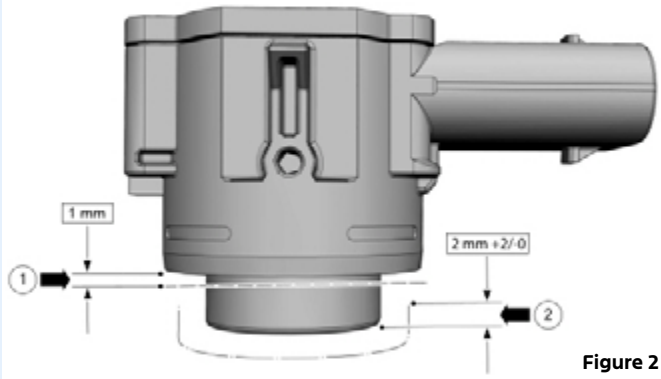


Figure 2

Item	Description
1	Sensor area which should NOT be painted.
2	Sensor membrane area which SHOULD be painted.

Continued on page 5

IN THIS ISSUE

FCCN Announces 2026 Program Updates

The Ford Certified Collision Network (FCCN) is excited to announce some program updates, all of which strengthen their philosophy of providing Ford and Lincoln owners with high-quality and safe collision repairs, utilizing OE repair procedures, and OE parts.

As part of our ongoing mission to improve the network and provide certified centers with more opportunity, Ford is excited to announce enhancements to the FCCN.

OE Parts Disclosure Form Implementation
To promote transparency and uphold vehicle safety standards, Ford encourages all collision centers to incorporate a Parts Disclosure Form into their repair process. This form educates customers about the use of OEM versus non-OEM parts and the implications for safety and performance. It documents customer acknowledgment and supports informed decision-making. Ford will assist centers in integrating this form during annual assessments.

Pinnacle Performer Program
The FCCN is proud to recognize top-performing collision centers with the Pinnacle Performer Award. This annual recognition is awarded to facilities that demonstrate excellence in collision repair, technician certification and facility standards. Shops scoring within the top 5 percent during the OEC Certified Repair Network Team's annual assessment receive a commemorative coin and a $500 credit toward annual certification fees. This award highlights the highest level of operational excellence and customer satisfaction within the FCCN. Shops meeting this high level of recognition for 2026 will be noted in a future volume of *On Target*.

Ford and Lincoln Paint & Body Warranty Policy
Ford-and Lincoln-paid warranty for paint and body defects are required to be performed at an FCCN collision repair center. It is recommended that FCCN shops work closely with Ford and Lincoln dealer principals to establish a working relationship and become a preferred certified center for warranty paint & body repairs. Dealers should visit the network locator—www.ford.com/collision/certified-collision-centers—to identify FCCN locations in their area.

These are in addition to the current list of certification benefits, which includes:

- X-Plan Pricing Discounts on Ford and Lincoln Vehicles
- Rewards Program – Earn up to 6 percent on your OE Parts Purchases
- Access to Ford OE Collision Repair Procedures
- Repair Process Assessment and Consultation
- Ford Collision Locator and Referral Services
- Marketing Tools

For more information on the FCCN, visit ford.com/ford-certified-collision-network or call (833) 837-7694.

Rear Seatbelt Component Locations on the Ford Bronco®

On Target continues its series of detailed schematics on the Ford Bronco—indicating the precise location of the components related to the vehicle's supplemental restraint systems (SRS).

For the first installments, see *On Target* - 2025, Vol. 3 and *On Target* - 2025, Vol. 4.

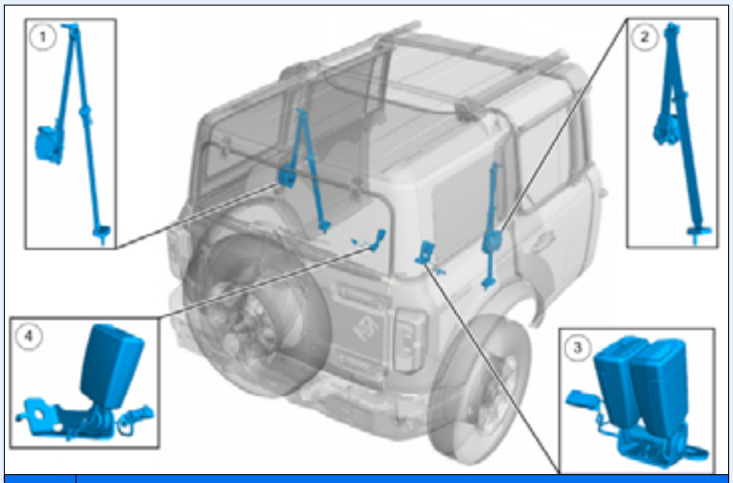
Please note the following information is intended as a general guideline and may not be all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual*, found at FordServiceInfo.com. Check back often as repair procedures can be updated without notice. Always ensure you are looking up the correct model-year vehicle for proper collision repair information.

For more information, consult **Section 501-20B: Supplemental Restraint System, Description and Operation.**

Additional diagrams and repair details on SRS will continue in future volumes of *On Target*, focusing on re-powering procedures, pyrotechnic device disposal and more.

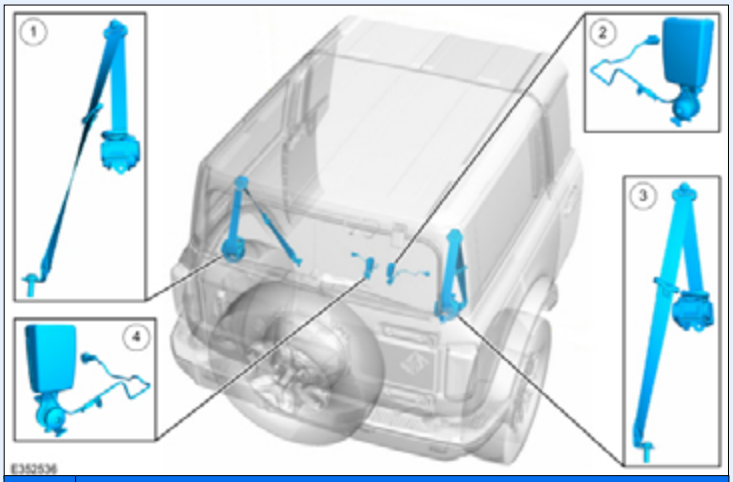
For questions on this or the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com.

5-Door Rear Seatbelt Pretensioners and Buckle Switches



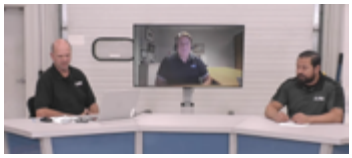
Item	Description
1	Rear driver-side outer seatbelt retractor (includes retractor pretensioner)
2	Rear passenger-side outer seatbelt retractor (includes retractor pretensioner)
3	Rear passenger-side outer and center seatbelt buckles (includes seatbelt buckle switch)
4	Rear driver-side outer seatbelt buckle (includes seatbelt buckle switch)

3-Door Rear Seatbelt Pretensioners and Buckle Switches



Item	Description
1	Rear driver-side outer seatbelt retractor (includes retractor pretensioner)
2	Rear passenger-side seatbelt buckle (includes seatbelt buckle switch)
3	Rear passenger-side seatbelt retractor (includes retractor pretensioner)
4	Rear driver-side seatbelt buckle (includes seatbelt buckle switch)

Ford Explorer® Sectioning Repair Option Demonstration



On Target presents another installment detailing the specific steps involved in the rear-rail sectioning procedure as seen in a recent addition to the I-CAR® *Repairers Realm* video series.

For the first installment, see *On Target* - 2025, Vol. 4.

The hour-long video is divided into several chapters and acts as a helpful visual guide that complements the specific steps noted in the official *Ford Workshop Manual* (WSM). Ford Senior Damageability Engineer Gerry Bonanni joins I-CAR experts Tony Guzman (instructional design supervisor) and Anton Verwijst (subject matter expert) discussing the repair on-camera, along with previously filmed sequences of Verwijst performing the repair at the Ford Paint and Body Technology Center, in Inkster, Mich.

As Bonanni noted in the first installment, replacing the entire rail is a very invasive, time-consuming and expensive repair that totaled a lot of vehicles. The newer rear-rail sectioning was created to help prevent those vehicles from being declared a total loss.

The sectioning procedure allows repairers to select one of three measurements on the vehicle based on the specific type of damage with regard to how far into the vehicle they need to section: a short section at 212 mm, a mid-section of 410 mm and a longer section at 570 mm. Any damage to the rear of the vehicle extending past 570 mm means you are replacing the entire rail, as was done prior to the creation of the sectioning option.

For the demonstration, Verwijst utilized the 410 mm option. The first installment concluded as Verwijst was providing tips and tricks for making precise measurements on the vehicle and the service panel just prior to cutting into both, so as to not make a mistake that would require a secondary service panel.

For the next step, Verwijst notes he likes to mark the center of the spotwelds to make it easier to see them when removing them to ensure he does not accidentally remove too many or too few. While optional, Verwijst further states to ensure you use a lot of light while working under the vehicle so you can clearly see exactly what you want to mark.

Figure 1

Utilizing a belt sander equipped with a purple 60-grit grinding disc, (**Figure 1**) Verwijst begins to remove the spotwelds, noting that repairers need to be aware of the different types and grits of sanding discs that will be utilized, from the aggressive 60-grit to the less aggressive surface conditioning discs. While repairers are also allowed to drill out the spotwelds, it can be difficult as the material on this portion of the vehicle is high-strength Boron steel, which can lead to many damaged drill bits.

As preparations continue to remove the spotwelds, Verwijst states that as part of the overall repair plan, it would be noted that there are three panels involved in this area of the vehicle and the repair: a lower rail, the floor pan and the upper rail. Utilizing a one-eighth inch drill bit, Verwijst drills up through the center of the previously marked spotwelds (which can still be seen after grinding), which not only provides a pilot or guide-hole to help save the life of the drill bit but also identifies from the top of the vehicle which welds need to be removed. (**Figure 2**)

Figure 2

Figure 3

Verwijst noted there are more welds at the top than at the bottom and for this specific repair procedure you only have to remove the welds on the bottom. Marking only the weld that need to be removed by drilling pilot holes saves a lot of time on the overall repair. (**Figure 3**)

After all necessary spotwelds are removed, it is time to cut the damaged rail from the vehicle, utilizing an air saw. (**Figure 4**)

Verwijst notes that for technicians tackling this repair for the first time, they can cut a quarter inch in front of the line (on the replacement part) and trim it to fit later.

Figure 4

For his personal approach, Verwijst removed the piece of the rail that he cut away completely, due to the cubby-hole nature of the repair on this part of the vehicle so as to better see what he is doing. (**Figure 5**)

Figure 5

This allows him to come at the rail flange with the separating tool from any angle on the next part of the repair procedure. The part of the rail that was cut away should be kept close by, as it will be used later in the repair process to create a sleeve over the newly installed section.

Bonanni noted in his experience that heating up adhesive to remove it, while an option, can become gummy and messy. Instead, Bonanni recommended using the panel separation tool to hit the adhesive and break the bond, which is then easier to grind away.

Verwijst agreed with the assessment, saying he had a heat gun ready but did not find it necessary. That prompted Verwijst to add that if you are struggling to remove the adhesive with the panel separation tool, you most likely did not remove enough of the weld. However, Verwijst cautioned there is a fine line as you need to grind into the weld enough to remove it, but not so much as to grind into the other panels around it.

To that point, Bonnani praised the (purple) belt sander tool, noting it allows technicians to clearly see what they are grinding on, and to not grind too deep or too far off the area to be repaired.

On Target plans to include another installment on this video in a future volume, including the preparation of the weld zones.

A video library containing this and other *Repairers Realm* topics can be found at I-CAR.com/Repairers-Realm.

For more information on this, or the repair of any Ford or Lincoln vehicle, visit FordCrashParts.com.

Body Composition Details on Ford Escape®

On Target continues providing vehicle-specific information on the Ford Escape, this time looking at additional front components, including the hood, dash panels and more.

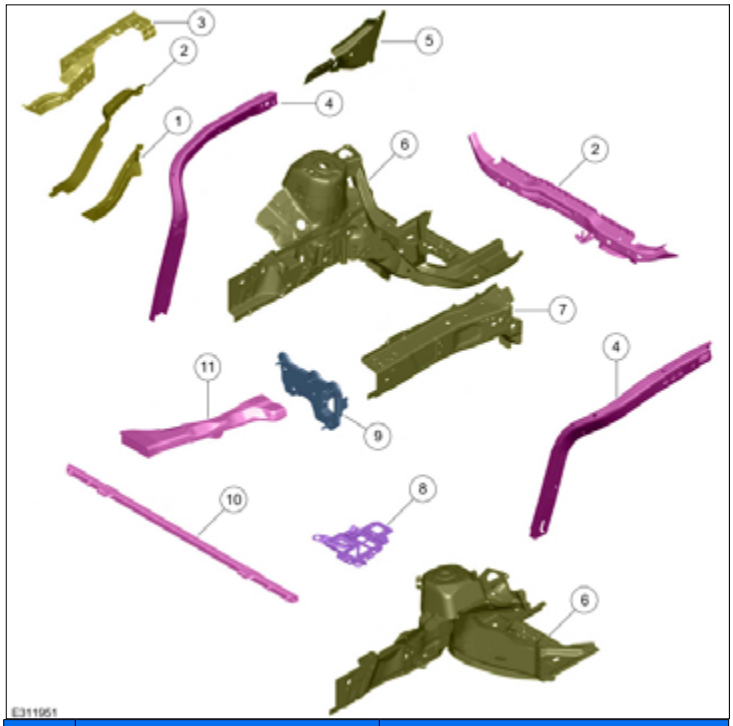
Please note the following information is intended as a general guideline and may not be all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the Ford Workshop Manual, found at FordServiceInfo.com.

For more information, refer to **Section 501-26: Body Repairs – Vehicle Specific Information and Tolerance Checks, Description and Operation**

On Target plans to include more construction details on the Escape in future volumes.

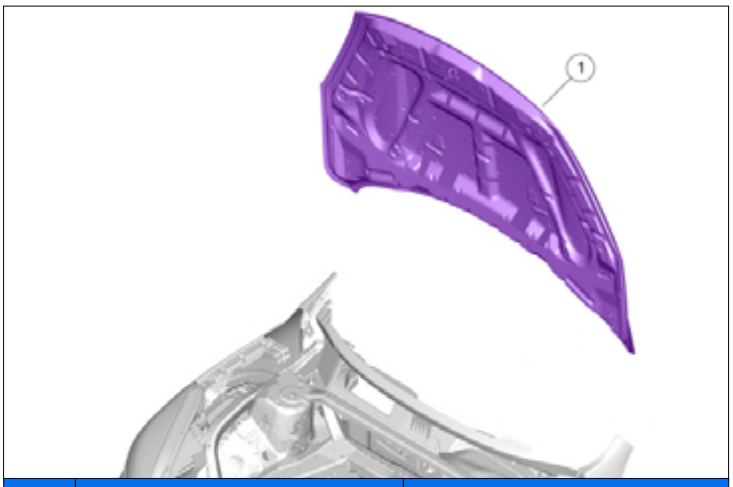
For more information on the Escape, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit I-CAR's RTS Portal at RTS.i-car.com.

Front Panels, Aprons & Side Members



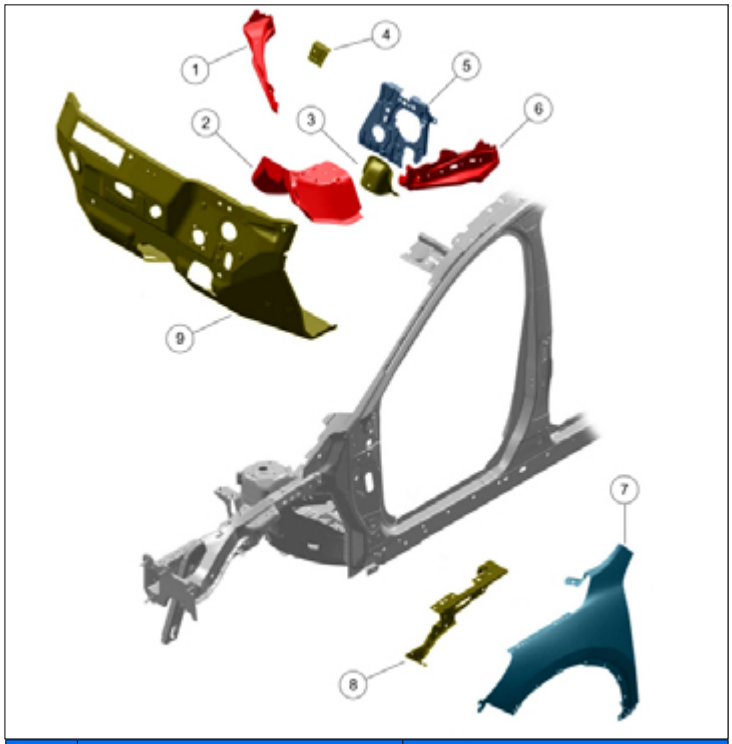
Item	Description	Steel Type
1	Support	Mild steel
2	Reinforcement	Mild steel
3	Reinforcement	Mild steel
4	Fender apron brace	Dual-phase (DP) 800 steel
5	Reinforcement	Dual-phase (DP) 600 steel
6	Apron assembly	Dual-phase (DP) 600 steel
7	Side member	Dual-phase (DP) 600 steel
8	Battery tray assembly	Aluminum alloy
9	Bumper mounting bracket	High-strength, low-alloy (HSLA) 420 steel
10	Radiator support	Dual-phase (DP) 800 steel
11	Floor side member assembly	Dual-phase (DP) 800 steel

Hood



Item	Description	Steel Type
1	Hood	Aluminum alloy

Dash panel & Front Fenders



Item	Description	Steel Type
1	Reinforcement	Boron steel
2	Dash panel reinforcement	Boron steel
3	Steering column guide tube	Mild steel
4	Front cross member extension	Mild steel
5	Brace	High-strength, low-alloy (HSLA) 240 steel
6	Reinforcement	Boron steel
7	Fender	Bake-hardened (BH) 210 steel
8	Fender reinforcement	Mild steel
9	Dash panel assembly	Mild steel

Parking Aid Sensor Painting

Continued from page 1

4. Mask off the parking aid sensor completely to prevent any overspray. **(Figure 3)**

Figure 3

5. Paint the parking aid sensor membrane:

- Use a base/clearcoat that matches the vehicle paint code.
- Apply paint evenly.
- Total paint thickness (including primer) should NOT exceed 115 microns.
- Base coat: 20 - 25 microns; mica: 20 - 25 microns; clear coat: 38 - 48 microns.
- **Figure 4** is an example of acceptable painting of the parking aid sensor.

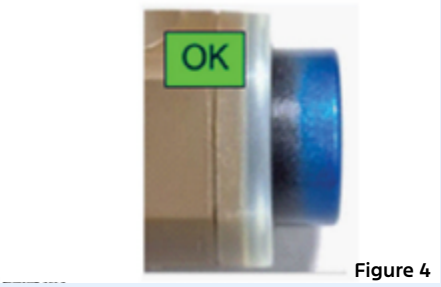


Figure 4

6. Allow the paint to properly cure:

- The maximum curing temperature is 194° F (90° C) for 1 hour.

7. Verify paint thickness:

- After curing, measure the paint thickness to ensure it is within the limits defined in step 5.

8. Reinstall the isolator ring onto the parking sensor:

- Once the paint is completely dry, carefully put the decoupling ring back onto the parking sensor.

9. Test the parking sensor:

- Install the parking sensor on the vehicle.
- After installation, perform a functional test to make sure the system operates correctly.
- Ensure no relevant DTCs are present.

For more information on this, or any Ford or Lincoln vehicle repair, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit FordCrashParts.com or I-CAR's RTS Portal at RTS.i-car.com.

Enhanced Welding Practices (Part 1) from 3M™

Courtesy of Ryan Marrinan, Application Engineering Specialist, 3M

Welding is a process that has evolved significantly in our industry over the decades, with advancements in weld types, equipment, machinery, processes, and substrates. However, the need for a quality weld that performs reliably remains unchanged. Despite the passage of time, it's surprising how many individuals still struggle with achieving this standard. A common underlying issue is a lack of understanding of the fundamental basics, which can lead to many issues.

I emphasize this point in every class I teach at the 3M Skills Development Center: if a vehicle is not deemed a total loss, your responsibility is to repair it so that it can safely return to the road, capable of withstanding similar or even more severe accidents while managing crash energy as originally designed. Customers expect this level of safety when they pick up their repaired vehicle. During recalibration, the vehicle's systems assume that all repairs and welds meet specific standards. There is no excuse to account for poor penetration, lack of fusion, or any weld imperfections that could alter the performance or timing of the vehicle's safety systems in a future accident. So, how can you ensure that you've done the job correctly?

To optimize your welding operations, it's essential to have a deep understanding of your equipment's functionality and maintenance requirements. This includes ensuring the equipment receives the correct power supply, understanding how different settings and adjustments affect the welding process and developing a comprehensive standard operating procedure (SOP) for storage and maintenance. Since most equipment is shared within the shop, a well-defined SOP is vital for maintaining consistency, extending the equipment's lifespan, and ensuring peak performance.

On Target plans to include more on this topic in future volumes.

For more information, visit 3m.com.

For more information on Ford-approved adhesive suppliers, visit: FordCrashParts.com/adhesives.

I-CAR® Launches New Mixed Attachment Methods Course

I-CAR—the Inter-Industry Conference on Auto Collison Repair—recently announced an advanced new course for structural technicians: Mixed Attachment Methods, designed to confirm the I-CAR Platinum structural technician skill level across the industry. This hands-on course, delivered in-person at the shop, consolidates multiple joining techniques, rivet bonding, MAG welding, MIG brazing, spot-welding and sectioning procedures into one practical experience, reflecting the complexity of today's vehicle designs.

For shops in the Ford Certified Collision Network (FCCN), this course is a necessity. Ford vehicles increasingly feature mixed-material construction, combining high-strength steels, aluminum and advanced adhesives. These designs demand technicians who can confidently apply multiple attachment methods in a single repair, following Ford OEM procedures to maintain safety and performance.

Ford structural repair guidelines require precise execution of joining techniques to preserve crashworthiness and corrosion protection. Common Ford-approved methods include:

- Self-Piercing Rivet (SPR)
- MIG Brazing
- MAG Welding
- Rivet Bonding

The mixed attachment methods course will replace the current steel sectioning recertification requirement for Platinum recognition and will be required for Gold Class® renewals starting July 1, 2027.

Those wishing to renew early can begin taking the course when it is released, which is expected soon. The mixed attachment methods course achievement is valid for three years, consistent with other I-CAR welding certifications.

I-CAR will provide a free online "What to Expect" module, including a downloadable body repair manual. Ford technicians should review the course-specific body repair manual and ensure they have access to required tools, equipment and materials before attending.

Ford's commitment to safety and quality aligns perfectly with I-CAR's mission to advance collision repair education. By completing the mixed attachment methods course, repair professionals will strengthen their ability to deliver Ford OEM-compliant repairs to their customers.

For more information, visit info.i-car.com/network-programs/oem/Ford.

The Crash Parts Corner

Did You Know That ...

A dimensionally correct windshield is of vital importance for advanced driver assistance systems (ADAS) to work properly?

Cameras—a vital component of ADAS—may be mounted directly to the windshield or positioned looking through it. Combined with a radar sensor within the vehicle's body panels and front grille, these components communicate with each other to create a "forcefield" around the vehicle. These embedded sensors warn drivers of potential accidents.

During the vehicle assembly process, all sensors are turned on and then "zeroed" to the center of the vehicle, meaning the entire exterior shape of the vehicle—including the glass surface's unique curvature—is crucial in order for the radars, cameras and sensors to "know" where they are in relation to the vehicle exterior. Projecting out from the vehicle, these sensors provide feedback to the onboard software, which communicates with the driver in various ways, starting with an audible alert, and escalating all the way to taking control of the vehicle.

This is important because, while windshields have long been considered a structural part of the vehicle, now more than ever, their dimensional repeatability for both assembly and service is critical to ensure ADAS features operate as intended.

Carlex™

To ensure the correct OEM replacement glass is being utilized, visit the Carlex OEM replacement glass search tool at Carlex.com/automotive-replacement-glass.

For more information on Ford OEM glass, including job aids, repair videos and more, visit FordCrashParts.com/Glass.

For more information on the Ford Certified Glass Network, or to join the program, visit Collision.Ford.com/FordCertifiedGlassNetwork or call (833) 837-7694.

2026 Industry Events Calendar

April 22	Collision Industry Conference General Meeting	Concord, NC
April 23 – 24	Southeast Collision Conference	Concord, NC
May 5 – 7	Women's Industry Network 20th Anniversary Conference	Tucson, AZ
July 21	Collision Repair Education Foundation Annual Golf Outing	Woodridge, IL
July 22	Collision Industry Conference General Meeting	Schaumburg, IL
August 26 – 30	ATRA Powertrain Expo 2026	San Antonio, TX
August 27 – 29	AGRR Auto Glass Week™	San Antonio, TX
September 18 – 19	ABAT Trade Show	Allen, TX
November 3	Collision Industry Conference General Meeting	Las Vegas, NV
November 3 – 5	Automotive Aftermarket Products Expo (AAPEX)	Las Vegas, NV
November 3 – 6	Specialty Equipment Market Association (SEMA) Show	Las Vegas, NV

On Target

Scheduled to be published four times a year, *On Target* aims to provide Ford and Lincoln dealership parts departments and independent collision repair shops with the technical information needed to deliver efficient, high-quality repairs to Ford and Lincoln vehicle owners.

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On Target Digital

Download *On Target* for free at FordCrashParts.com, or by clicking the Ford page on OEM1Stop.com.

Genuine Parting Thoughts

Have an idea? We'd love to hear from you. Your comments and article suggestions can be sent to **cphelp@fordcrashparts.com.**