VOLUME 3 - 2025 | fordcrashparts.com

On Target

Ford Parts

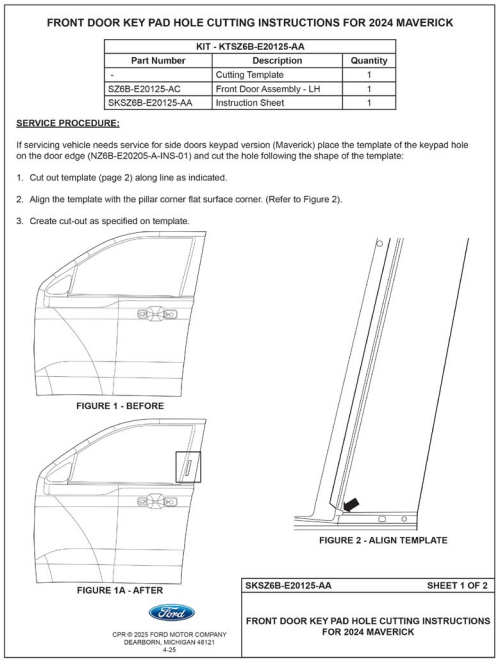
For Ford and Lincoln wholesalers and the collision repair industry

Instruction Sheet for Ford Maverick® Keypad Hole Guide

On Target is excited to provide Instruction Sheet **#KTSZ6B-E20125-AA**, which includes details and a printable template for repairers to properly cut a hole in the front door to install a new keypad on the 2024 Ford Maverick.

The instruction sheet notes the exact location and alignment of the hole on the left-hand side front door of the vehicle, as well as providing tips to help ensure the template is printed correctly.

For more information on the Maverick, instruction sheets, 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 DOOR KEY PAD HOLE CUTTING INSTRUCTIONS FOR 2024 MAVERICK

KIT - KTSZ6B-E20125-AA

Part Number	Description	Quantity
-	Cutting Template	1
SZ6B-E20125-AC	Front Door Assembly - LH	1
SKSZ6B-E20125-AA	Instruction Sheet	1

SERVICE PROCEDURE:

If servicing vehicle needs service for side doors keypad version (Maverick) place the template of the keypad hole on the door edge (NZ6B-E20205-A-INS-01) and cut the hole following the shape of the template:

1. Cut out template (page 2) along line as indicated.
2. Align the template with the pillar corner flat surface corner. (Refer to Figure 2).
3. Create cut-out as specified on template.

FIGURE 1 - BEFORE

FIGURE 2 - ALIGN TEMPLATE

FIGURE 1A - AFTER

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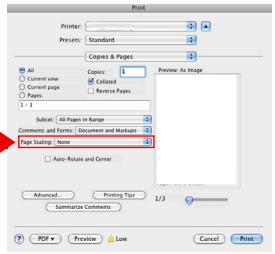
DEARBORN, MICHIGAN 48121
4-25

SKSZ6B-E20125-AA SHEET 1 OF 2

FRONT DOOR KEY PAD HOLE CUTTING INSTRUCTIONS FOR 2024 MAVERICK

ATTENTION PACKAGERS IMPORTANT - A TEMPLATE IS INCLUDED ON THIS INSTRUCTION SHEET, IT MUST BE PRINTED AT 100%. MAKE SURE PAGE SCALING IS SET TO NONE

"THIS PAGE IS NOT TO BE INCLUDED IN KITS"



The **printing instructions and template** have been included with this edition of *On Target* as pages 7, 8 and 9.

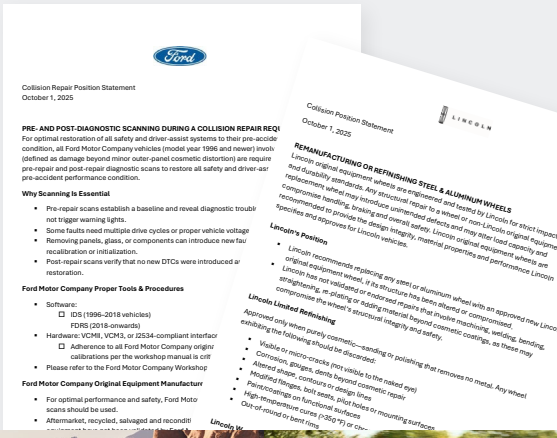
Ford Releases Suite of Revised Collision Position Statements

Continuing its directive to promote proper repairs, Ford Motor Company has reissued all 11 of its official collision position statements for both Ford and Lincoln vehicles. The revised position statements cover a variety of collision repair topics, including pre- and post-scanning, use of genuine OEM Ford parts, aluminum structural repairs and more.

Every position statement has been fully redrafted to simplify and strengthen its point, removing room for possible misinterpretation that could lead to repair delays. Each position statement also now includes a section that outlines the reasoning and logic behind the specific information contained therein to help facilitate more consistent repairs, along with added operational instructions and links to additional resources.

All 11 new position statements, with versions for Ford and Lincoln vehicles, can be found on FordCrashParts.com/position-statements.

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



Collision Repair Position Statement
October 1, 2025

PRE- AND POST-DIAGNOSTIC SCANNING DURING A COLLISION REPAIR

Why Scanning Is Essential

Ford Motor Company Proper Tools & Procedures

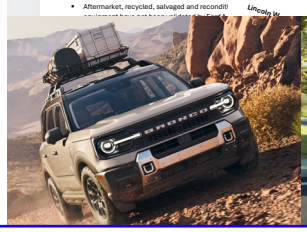
Ford Motor Company Original Equipment Manufacturer

Collision Position Statement
October 1, 2025

REMANUFACTURING OR REFINISHING STEEL & ALUMINUM WHEELS

Lincoln's Position

Lincoln Limited Relationship



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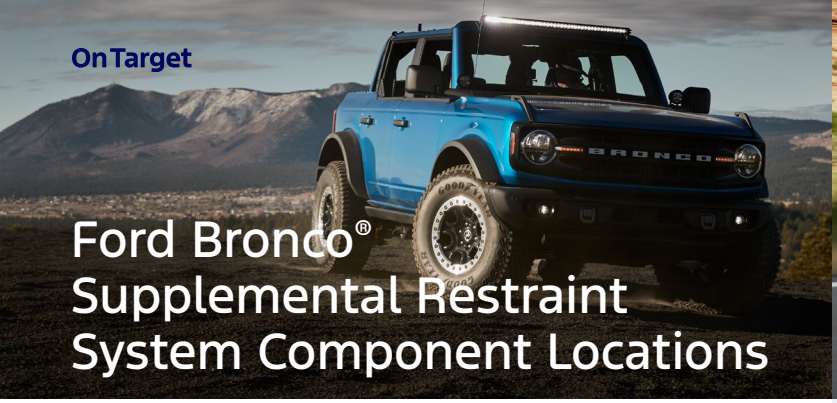


Ford Bronco® Supplemental Restraint System Component Locations

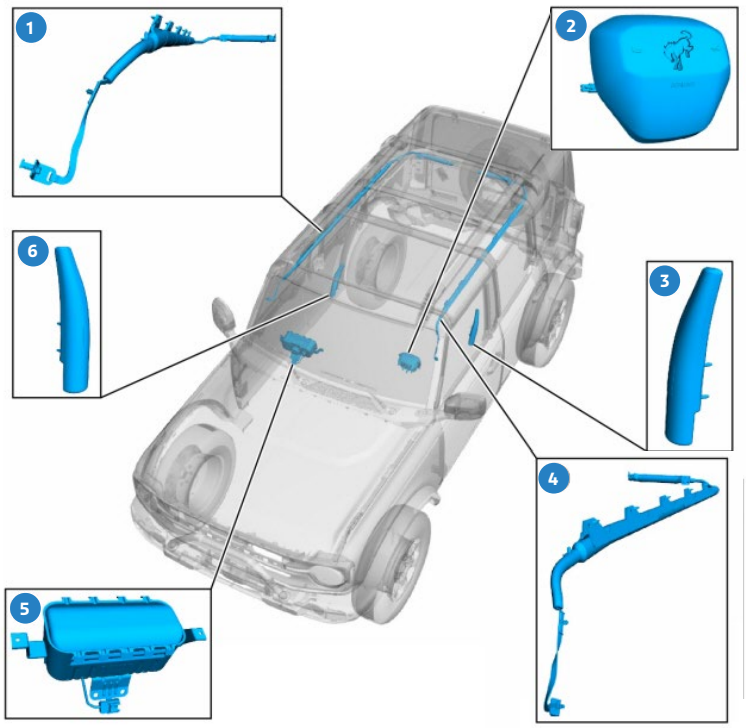
Continuing its efforts to help repairers become more familiar with the detailed steps needed to complete approved and proper vehicle repairs, *On Target* presents the first in a planned series of detailed schematics of the Ford Bronco—indicating the precise location of the components related to the vehicle's supplemental restraint system (SRS).

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.**

Airbag and seatbelt pretensioner supplemental restraint system component location

Note: 5-door model shown; 3-door model similar unless noted otherwise.



Item	Description
1	Passenger side curtain airbag
2	Driver airbag
3	Driver side airbag
4	Driver side curtain airbag
5	Passenger airbag (includes canister vent)
6	Passenger side airbag

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.

Insulation Locations on the 2025 Ford Expedition®

Insulation is used as a sound deadener to reduce exterior road and powertrain noises from the interior of the vehicle. Mastic insulators are also used as insulation.

Insulation is installed in the following locations on the 2025 Expedition, as detailed in the official *Ford Workshop Manual*:

- Under the roof
- Above and below the instrument panel
- At the cowl side panels
- Over the front and rear floor pans
- Inside the A-, B-, C- and D-pillar sections
- On the wheelhouse/quarter panel
- Behind the rear quarter trim panel

Other forms of insulation include:

- Front tunnel stiffening pad
- Dash panel stiffener
- Rear wheelhouse mastic pads
- Under the hood
- Dash panel insulator

The insulation includes heat-bonded mastic deadeners for improved noise-vibration-harshness (NVH) characteristics. Sound dampeners are also located inside the D-pillar and plug holes in the inner rear quarter.

Body Sealer Types and Applications

Seam Sealer
Heavy-bodied, non-sag adhesive/body sealer can be used on standing cosmetic seams, truck bed seams, tooled door skin seams and floor pans. It can also be used on water leaks and to address noise concerns.

Silicone Spray Lubricant

- Keeps the door and window weatherstrip pliable and soft
- Makes the door easier to close
- Helps prevent weatherstrip squeaks and wear
- Helps retain door window alignment by reducing friction between the glass frame and the rubber weatherstrip
- Should **not** be used prior to painting

Trim and Weatherstrip Adhesive is a quick-drying, strong adhesive designed to hold weatherstripping onto all body panels and surrounding metal.

Please note the preceding 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. Refer to **Section 501-00: Body System – General Information, Description and Operation.**

For more information on the Expedition, 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.

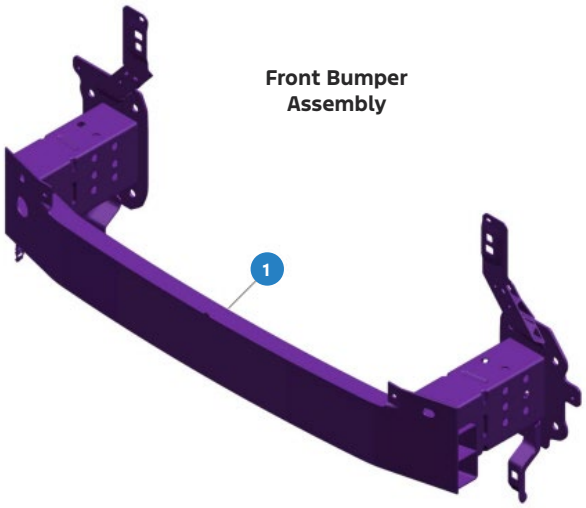
Body Composition Details on Ford Escape®

On Target continues providing vehicle-specific information on the Ford Escape, this time looking at the front bumper assembly and cowl panel.

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.

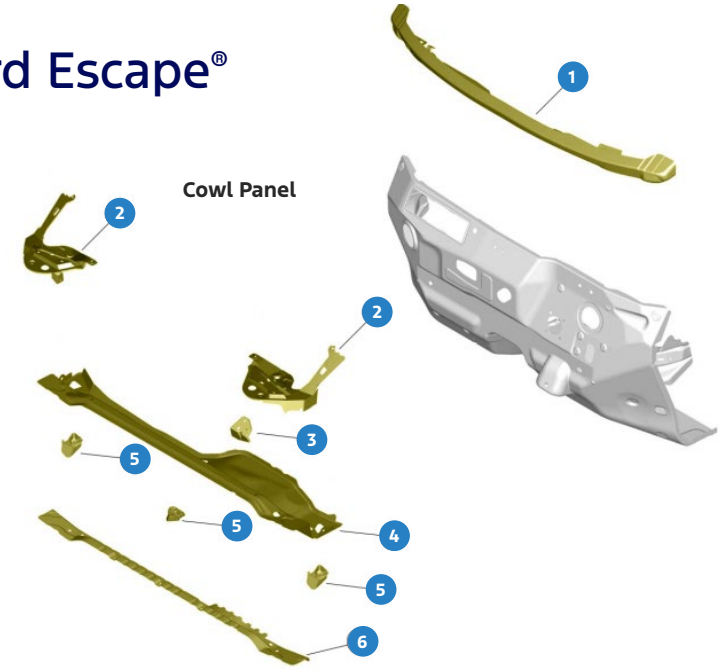
For more information, refer to **Section 501-26: Body Repairs – Vehicle Specific Information and Tolerance Checks, Description and Operation**

Front Bumper Assembly



Item	Description	Steel Type
1	Front upper bumper cover	Aluminum alloy

Cowl Panel



Item	Description	Steel Type
1	Outer top cowl assembly	Mild steel
2	Upper dash panel reinforcement	Mild steel
3	Bracket	Mild steel
4	Cowl extension	Mild steel
5	Bracket	Mild steel
6	Cowl extension	Mild steel

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.

Ford Motor Company, I-CAR and CREF Collaborate to Drive Collision Repair Careers with Vehicle Donations

I-CAR—the Inter-Industry Conference on Auto Collision Repair—is proud to announce a collaboration between the Ford Motor Company and the Collision Repair Education Foundation (CREF) to provide an essential resource to collision repair programs across the country: donated vehicles.

As the collision repair industry faces a major challenge in keeping up with rapidly evolving vehicle technology, I-CAR recognized a growing need for skilled professionals who are prepared to tackle these changes head-on.

To date, 18 late-model Ford vehicles have been delivered to select schools offering collision engineering programs or using the I-CAR Academy curriculum. This initiative helps ensure that the next generation of collision repair professionals can work with the latest automotive systems, equipping them with the practical skills needed to excel in an evolving industry.

Bringing Training to Life

The vehicle donation program is designed to provide students with invaluable, hands-on experience that goes beyond textbooks and lectures. By working on modern Ford vehicles, students will gain practical knowledge of complex systems and develop the skills needed to address real-world repair challenges.

Some of the schools receiving vehicles include:

- Collision Engineering Schools:
  - College of Lake County – Grayslake, Illinois (two vehicles)
  - Metropolitan Community College – Omaha, Nebraska (one vehicle)
  - Ranken Technical College – St. Louis, Missouri (two vehicles)
  - Parkland College – Champaign, Illinois (two vehicles)
- Schools using the I-CAR Academy Curriculum:
  - Regional Career Technical Center – Ypsilanti, Michigan (one vehicle)
  - Delaware County Technical High School – Folcroft, Pennsylvania (one vehicle)
  - Forbes Road Career & Technology Center, Monroeville, Pennsylvania (one vehicle)

Impact on the Industry

"I-CAR is dedicated to addressing the skills shortage in the collision repair industry, and our collaboration with Ford and CREF is key to that effort," said Kyle Thompson, president and CEO of I-CAR. "By donating these vehicles, we're bridging the gap between education and industry needs, helping to build a workforce that's well prepared and ready to meet the challenges of the future."

This initiative is also paving the way for additional OEM donations in the future, creating even more opportunities for comprehensive training across the industry. As vehicle technology continues to advance—with innovations like electric vehicles (EVs) and advanced driver-assistance systems (ADAS)—it's vital for collision repair programs to stay equipped with the latest tools and training materials. This donation program ensures that students are ready to meet the demands of tomorrow's repair work today.

For more information on the vehicle donation program or how your school can get involved, visit I-CAR.com.

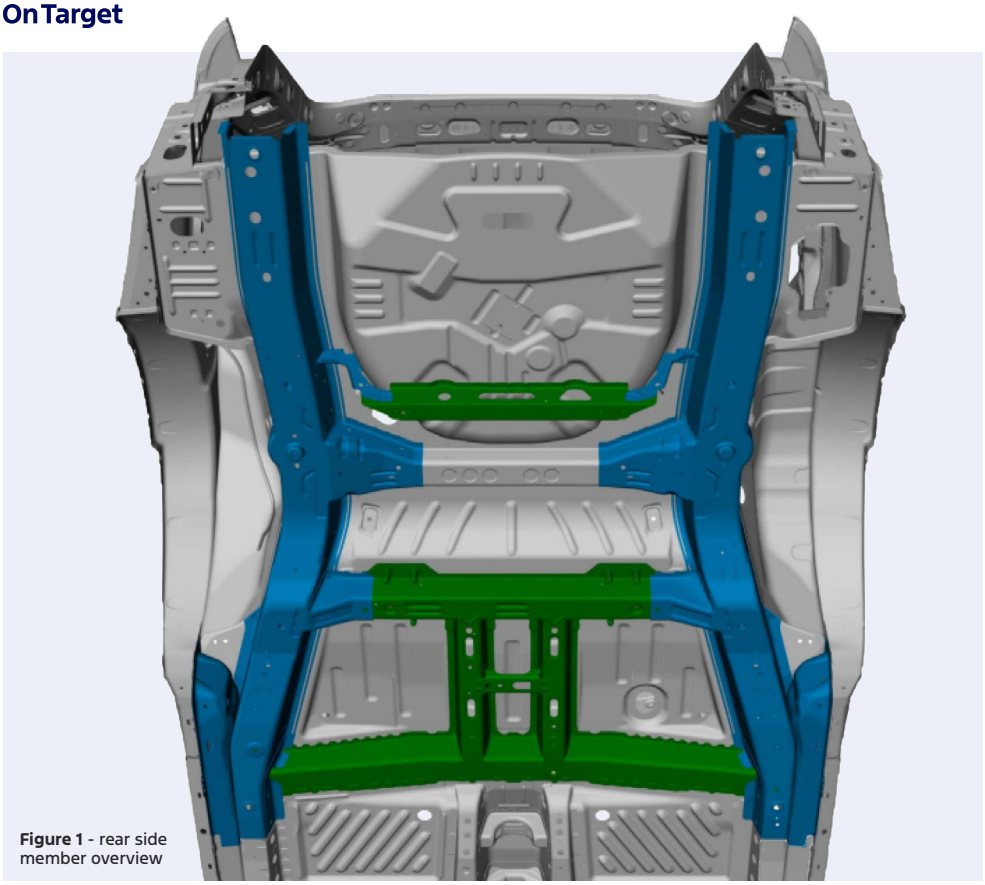


Figure 1 - rear side member overview

Ford Explorer® Rear-Side Member Repair Procedure

On Target Continues Highlighting Explorer Repairs in Conjunction with I-CAR Video

Coinciding with a recent *Repairers Realm* video from I-CAR on the Ford Explorer (see article on page 6), we present here repair details on the removal of the rear-side member on the 2025 Explorer, straight from the official *Ford Workshop Manual* (WSM).

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. Refer to **Section 501-30: Rear End Sheet Metal Repairs, Removal and Installation.**

Special Tools/Equipment

- 8 mm drill bit
- MIG/MAG welding equipment
- Spot-weld drill bit
- Locking pliers

Provide adequate protection for fuel tank and lines during the entire repair process.

Before beginning this procedure, refer to the following safety sections within the WSM. Failure to follow this instruction may result in serious personal injury.

Health and Safety Precautions (**Section 100-00: General Information, Description and Operation**).

Removal Procedure

1. De-power the supplemental restraint system (SRS). (Refer to **Section 501-20B: Supplemental Restraint System, General Procedures**).
2. Remove the muffler and tailpipe. (Depending on the type of engine, refer to one of the following sections: **309-00A, 309-00B, 309-00C or Section 309-00D: Muffler and Tailpipe, Removal and Installation).**
3. Remove the fuel tank. (Depending on the type of engine, refer to one of the following sections: **310-01A, 310-01B, 310-01C, or Section 310-01D - Fuel Tank and Lines, Removal and Installation**).
4. If necessary, dimensionally restore the vehicle to pre-damaged condition. (Refer to **Section 501-26: Body Repairs - Vehicle Specific Information and Tolerance Checks, Description and Operation**).
5. Remove the back panel and reinforcement. (Refer to **Section 501-30: Rear End Sheet Metal Repairs, Removal and Installation**).
6. Remove the rear subframe. (Refer to **Section 502-00: Uni-Body, Subframe and Mounting System, Removal and Installation**).
7. Remove the quarter panel. (**Refer to Section 501-30: Rear End Sheet Metal Repairs, Removal and Installation**).
8. Remove the rocker panel inner reinforcement. (**Refer to Section 501-29: Side Panel Sheet Metal Repairs, Removal and Installation**).

NOTE: Only remove enough welds on the A-Pillar reinforcement and B-Pillar to gain access to the rocker panel reinforcement welds.

9. Position the carpeting and wiring harnesses away from the working area.
10. Remove the welds, using the spot-weld drill bit (**Figures 2 - 4**).

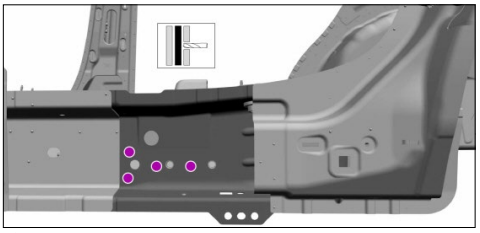


Figure 2

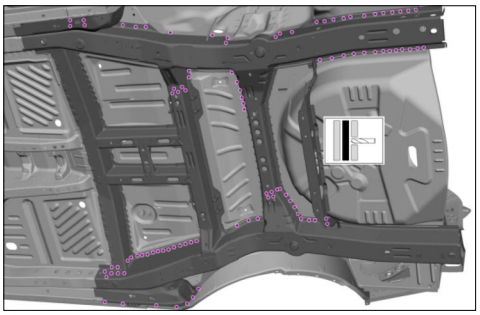


Figure 3

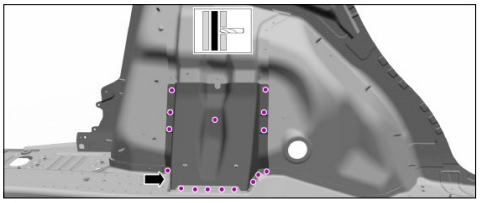


Figure 4

11. Remove the welds and side member, continuing to use the spot-weld drill bit (**Figures 5 and 6**)

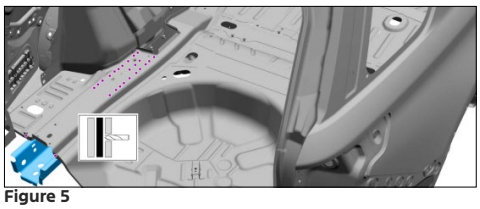


Figure 5

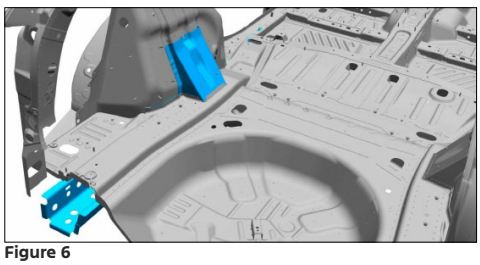


Figure 6

On Target plans to include the installation procedure—as well as highlights and details from the I-CAR video on this repair—in a future volume.

For more information on the Explorer, 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.

Understanding Corrosion Protection as a Process (Part 2)

Courtesy of Ryan Marrinan, Application Engineering Specialist, 3M

On Target continues providing some insights on corrosion repair from 3M. For the first installment on this topic, visit *On Target* - 2025, Vol. 2.

Many readers may ask why a 2K epoxy is most commonly used to replicate the factory applied e-coat and not a 2K urethane. While there are some direct-to-metal (DTM) urethane offerings, using a 2K urethane is typically a two-step process that involves a conversion primer and a wash or etching primer to aid in the adhesion to steel and aluminum. This usually has a very fast flash time or "cure to the touch" time, and this is where issues start. You cannot apply products—such as seam sealers or coatings—over the etch primer as it will prevent the urethane from crosslinking to the etch primer, wash primer or other products that are all required to work together.

With the focus always on cycle time improvement, we often overlook the technical data sheets for the products we are using. These documents are the roadmap to properly repair the vehicle. Not following these requirements is what often leads to issues like products delaminating on or around the repair area.

The requirement for epoxy primer has other benefits as well. When under-body filler is used in the dent repair or sectioning process, it prevents the substrate from oxidizing around and under the filler. This is most often talked about with aluminum, but it applies to steel as well. With the steels of today being made with many mixed alloys—along with the processing and stamping to create lighter, thinner and stronger vehicles—many steels are oxidizing as quickly as aluminum, and applying epoxy primer helps prevent it. Additionally, it helps

to seal the solvent-sensitive factory base coat, which can be at the heart of issues like sand scratch swelling, often seen after the vehicle is painted.

When 2K epoxy primer is required under seam sealers, it serves a dual purpose. It replicates the e-coat protection and, when properly tinted, matches the e-coat color. When the correct seam sealer color is applied, it should resemble the factory-applied materials and provide a repair that is undetectable.

Preventing corrosion can also been seen as a "three-legged stool," as it requires seam sealers, external coatings (like epoxy primers) and internal coatings (like cavity wax or adhesives). However, although they are all important, the application of cavity wax is arguably the most critical.

In a previous publication (Editor's note: see *On Target* - 2016, Vol. 2), cavity wax was discussed at length, including what it is, how it works, and why it is important. Something to emphasize here is usage or rather lack of use, with too many technicians admitting they only use cavity wax "where they think the vehicle may rust." The truth is, cavity wax should be used on every replacement panel. The OEM replacement service panel does not go through the same e-coat process that the vehicle was subjected to, so to complete the factory replication of corrosion protection, cavity wax should be applied inside the doors, hoods and decklids to seal the hem flange after the vehicle is painted.

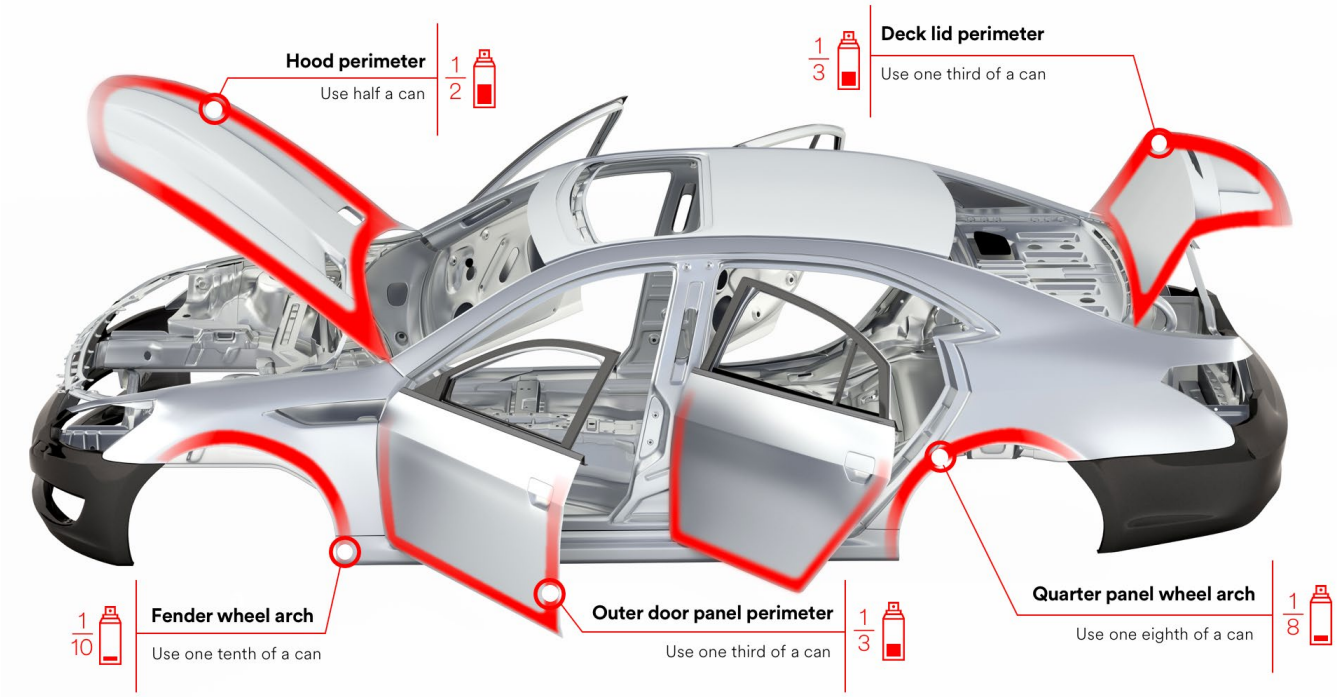
Another area that is overlooked is glue-pull and paintless dent repair (PDR). Remember, any time the e-coat is disrupted or disturbed, cavity wax should be applied to restore the corrosion prevention characteristics applied at the factory. That includes glue-pull and PDR, especially if you can't visually inspect the backside of the panel.

Finally, another excuse often heard as to why cavity wax is skipped is tied to geography and weather, with technicians noting that vehicles are unlikely to rust in warm-weather states such as Arizona, New Mexico or Texas. While this may be true on some level, it should be considered how much the used-car buying process has changed in recent years. Customers can buy almost any vehicle and have it shipped right to them and used vehicles are no longer staying local, with traded-in vehicles frequently crossing the country to their new owners.

Considering all these factors, it has never been more important to always properly repair every vehicle, which includes restoring and replicating the corrosion protection.

For more information, visit 3m.com.

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



The Crash Parts Corner

Did You Know That ...

The official *Ford Workshop Manual*—found on FordServiceInfo.com—provides important details and procedures regarding proper windshield repairs and replacement. It should be referenced often as repair procedures can change without notice.

The procedure includes detailed warnings and precautions, especially as it relates to properly preparing the substrate to which the glass will affix, and proper preparation of the adhesives. These are particularly important to note as they affect how the glass adheres to the vehicle and helps to provide structural integrity. Some of the warnings and instructions include:

- The door windows must be left open during the adhesive curing time to prevent pressure from compromising the urethane adhesive bond.
- Do not drive the vehicle until the urethane adhesive seal has cured. Follow the manufacturer's curing directions. Inadequate or incorrect curing will adversely affect glass retention and may result in serious injury to vehicle occupants.
- If equipped, the adhesive strip backings must be removed from the A-pillar moldings before installing the new fixed glass.

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.

Ford Motor Company Hosts I-CAR *Repairers Realm* Video on Proper Ford Explorer® Repair

In the September 2025 episode of *Repairers Realm*, I-CAR's technical experts took their cameras inside the Ford Paint and Body Technology Center (PBTC) in Inkster, Michigan, to demonstrate a precise OEM procedure: sectioning a rear frame rail on a late-model Ford Explorer.

In the video, Ford engineers joined I-CAR subject matter experts to walk through the repair: reviewing the approved sectioning locations, how to take correct measurements and how to prepare the rail ends for optimal fit and weld penetration. OEM-specified tools, adhesives, and corrosion-protection products were showcased, along with safety precautions to maintain the vehicle's crash performance.

Each step of the procedure discussed reinforces the importance of following the official *Ford Workshop Manual*—found at FordServiceInfo.com—to ensure structural integrity and occupant safety. For more details on this repair—which also applies to the 2025 Lincoln Aviator®— check out *On Target* - 2025, Vol. 1.

The episode, which went live on September 24 and is available on demand at I-CAR.com/RepairersRealm, serves as both a training opportunity and a reminder that precision and OEM compliance are the keys to quality repairs. The combination of the advanced repair standards at Ford and I-CAR's instructional style makes this a must-watch episode for any Ford structural repair specialist.

On Target plans to provide a detailed breakdown of the I-CAR video in a future volume.

For more information on the Explorer, 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.

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.**

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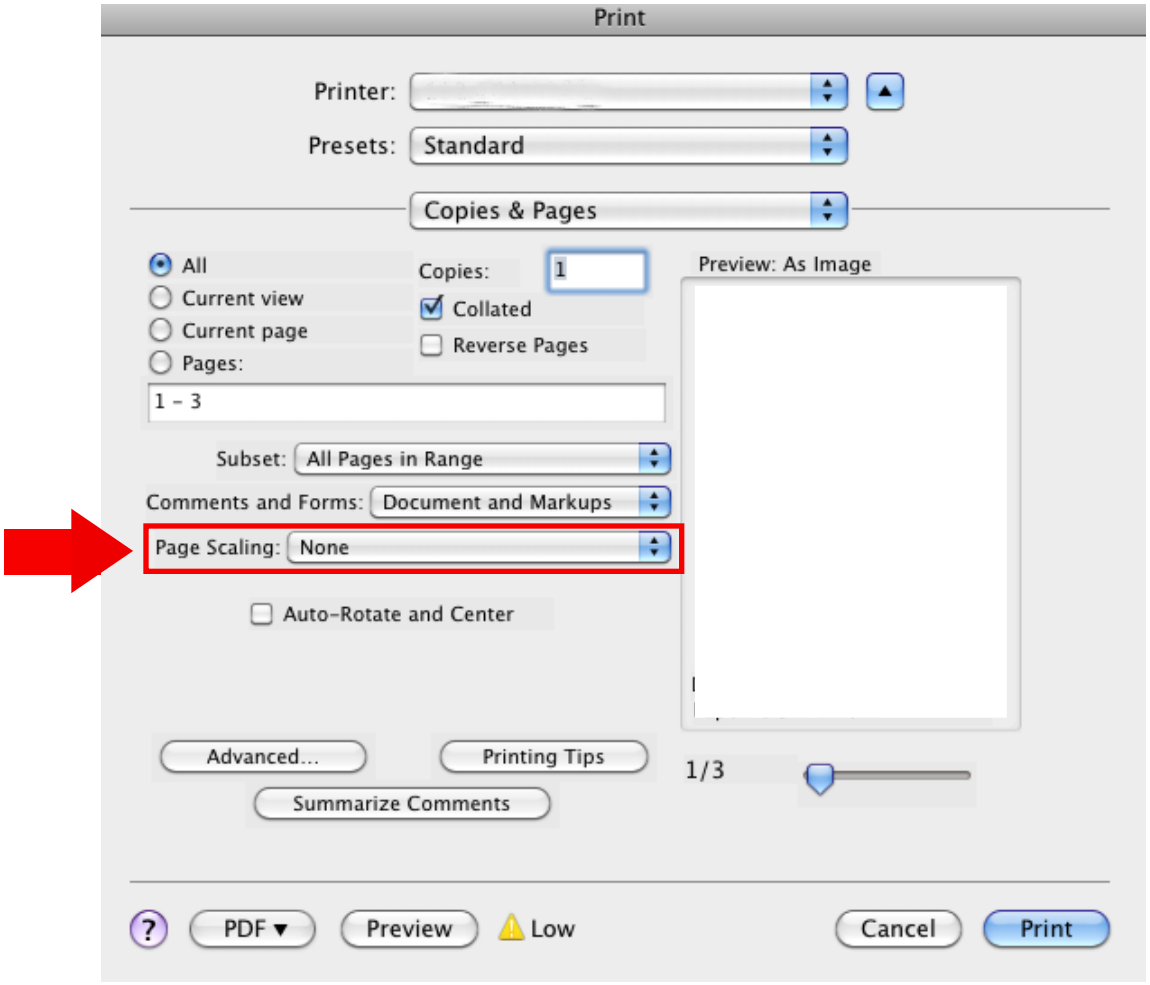

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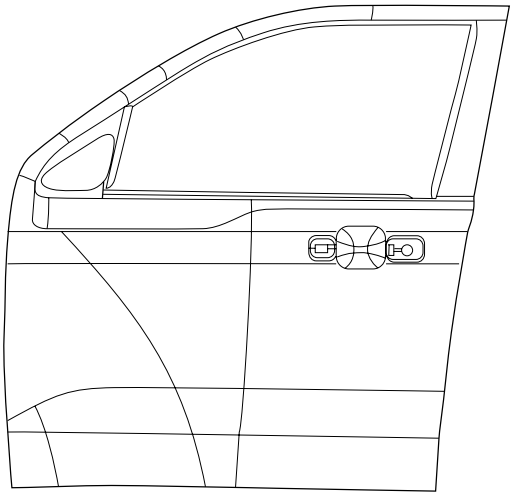

FIGURE 1 - BEFORE

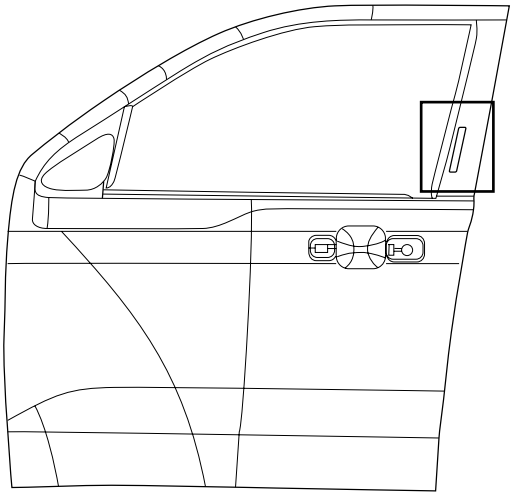

FIGURE 1A - AFTER

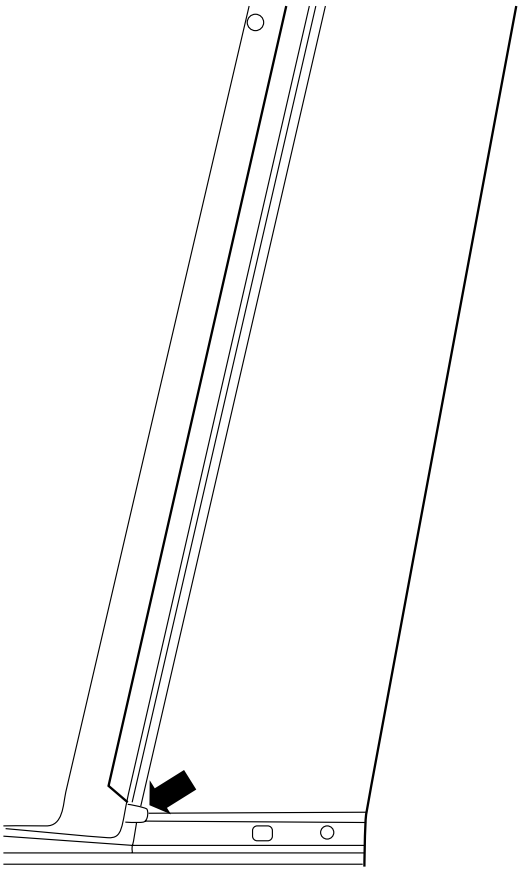

FIGURE 2 - ALIGN TEMPLATE

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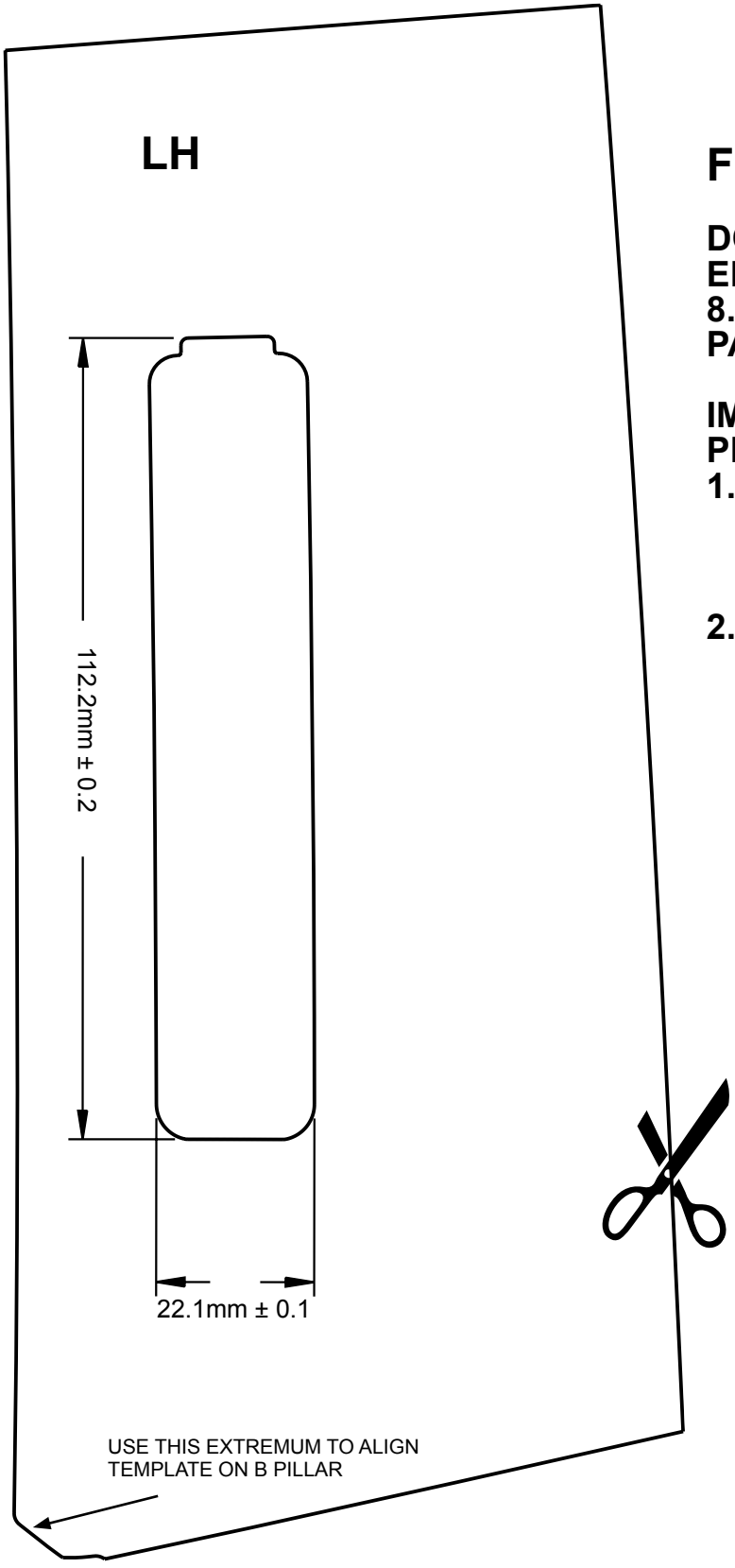
FRONT DOOR KEY PAD HOLE CUTTING INSTRUCTIONS FOR 2024 MAVERICK	



FULL SIZE TEMPLATE

DO NOT REDUCE OR ENLARGEPRINT ON 8.5" X 11" LETTER-SIZED PAPER

IMPORTANT BEFORE PRINTING:

1. **MAKE SURE THE PAPER SIZE IS SET TO LETTER SIZE.**
2. **MAKE SURE PAGE SCALING IS SET TO NONE.**

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FRONT DOOR KEY PAD HOLE CUTTING INSTRUCTIONS FOR 2024 MAVERICK