Technical Committee

April 2015

CIC-Atlanta. GA.

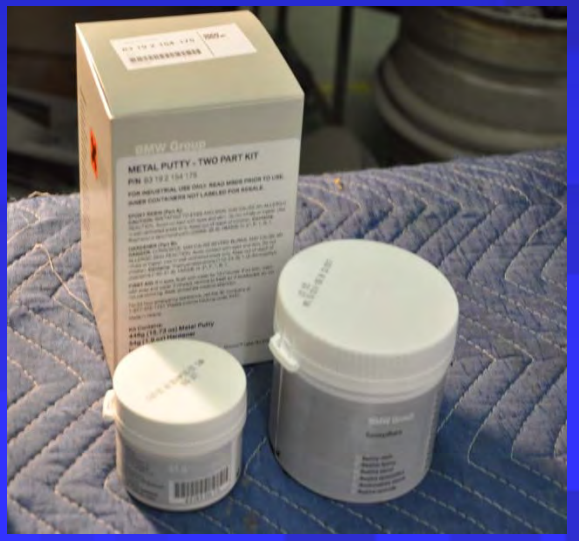
What is this part?

Damage to the right quarter panel on a 2015 BMW 4 Series.

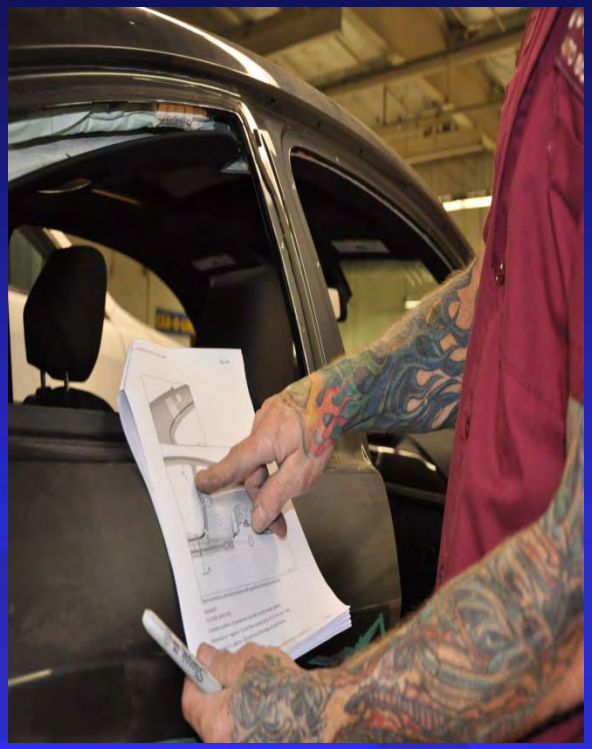
The vehicle is placed on a Celette Bench as outlined in the BMW Repair Bulletin

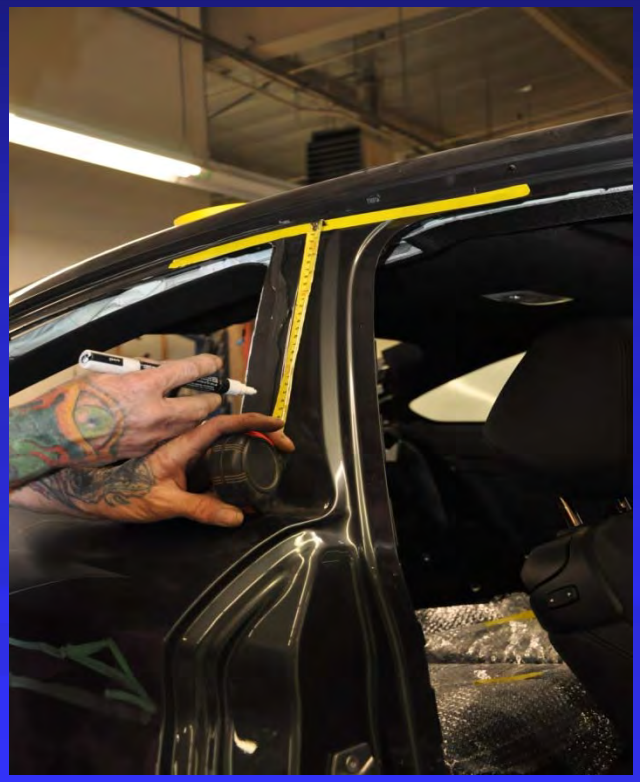
Pull out the damage and stress relieve the damage.

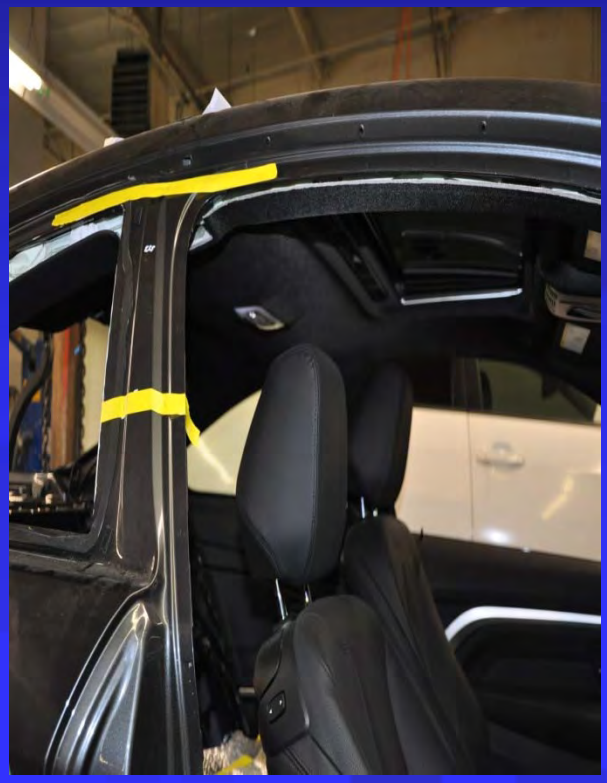
All of the OEM specified materials are checked.



Cut locations are referenced and marked.



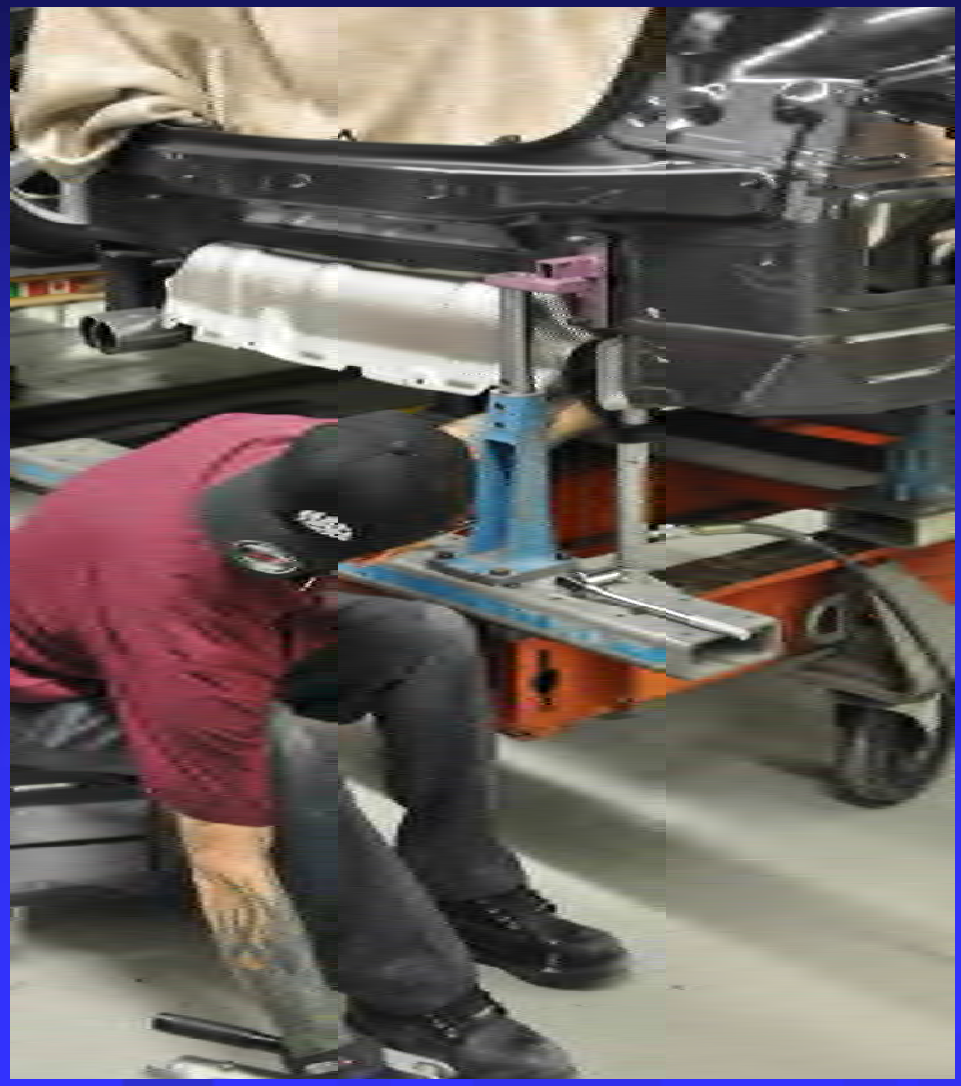




Vehicle is covered to prevent cutting sparks from damaging the vehicle's interior and exterior.

The rear rail was checked and had a 3mm sag.

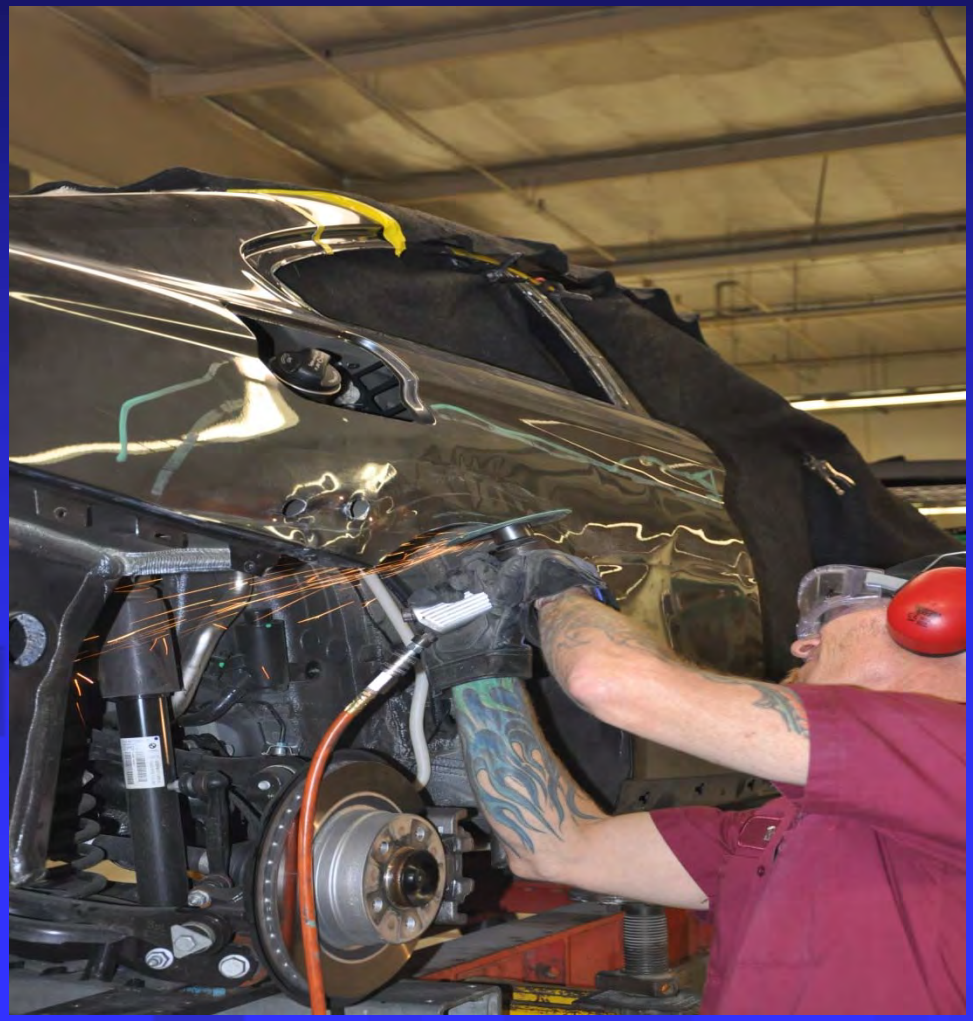
The technician raised the rail to fit the jig.



All the remaining adhesive is removed from the pinchweld.

The quarter panel is cut in 3 locations as outline in the repair manual.

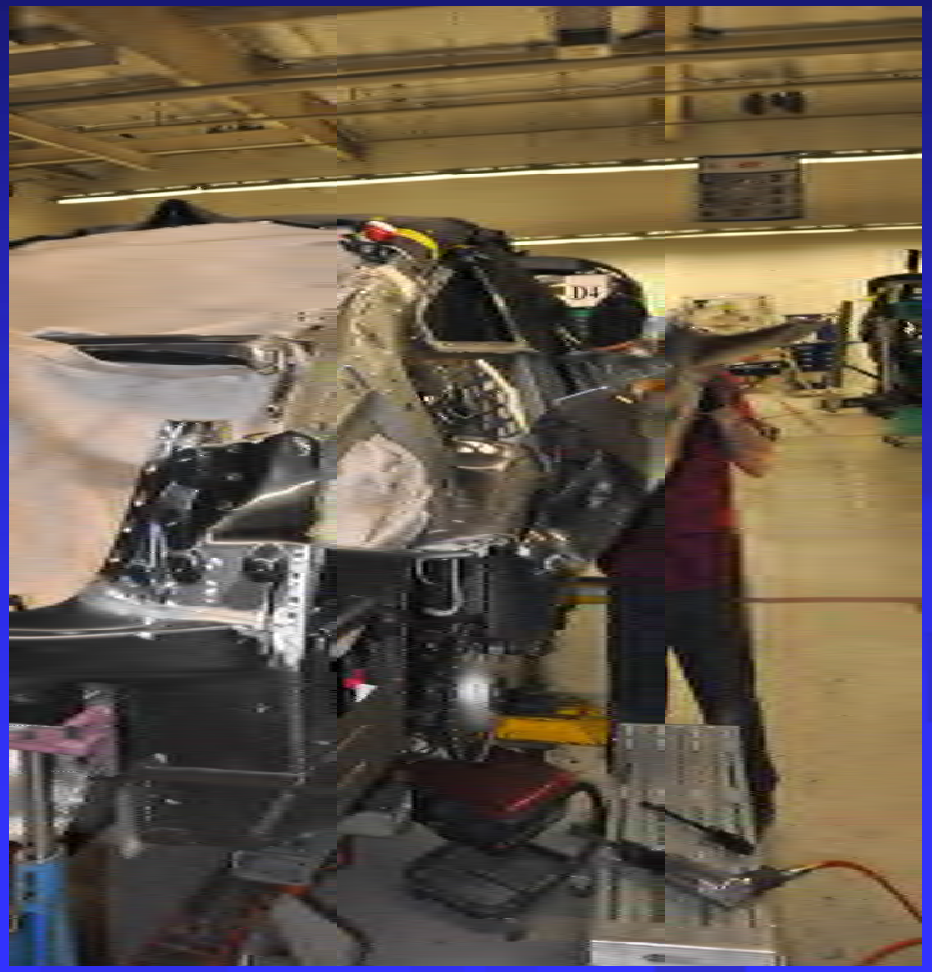
The wheelhouse hem is ground off for quarter panel removal.



Seam sealer is removed to expose factory spot welds.

OEM spot welds are ground down for quarter panel removal.

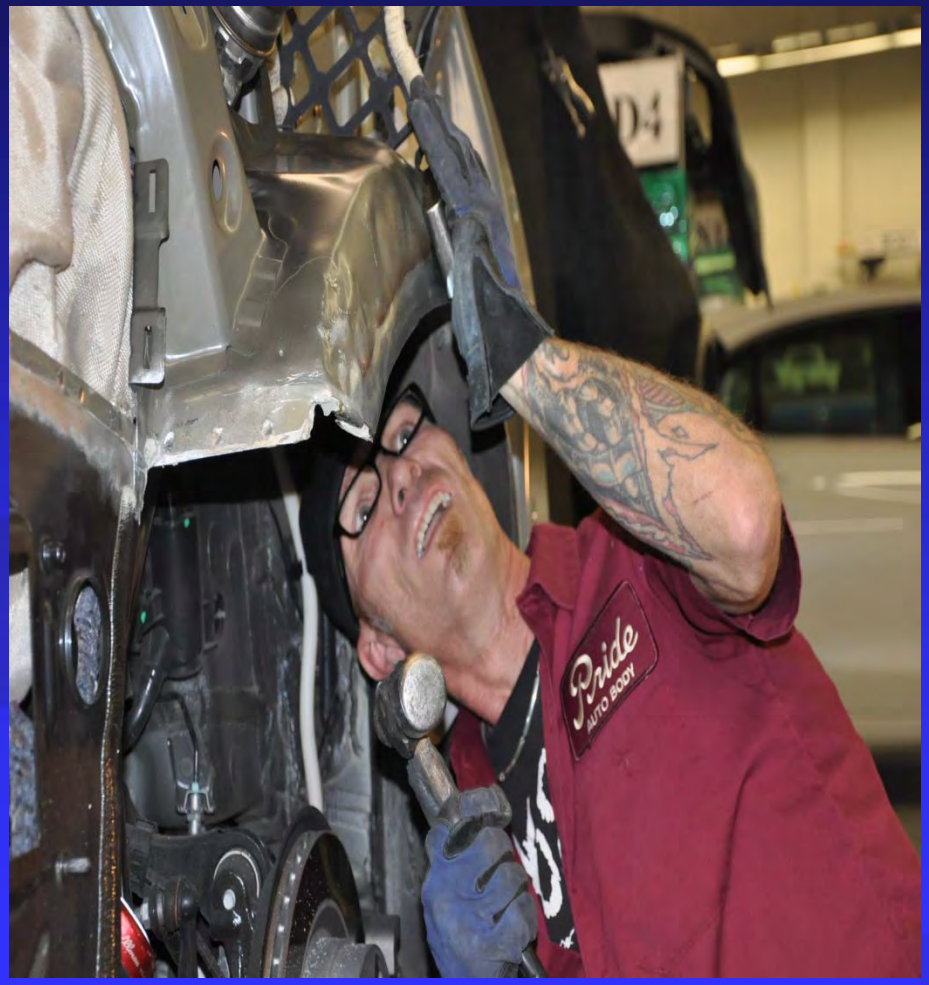
Outer quarter panel is separated from the vehicle.

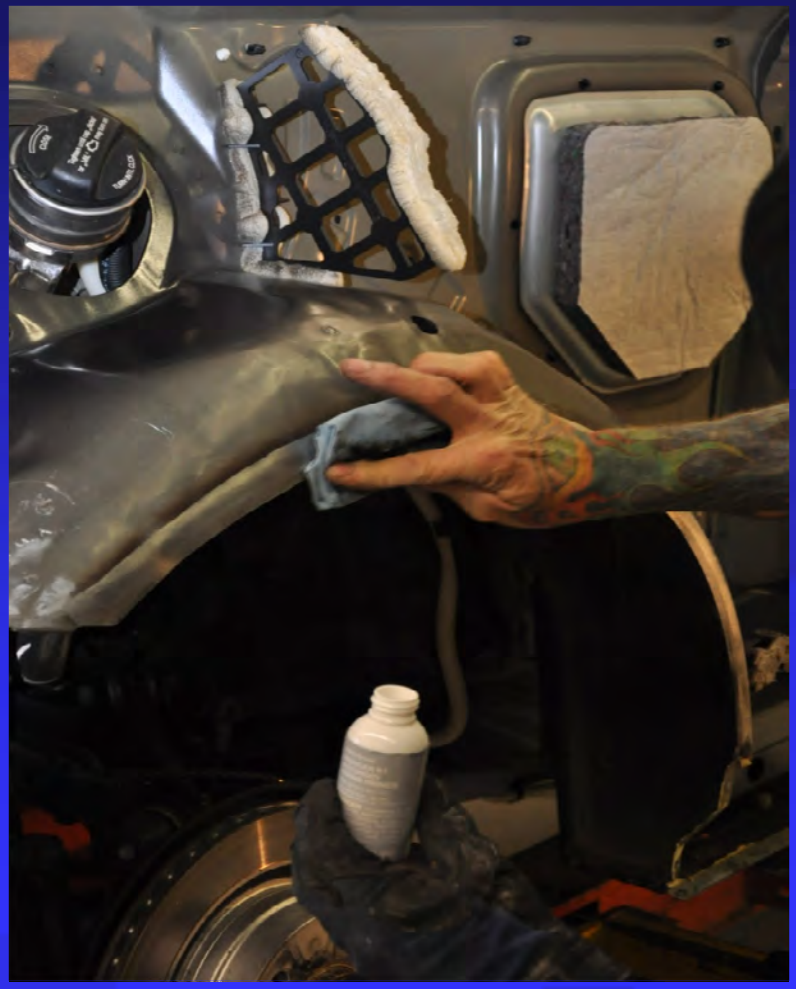


Vehicle with damaged quarter panel removed.

The remaining parts of the original quarter are removed from the vehicle and the inner panel is repaired.

The damage to the inner quarter panel is repaired and BMW adhesive adhesion promoter is applied as out lined in the service bulletin.

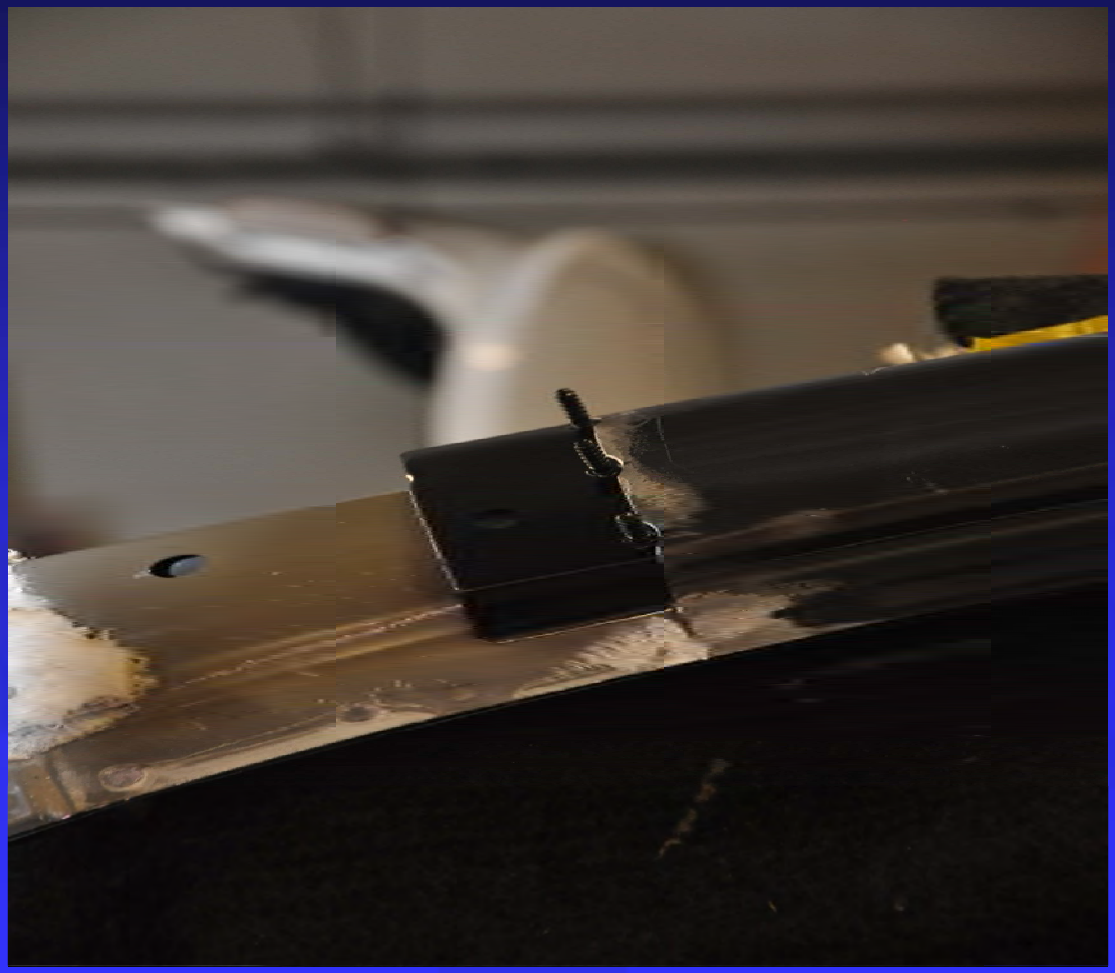




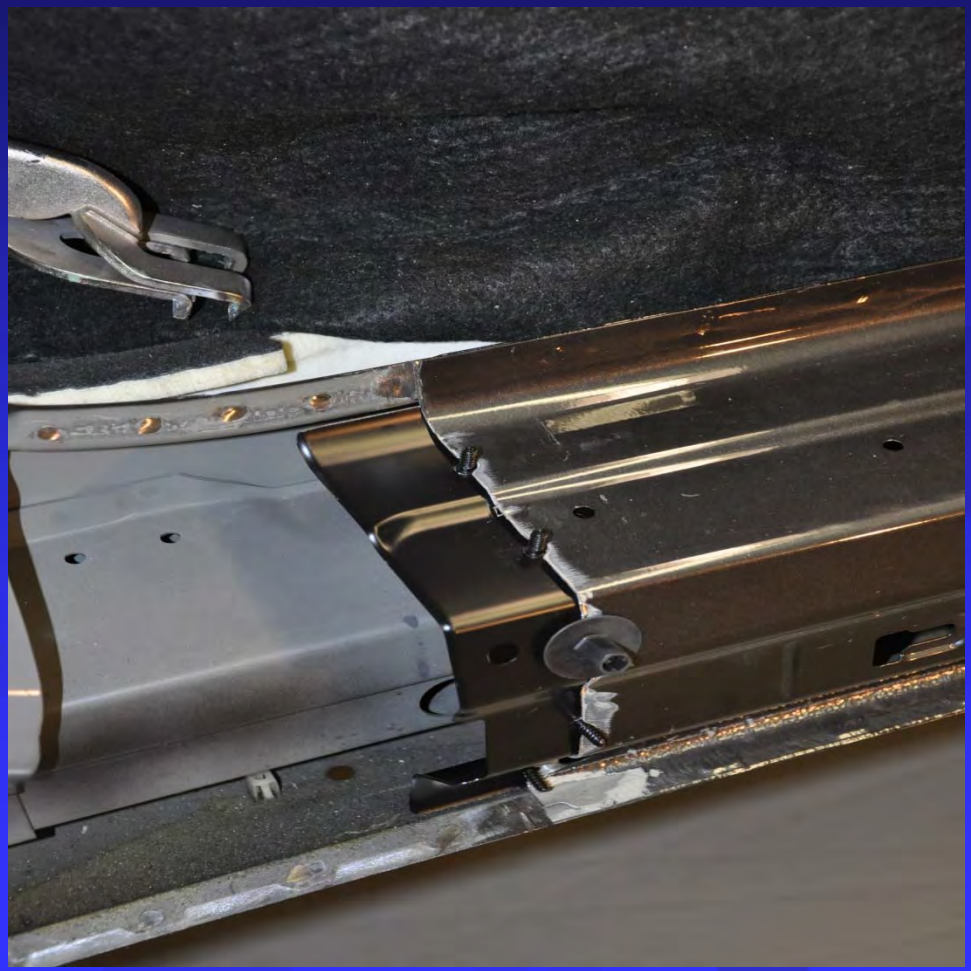
The new quarter panel is trimmed and set in place on the vehicle to mark for final cutting.

The final cut line is marked and the quarter panel is cut to size.

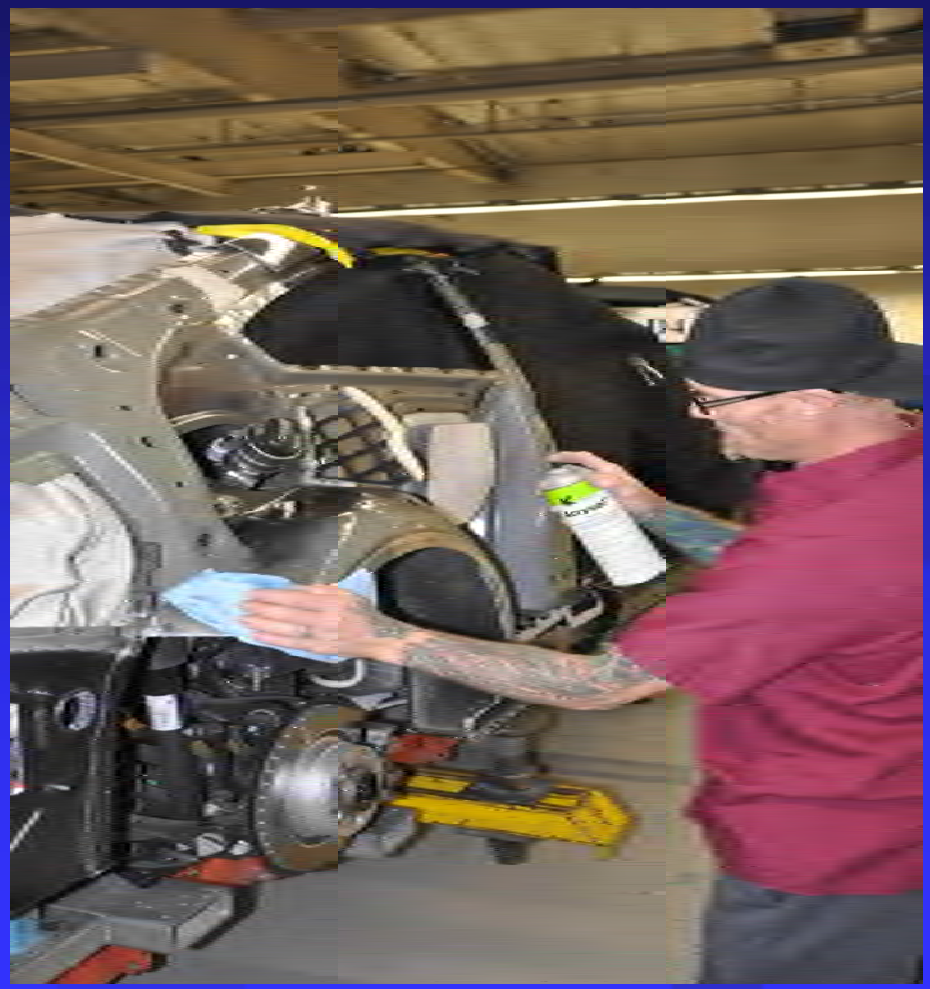
Trim insert to fit upper sail panel



Backing insets on the “B” pillar and rocker panel.



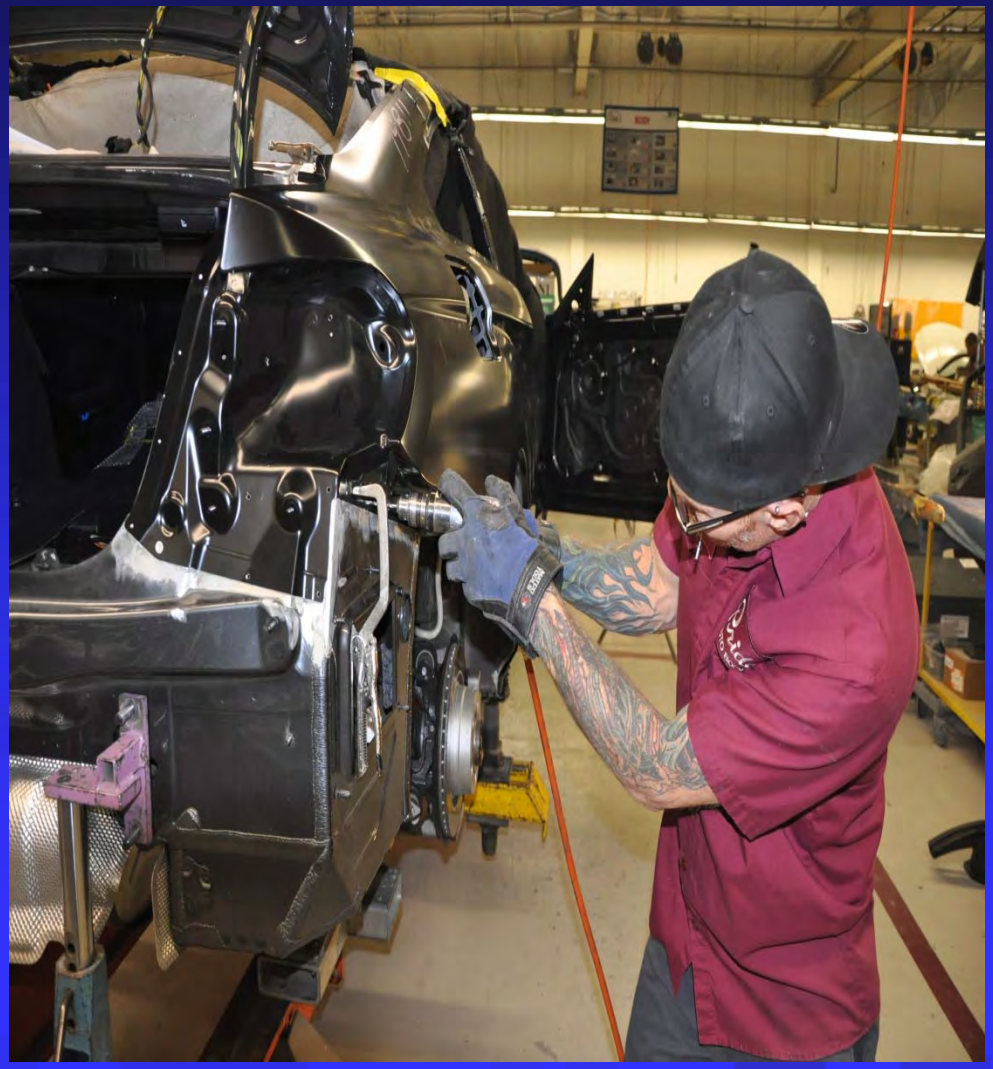
Clean and Prep all mating surfaces



Reinstall door and deck lid and align the quarter panel for proper gaps.

Rivet locations are marked as outlined in the BMW Repair Bulletin

4.2 MM drill is used for the blind rivets.



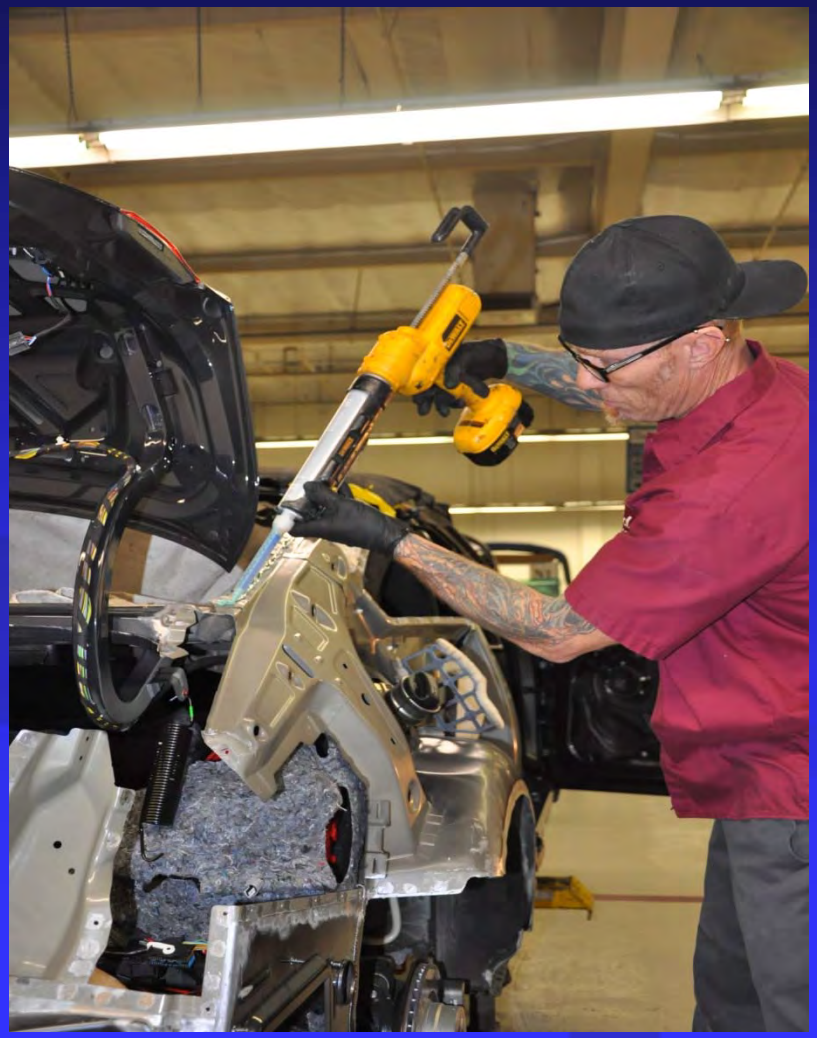
The replacement quarter is removed from the vehicle and the drilled holes are deburred as stated in the BMW repair Bulletin.

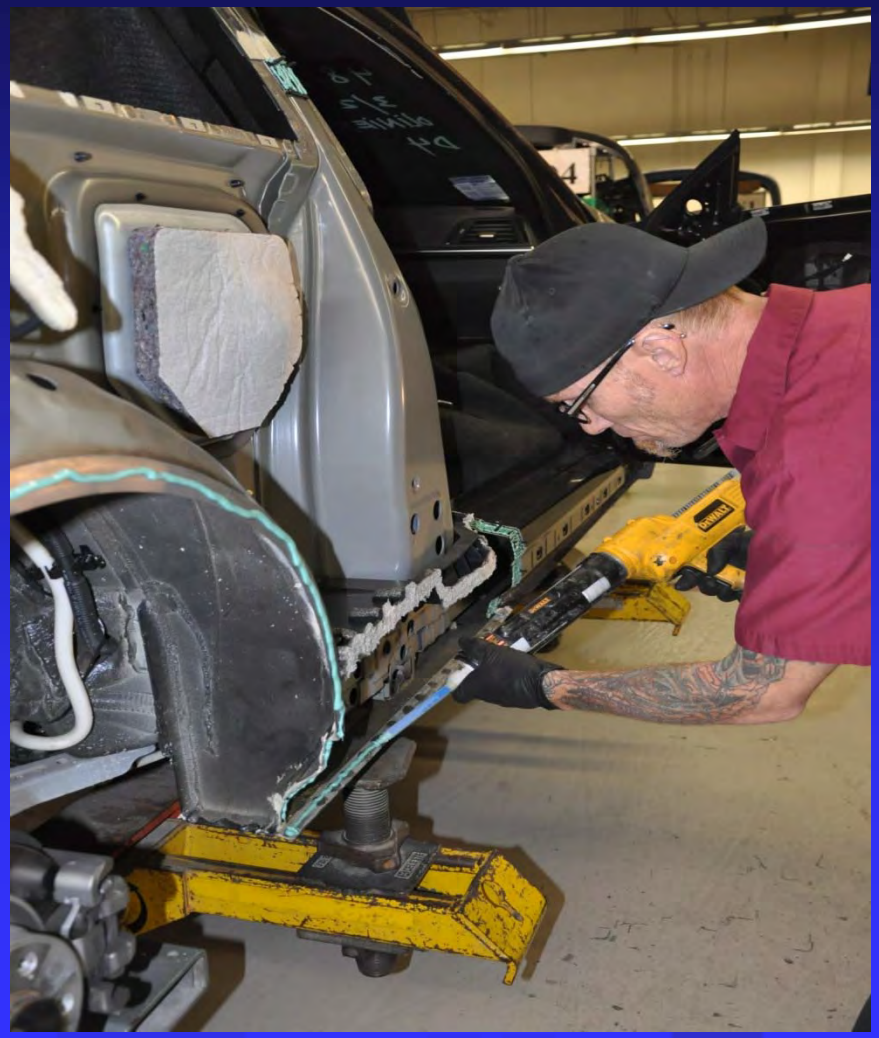
Tools and Installation products are assembled prior to beginning the rivet-bonded process.

Adhesive primer is applied to the replacement quarter panel as outlined in the BMW Repair Bulletin.

Adhesive is applied to the backers and they are installed on the vehicle.

BMW adhesive is applied to all the mating surfaces.

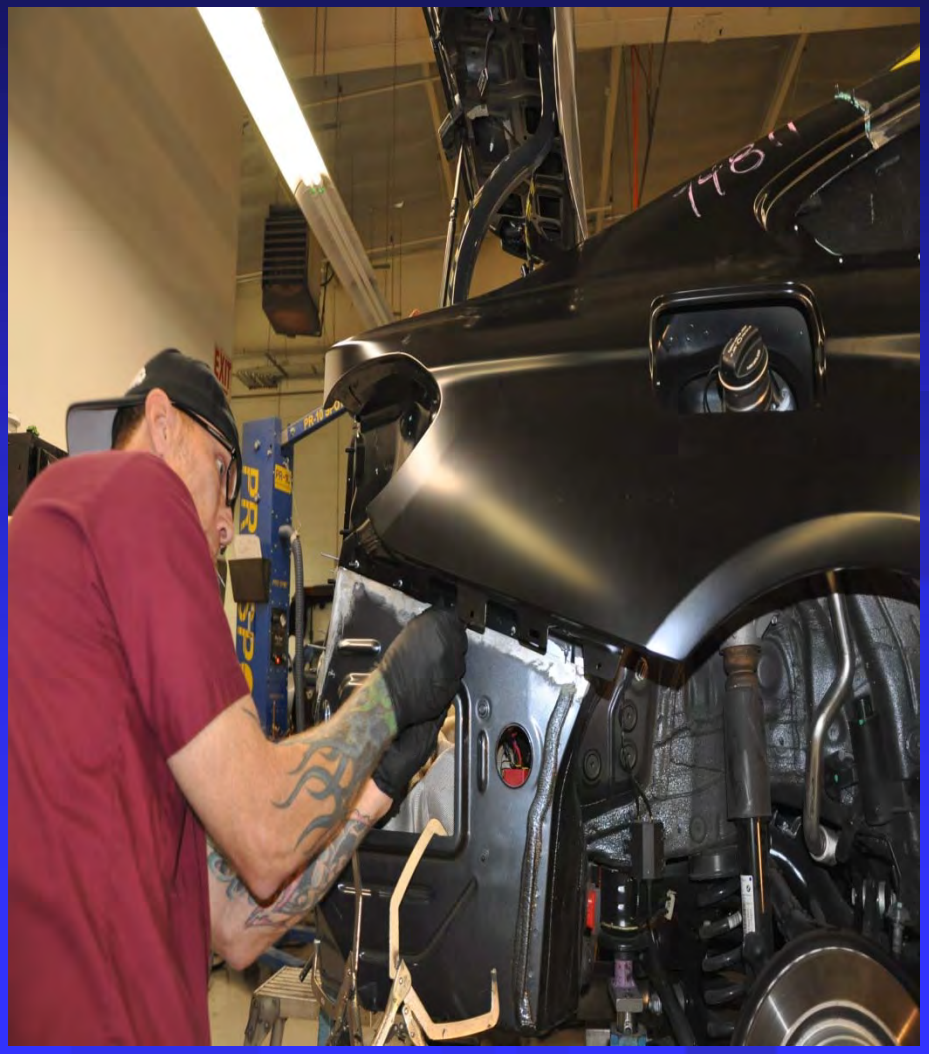




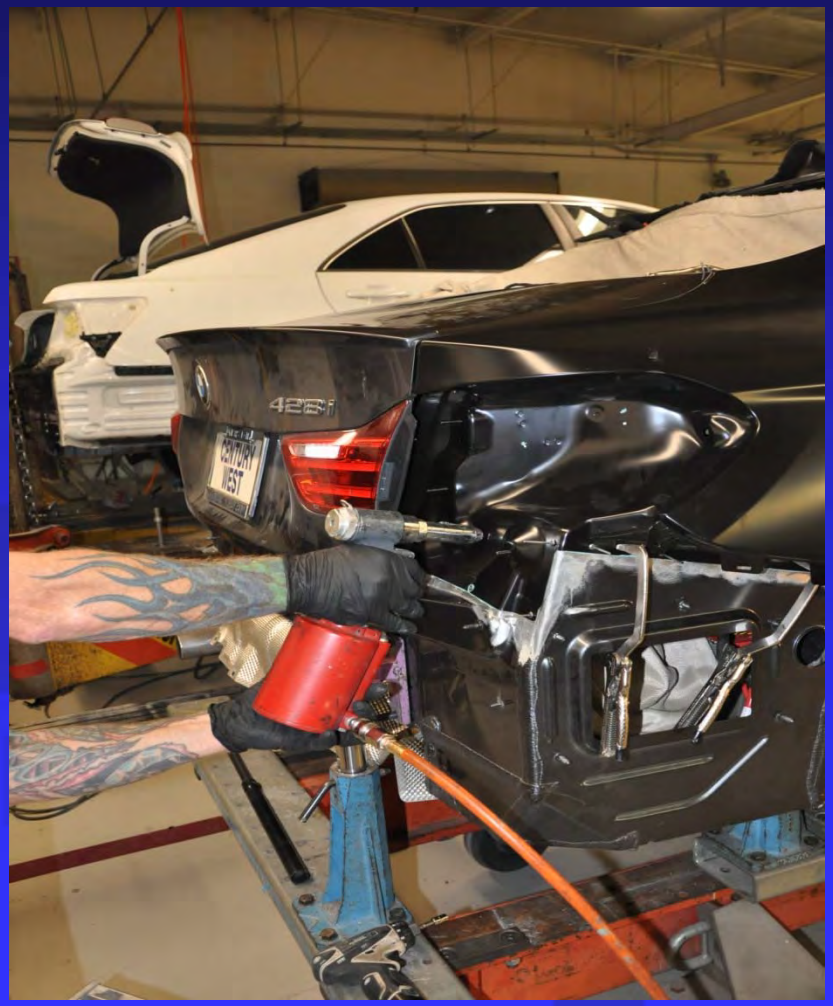
Additional foam is applied to all the foam carriers.

The replacement quarter panel is installed on the vehicle.

All the blind rivets are installed in the drilled holes.



Blind rivets are installed.



The backers are secured in place with the furnished special nuts.

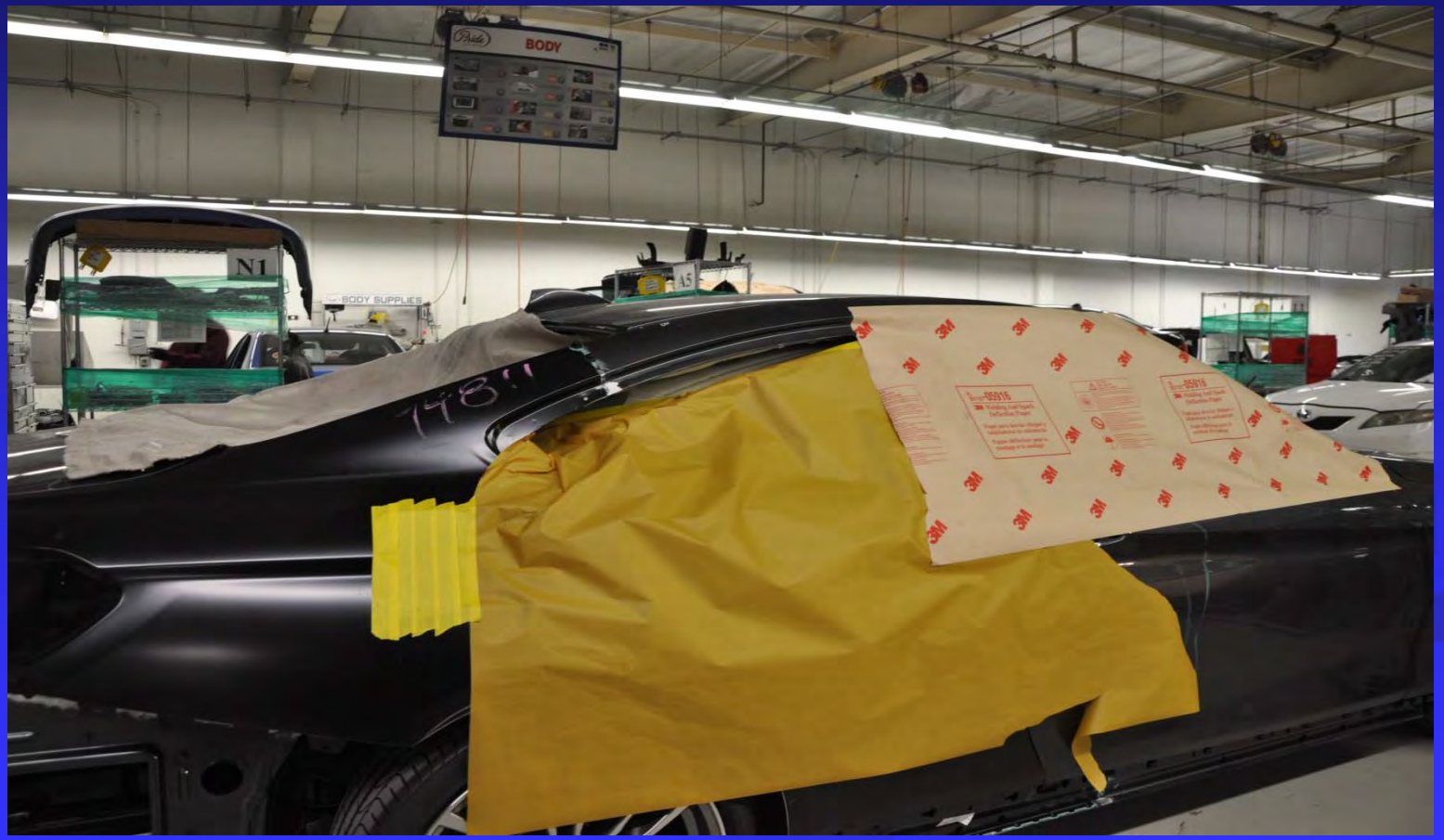
Self Piercing Rivets are installed as outlined in the BMW Repair Bulletin.

Wheel opening is hem flanged with a hammer and wood dolly.

Vehicle is ready to repair the three inserted sections (24 hour later).

A close up view of the sleeved joint on the sail panel.

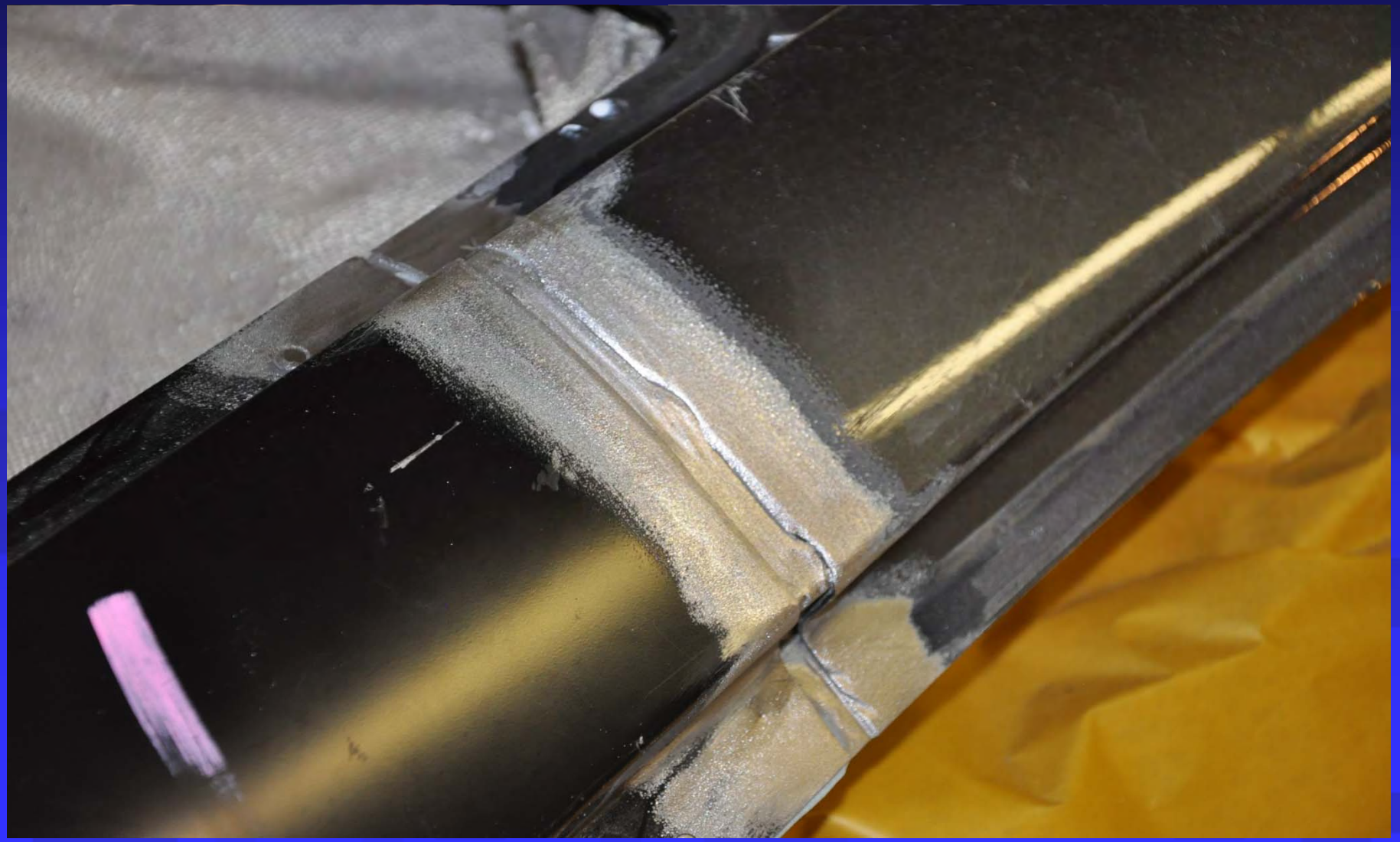
Vehicle is covered to prevent cutting sparks from damaging the vehicle.



The nuts holding the backer in place are cut off.

Plastic washers are ground off using a cutoff wheel.

The joint is cleaned with a wire wheel and the edges of the metal are chamfered with a grinder.



Mix BMW Special All Metal Body Filler.

Apply BMW special Metal filler and allow 12 hours for cure time.

A Special Thanks to Robert Nellor, the lead BMW Certified Technician from Southern California for his putting up with me for three days.