

# RCI-52-24-002-1: Model Year 2025+ Vehicles R1T Material Matrix and Repair Guide

## Rivian Automotive, LLC Service Document

|                           |                                       |
|---------------------------|---------------------------------------|
| <b>Document Type</b>      | Collision Repair Information Document |
| <b>Date</b>               | October 31, 2024                      |
| <b>Affected Region(s)</b> | USA                                   |
| <b>Affected Model(s)</b>  | R1T                                   |
| <b>Model Year(s)</b>      | 2025+                                 |
| <b>Vehicle System</b>     | 52 - Body                             |

Rivian body and frame structures have been assembled from different grades of a variety of materials. These materials include, but are not limited to, stamped steel, aluminum sheet, aluminum extrusions, magnesium castings, and molded plastics. Before starting a repair, refer to the tables and diagrams in this document to identify the type of material being worked on and the allowed operations for each type of material.



### Table of Allowed Operations

| Color Key | Material Type                | Welding |       | Heat Straightening                              | Cold Straightening |
|-----------|------------------------------|---------|-------|---|--------------------|
|           |                              | GMA     | STRSW |   |                    |
| ■         | Conventional Steel           | Yes     | Yes   | Max of 600°C up to 60 seconds (limit 2 times**) | Yes                |
| ■         | Advanced High Strength Steel | Yes     | Yes   | No  | Yes                |
| ■         | Ultra High Strength Steel    | No*     | Yes   | No  | No                 |
| ■         | Press-Hardened Steel         | No      | Yes   | No  | No                 |
| ■         | Aluminum Sheet               | Yes**   | No    | Max of 60° C**                                  | Yes                |
| ■         | Aluminum Extrusion           | No*     | No    | No*   | No*                |
| ■         | Magnesium                    | No      | No    | No  | No                 |
| ■         | Plastic                      | N/A     | N/A   | Yes***  | Yes***             |

\*Except as directed in vehicle specific repair procedures.

\*\*Refer to Material Repairability Method Guidance for additional limits.

\*\*\*Following industry standard procedures.

## Material Repairability Method Guidance

### Straightening:

- Allowed for repairs on damaged panels depending on material type, provided the base material is not compromised after the repairs, as defined below:
  - Metal is NOT over stretched from original condition (typically observed as “oil-canning”).
  - Metal is NOT thinned down from original condition.
  - Metal is NOT cracked. If cracks exist, GMA weld repair is acceptable depending on material type, as defined in the Table of Allowed Operations.
- When appropriate, Paintless Dent Repair (PDR) and/or glue-pulling are preferred.
- Structural pulling is NOT allowed, except as defined in the Structural Pulling section of this document.
- Heating of panels during straightening operations is acceptable depending on material type, as defined in the Table of Allowed Operations..



**CAUTION:** Do NOT heat adhesive bonded joints above 100° C unless the adhered component is being replaced.

### GMA Welding:

- May only be performed with approved welding wires
- Allowed for repairs of minor tears or punctures in conventional steels as well as aluminum sheets of less than, or equal to, 1.2mm in thickness.
- Allowed as specified in the vehicle specific repair procedure(s).
- Refer to the [General Repair Guidelines](#) for additional information.

### **Resistance Welding:**

- Recommended when replacing factory spot welds.
- Refer to the [General Repair Guidelines](#) for additional information.

### **Sectioning:**

- In some cases, may be allowed for partial replacement.
- Refer to the vehicle specific repair procedure(s) for additional information.

## **Repair Limitations**

### **Aluminum Repairs:**

- Only use aluminum-specific tools and equipment when repairing bare aluminum.

### **Plastic Repairs:**

- Most plastic components can be repaired with special tooling, adhesives, and proper training.
- Direct repair of minor broken tabs is preferred as compared to full component replacement, whenever possible.
- Fascia repairs for vehicles equipped with radar sensors behind the plastic fascia are limited. Refer to the [Front Fascia No-Repair Zone](#) for vehicle specific requirements.

### **Magnesium Repairs:**

- Magnesium structures are NOT repairable and must be replaced with new components.



**Warning:** Special care must be used when working around magnesium parts due to flammability concerns that could result in personal injury or property damage. Follow the guidelines listed below when working with components made of magnesium, or components made of a combination of materials that include magnesium.

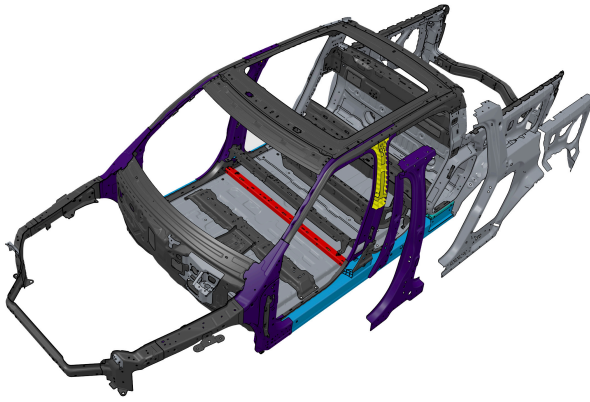
1. Never use a grinder on a magnesium component.
2. Never expose a magnesium component to an open flame.
3. In the event of a fire, use an appropriately rated fire extinguisher to extinguish the flames.

### **Safety Components:**

- Deformation damage in the vicinity of impact sensors, seat belts, airbags, and other safety components may NOT be repaired. Damaged structures in these areas must only be replaced. Refer to [RCI-72-23-002-1: RIT Supplemental Restraint System \(SRS\) Overview and Servicing Guidelines](#) for component locations.

## **Material Identification**

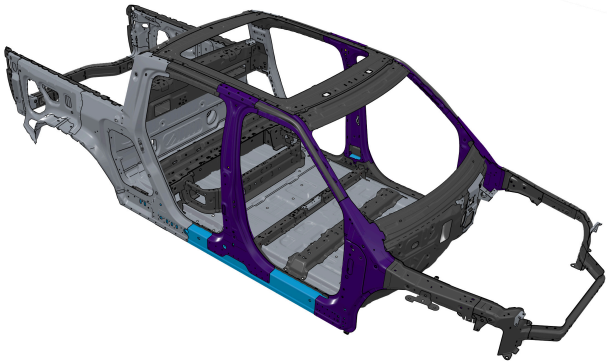
### **Body Structures**



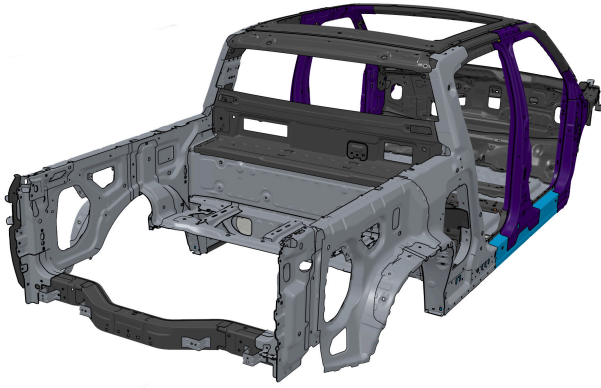
| Color Key | Material Type                |
|-----------|------------------------------|
| ■         | Conventional Steel           |
| ■         | Advanced High-Strength Steel |
| ■         | Ultra High-Strength Steel    |
| ■         | Press Hardened Steel         |
| ■         | Aluminum Extrusion           |
| ■         | Plastic                      |

## Body Structures - Additional Views

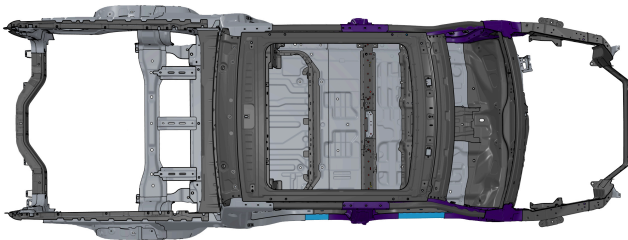
### Quarter View - Front Right



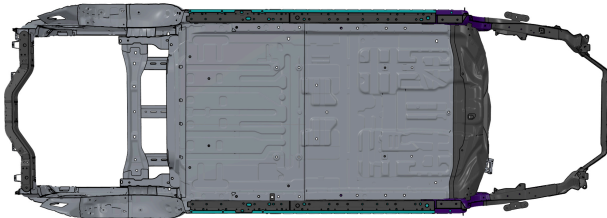
### Quarter View - Rear Right



**Top View**



**Bottom View**

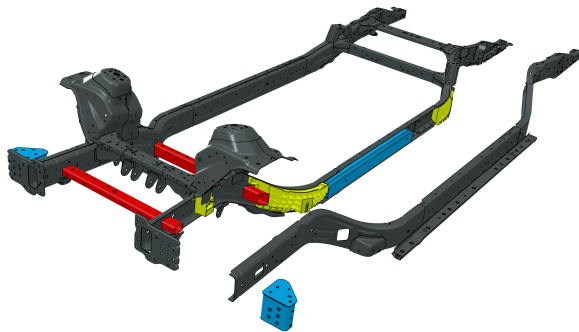


**Closures & Exterior Trim**



| Color Key | Material Type      |
|-----------|--------------------|
| ■         | Conventional Steel |
| ■         | Aluminum Sheet     |
| ■         | Magnesium          |
| ■         | Plastic            |

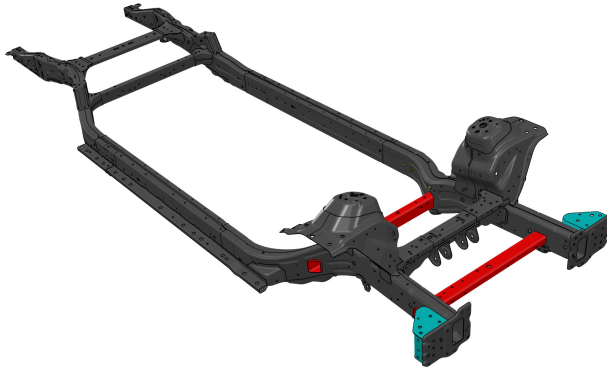
## Frame



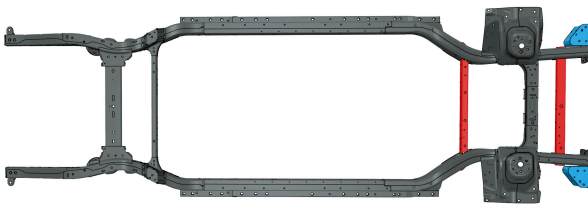
| Color Key | Material Type                |
|-----------|------------------------------|
| ■         | Advanced High-Strength Steel |
| ■         | Ultra High-Strength Steel    |
| ■         | Aluminum Extrusion           |
| ■         | Plastic                      |

## Frame - Additional Views

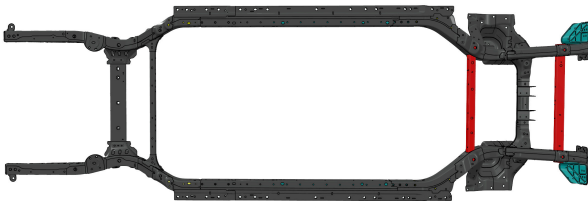
### Quarter View - Right Side



**Top View**



**Bottom View**



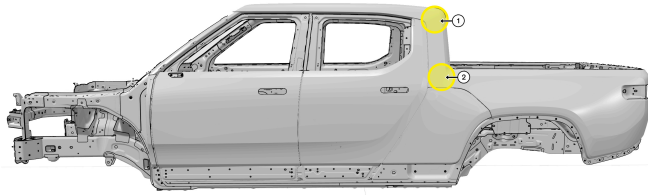
## Repair Guide

### Cosmetic Sheetmetal Repairs

Rivian recommends glue-pulling for light dent repair, especially when the paint finish is not broken and there is a possibility of completing the repair without refinishing. When dents are beyond the capacity of glue-pulling, welded pin pulling of the damage is preferred over component replacement, as long as the repair adheres to the guidelines for the specific material type.

### Areas of Concern

The uni-side design for R1T's body side panel may experience buckling above the gear tunnel door and near the top of the C-pillar in rear impacts. Cosmetic repair of this damage is recommended instead of full component replacement, provided there are no indications of more damage to the underlying structure, or other reasons that would require replacement of the bodyside outer panel.



| Number | Component                           |
|--------|-------------------------------------|
| 1      | Body Side Outer - Upper C Pillar    |
| 2      | Body Side Outer - Above Gear Tunnel |

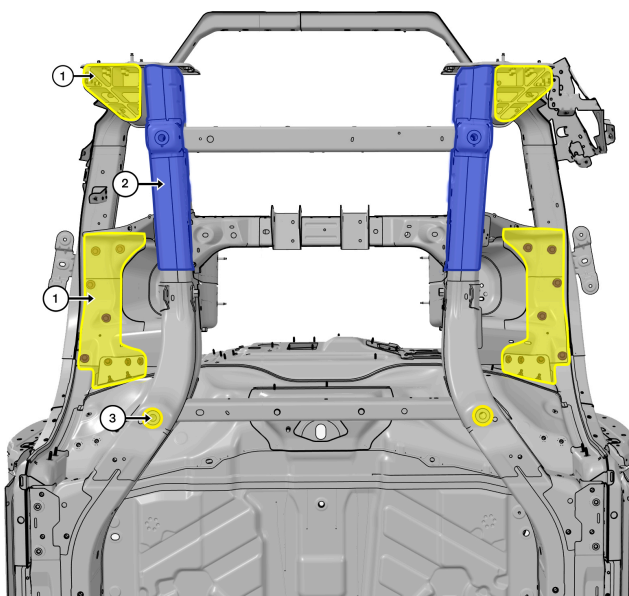
## Structural Pulling

Rivian defines “structural pulling” as electrically or hydraulically assisted pulling of collision damage. Rivian recognizes structural pulling has been a historically accepted practice in the collision industry. However, given that Rivian uses a mixture of conventional and advanced designs, materials, and joining methods in its body structures that can be compromised when subjected to such forces, Rivian does not recommend usage of structural pulling outside of the strict guidelines in specific scenarios defined below.

### Front Frame Rails

The front rails can be pulled back into alignment only for deflection of less than or equal to 6mm from nominal as measured at the end of the rail, provided there are no signs of damage to the frame in other sections. When performing a structural pull on the front rails, the rest of the vehicle must be secured with the minimum required number of fixturing points, as specified in [RCI-98-23-002-3: Rivian Repair Guidelines](#). Additionally, bolted connections between the frame and upper body should also be removed, temporarily, to prevent damage to the upper body structures, as shown below.

**!** **Important:** Rails that show compression damage must be replaced to ensure proper performance in any future collision event.



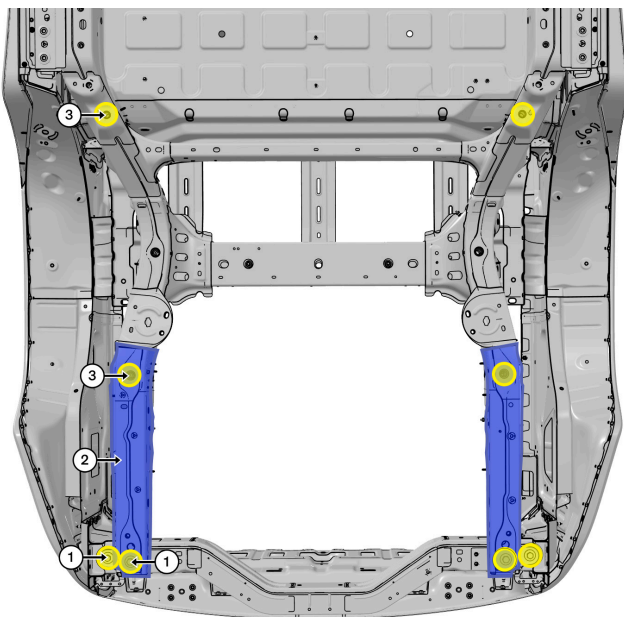


| Number | Component          |
|--------|--------------------|
| 1      | Bolted Connections |
| 2      | Front Rail         |
| 3      | Fixturing Points   |

### Rear Frame Rails

The rear rails can be pulled back into alignment only for deflection of less than, or equal to, 6mm from nominal as measured at the end of the rail, provided there are no signs of damage to the frame in other sections. When performing a structural pull on the rear rails, the rest of the vehicle must be secured with the minimum required number of fixturing points, as specified in [RCI-98-23-002-3: Rivian Repair Guidelines](#), including the points identified in yellow below. Additionally, bolted connections between the frame and upper body should also be removed, temporarily, to prevent damage to the upper body structures, as shown below.

**!** **Important:** Rails that show compression damage must be replaced to ensure proper performance in any future collision event.

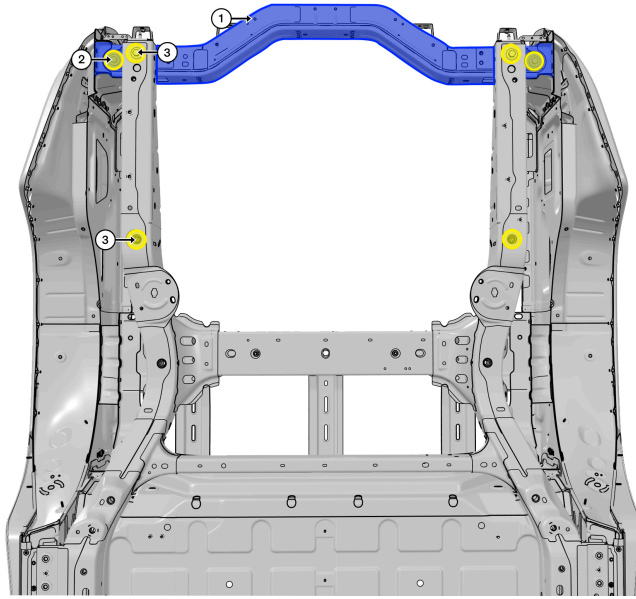


| Number | Component          |
|--------|--------------------|
| 1      | Bolted Connections |
| 2      | Rear Rail          |
| 3      | Fixturing Points   |

### Rear Crossmember

The Rear Crossmember, Body, Rear, Upper can be pulled back into alignment only for deflection of less than or equal to 6mm from nominal as measured at the end of the rail, provided there are no signs of damage to the frame in other sections. When performing a structural pull on the rear body crossmember, the rest of the vehicle must be secured with the minimum required number of fixturing points, as specified in [RCI-98-23-002-3: Rivian Repair Guidelines](#), including the points identified in yellow below. Additionally, bolted connections between the frame and upper body should also be removed, temporarily, to prevent damage to the upper body structures, as outlined below.

Link to service procedure: [Crossmember, Body, Rear, Upper \(Remove and Replace\)](#).



| Number | Component          |
|--------|--------------------|
| 1      | Rear Crossmember   |
| 2      | Bolted Connections |
| 3      | Fixturing Points   |

[Download a PDF copy of this document](#)