

OnTarget



For Ford and Lincoln wholesalers
and the collision repair industry

Ford Releases New ADAS Position Statement

Continuing its directive to promote proper repairs, Ford Motor Company has released a new position statement regarding the integrity of repairs made to advanced driver assistance systems (ADAS). The robust statement dives deep into the topic and includes sections on ADAS-related repair definitions, diagnostic scanning (including pre- and post-scanning) and system calibrations. Additional sub-topics include how sensor obstructions, vehicle modifications and aftermarket parts could affect ADAS performance.

The new ADAS position statement joins the previous 11 that Ford recently updated. Those revised position statements cover a variety of collision repair topics, including the use of genuine OEM Ford parts, aluminum structural repairs, OEM glass and more.

The ADAS position statement—with versions for both Ford and Lincoln vehicles—as well as all previous statements, can be found on FordCrashParts.com/Position-Statements.

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



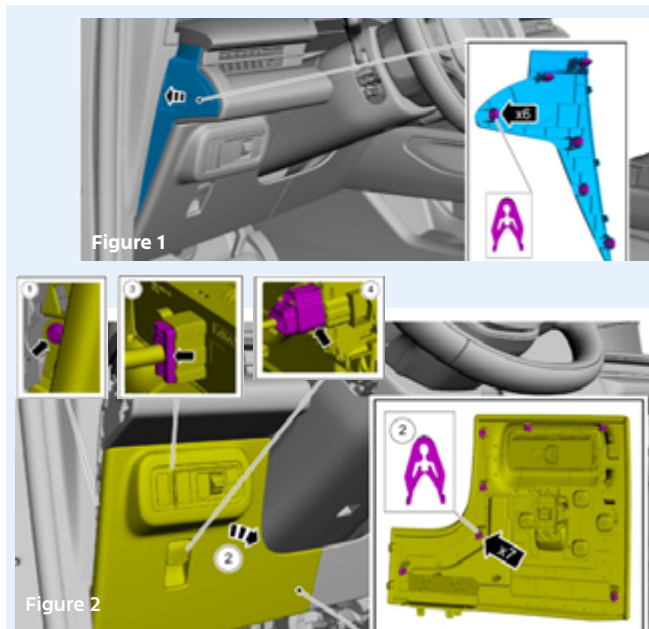
Lincoln Nautilus® A-Pillar Trim Repair Video

The official *Ford Workshop Manual* (WSM), which can be found at FordServiceInfo.com, is an invaluable resource for repairers as it provides detailed, step-by-step collision repair information that is approved by Ford Motor Company. It should be

consulted frequently—before any repair work is started—as new repair procedures can be added, or existing procedures can be updated.

Here is an excerpt from the recently updated repair procedure on the A-pillar trim panel on the 2025 Lincoln Nautilus, which now includes a new video embedded within the WSM demonstrating the installation portion of the repair.

The information can be found in **Section 501-05: Interior Trim and Ornamentation, Removal and Installation**. It includes a revision date of 2/2/2026.



A-Pillar Trim Removal

Special Tool(s) / General Equipment
Interior Trim Remover

1. Using the interior trim remover, release the clips and remove the instrument side trim panel on the left-hand side of the vehicle. (Figure 1)
2. Position the instrument panel knee bolster trim panel aside. (Figure 2)
 1. Remove the instrument panel knee bolster trim panel bolt.
 2. Release the instrument panel knee bolster trim panel clips and rotate downward.
 3. Disconnect the headlamp control switch electrical connector.
 4. Disconnect the parking brake switch electrical connector.

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FCCN Recognizes Top Shops with 2026 "Pinnacle Performer" Award



The Ford Certified Collision Network (FCCN) is excited to recognize the shops in its network that met the absolute highest standard to receive the Pinnacle Performer Award for 2026, based on shop performance and evaluation from 2025.

The award recognizes shops that score in the top five percent of their peers on several specific collision repair and facility elements, as conducted by the OEC Certified Repair Network team's annual on-site assessment. The process

is designed to review collision repair preparedness and performance against established industry benchmarks.

Assessment categories include proper procedures when developing repair plans for high-voltage vehicles; measuring procedures for steel and aluminum; welding, brazing and bonding; body work including finishing; and quality control.

Top performers receive a distinctive FCCN Pinnacle Performer Award coin to display and inspire customers and facility team members on the shop's accomplishments. In addition, the business receives a \$500 credit toward annual Ford certification fees.

General Manager Tim Johnson of Herb Chambers Collision Center in Holliston, Mass., runs one of only a handful of shops that has achieved FCCN Pinnacle Performer status for the second year in a row.

"We take a lot of pride in our work," said Johnson. "With the Pinnacle Performer Award, it's nice that Ford has taken time to recognize some of the folks that are going above and beyond the standards that Ford is setting. Customers entrust us to carry out those standards and maintain the highest quality of repair with every vehicle that comes in, and (Pinnacle Performer) shows we're all part of the same team."

For more information on the FCCN, visit ford.com/ford-certified-collision-network.



The Ford Certified Collision Network and *On Target* would like to congratulate the following 2026 Pinnacle Performers*:

• **A-1 Custom Auto Body**

• **Affordable Auto Body**

- AGC Collision Center
- Amato's Auto Body, Inc.
- Amwell Auto Body
- Anchor Collision Repair
- Atlas Autobody
- Auto Beauty Specialists
- Auto Body Builders
- Auto Service Auto Body
- AutoNation Collision Center Sarasota

• **Balise Collision Repair – West Springfield**

- Barsotti's Body & Fender
- Bates Collision
- Body & Paint Center of Hudson
- Bronxville Auto Collision

• **C&E Auto Collision**

- Caliber Collision – New Holland
- CARSTAR Fred Beans – Doylestown

• **CARSTAR Fred Beans Boyertown**

- CARSTAR Fred Beans Ford of Newtown

• **Central Florida Paint and Body**

- Charlie's Auto Collision, Inc.
- Chassis Master
- Cohasset Collision Center

• **Collex Collision Experts – Shrewsbury**

- Collision Restoration
- Crystal Clear Collision
- Daku's Auto Body Shop, Inc.
- Dalton Collision – Knoxville
- Diamond Auto Body and Paint, Inc.
- Excellence Auto Collision Center
- Fabricante Auto Body

• **Factory Collision and Restoration**

- Ficarro's Collision, Inc.
- Flower Hill Auto Body – Roslyn
- Francesco Auto Body
- Freeman Collision Center
- Fuller's Collision Center

• **Herb Chambers Collision Center – Holliston**

- JC Auto Body
- Jung's Auto Restoration, Inc.

• **K & M Collision**

- Ken Garff Body & Glass – American Fork

• **King Collision Centers – Pembroke**

- King Collision Centers – Plymouth
- Koch 33 Collision Center
- Lee's Garage, Inc.
- Manchester Collision Center
- Marks' Auto Body

• **Masters Collision**

- Mike's Auto Body and Repair

• **North Haven Auto Body**

- Nucar Collision Center

• **Petrone Automotive, Inc.**

- Portsmouth Auto Body Center
- Precision Auto Works of LIC
- Pro Team Collision

• **Reliable Collision Repair**

- Rick's Auto Body – Springfield

• **Ron's Collision Center & Auto Sales**

- Rowley's Collision Center

- S & T Auto Body Repair

- Sal's Auto Body, Inc.

- Showtime Collision

- Speed Street Collision Center

- Today's Collision Repair Center

- Todd Auto Body

- Tony's Body Shop

- Tri-County Collision Center - Passenger & HDT Repair

• **Tulley Collision Center**

- Twins Collision

• **Ultimate Collision Repair**

- Wallace Collision Center
- West Warwick Auto Body

***Bold indicates multi-year recipients**

Ford Explorer® Sectioning Repair Option Demonstration



On Target continues with 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 two installments, see [On Target - 2025, Vol. 4](#) and [On Target - 2026, Vol. 1](#), both available on [FordCrashParts.com](#).

The hour-long video 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 notes 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 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.

After removing all of the spotwelds, the damaged section of the rear rail can then be removed. Verwijst noted to hold on to the section piece of the rail that was removed as it will be used to create a back-sleeve for the repair. Now, the rear-rail flange can be removed. **(Figure 1)**



Figure 1



Figure 3



Figure 5

Verwijst said to work on one side of the flange and then the other to gradually loosen it and to not force it as you do not want to distort the panel. After the rail flange is removed, the weld zones are prepared. Using a new 3M® brown-colored belt, (indicating it is a surface-conditioning belt), Verwijst carefully removes the paint and primer around the repair area, noting to try to keep as much metal on the components as possible. **(Figure 2)**

Bonanni added that the surface conditioning discs/belts work well on e-coat and other vehicle coatings and mentioned they are good for de-burring surfaces to help prevent injuries to the technicians' hands.

Using a surface-conditioning disc, Verwijst then prepared the backer-sleeve, scuffing one side of the sleeve to make it easier to hold when cutting to size. **(Figure 3)**

Another tip that Verwijst provided is to use 2-inch tape, which is slightly under 50 mm, to use as visual guide when cutting the sleeve to proportion. **(Figure 4)**

Verwijst pointed out there are two different ways to attach the sleeve and service part to the vehicle, depending on the status of the rear body panel. In most repair plans of this type, the rear body panel would most likely have already been removed from the vehicle. In those instances, Verwijst stated he would attach the sleeve to the service part first and then slide the entire component onto the vehicle.

However, because the test vehicle used in the video was not damaged, the rear body panel remained on the vehicle. Verwijst adjusted his

approach and attached the sleeve to the vehicle first, then slid the service part into place.

Applying weld-thru primer is the next step and Verwijst strongly cautioned to only spray it on the mating surfaces. It only needs to be applied to the interior of the component and not to the exterior.

Since the vehicle's rear body panel was not removed, Verwijst attached the 50 mm sleeve directly to the vehicle, with 25 mm fed into the rail and the remaining 25 mm exposed. **(Figure 5)**

After clamping the backer-sleeve into position, Verwijst then spot-welded it into place. **(Figure 6)**

Bonanni highlighted the importance of having the backer sleeve. While utilizing MIG plug welds and squeeze-type resistant spot welds help to minimize exposing the

area to heat, Bonanni noted that since the material is doubled-up due to the backer sleeve, it offsets any potential degradation to the boron component. *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](#).

Ford Expedition® Seatbelt System Inspection



As part of the collision repair process, systems relying on components that were either repaired or replaced during the repair should be tested to help evaluate that all vehicle systems work as intended. This includes seatbelts and seatbelt systems, and the official *Ford Workshop Manual* (WSM), found at FordServiceInfo.com, includes a seatbelt inspection and functional testing procedure, which collision shops should be very familiar with.

On Target begins a new focus series on seatbelts—utilizing the 2026 Expedition as an example vehicle—that will include overviews of numerous sub-sections on this topic in the WSM, starting here with details on the system operation and component description. The information below can be found in **Section 501-20A: Seatbelt Systems, Description and Operation**.

Emergency Locking Retractor (ELR)

All retractors have an emergency locking retractor (ELR) mode, which is a vehicle-sensitive feature designed to activate and lock the seatbelt webbing during hard braking, cornering, or an impact of approximately 24 km/h (15 mph). The ELR feature helps reduce the forward movement of the driver and passengers. For testing, see **Functional Test - Seatbelt Retractor, Road Test Inspection**. Refer to **Section 501-20A: Seatbelt Systems, General Procedures**.

When evaluating seatbelt retractor ELR mode, test the vehicle on level ground, with the seatbelt retractor installed on the vehicle at in-vehicle-position.

Automatic Locking Retractor (ALR)

The automatic locking retractor (ALR) mode is used when locking a child seat in any passenger-seating position. ALR mode automatically activates when the seatbelt webbing is fully extracted from the retractor and then allowed to retract. As the seatbelt webbing retracts back onto the spool, an audible clicking sound is made, indicating the seatbelt retractor is in ALR mode and the seatbelt webbing cannot pull out of the seatbelt retractor. ALR mode disengages when the webbing is allowed to fully retract back into the retractor. For testing, see **Functional Test - Seatbelt Retractor, Automatic Locking Retractor (ALR) Mode**. Refer to **Section 501-20A: Seatbelt Systems, General Procedures**.

Web Sensing Retractor

All seatbelt retractors have web sensing mode, which is sensitive to seatbelt retractor spool speeds. The web sensing retractor mode is activated when the seatbelt webbing is extracted or retracted at a predetermined speed. The centrifugal force moves a lock into place stopping the retractor spool from paying out seatbelt webbing. To unlock the seatbelt retractor from this mode, only a few millimeters of seatbelt webbing are necessary to retract back onto the seatbelt retractor spool.

If the seatbelt webbing is in the stowed position and cannot be extracted, refer to **Locked Seatbelt Retractor Releasing (Section 501-20A: Seatbelt Systems, General Procedures)**.

Additional installments detailing these procedures will continue in future volumes of *On Target*.

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

I-CAR® Updates Progress on Registered Apprenticeship Program



I-CAR's Registered Apprenticeship Program (RAP)—which launched in July 2025—has now reached 116 locations spread across 35 states. Thirty-six percent of participating locations are independent shops, and the 62 percent of

the enrolled apprentices are aged 16 – 24, a promising sign as one of the program's main goals is to address the current technician short-age affecting the collision repair industry.

RAP is a two-year, structured training program that pairs paid on-the-job learning with related technical instruction anchored by I-CAR Academy curriculum. Upon completion, apprentices earn a nationally recognized credential from the U.S. Department of Labor, placing collision repair on the same credentialing tier as other premier skilled trades.

The program is backed by a designation as a National Apprenticeship Hub, and an Apprenticeship Building America grant from the U.S. Department of Labor (DOL) totaling more than \$7 million over four years.

To participate, a collision repair shop must hold I-CAR Gold Class® designation. I-CAR provides full one-on-one guidance on DOL compliance requirements and, while supplies last, eligible shops can receive incentive packages through the Apprenticeship Building America grant on a first-come, first-served basis.

RAP-participating shops also gain access to enhanced job board listings on CollisionCareers.com and Apprenticeship.gov, connecting directly to motivated candidates actively seeking entry-level apprenticeship positions.

Tool kit incentives are available while supplies last. Shops that move now get the full benefit of I-CAR's DOL grant support, hands-on onboarding, and first-mover positioning as a RAP-certified employer, a credential that will increasingly matter to young talent choosing where to start their careers.

For more information on the program, visit I-CAR.com/Registered-Apprenticeship.

A-Pillar Trim Removal

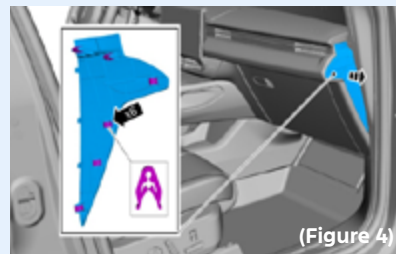
Continued from page 1



(Figure 3)

3. Right-hand (RH) side of vehicle:
Using the interior trim remover, release the clips and remove the instrument panel side trim panel.

(Figure 3)



(Figure 4)

4. Remove the instrument panel knee bolster trim panel.
 1. Remove the instrument panel knee bolster trim panel bolt.
 2. Release the instrument panel knee bolster trim panel clips.

(Figure 4)

Installments on this repair—including details on the new video and the installation process—will continue in future volumes of *On Target*. For more information on this, or any Ford or Lincoln vehicle repair, contact the Ford Crash Parts Hotline at cphep@fordcrashparts.com or visit FordCrashParts.com or I-CAR's RTS Portal at RTS.i-car.com.

Vehicle-Specific Body Components on Ford Escape®



On Target continues providing vehicle-specific information on the Ford Escape, this time detailing the inner- and outer body-side panels, as well as the front and rear doors.

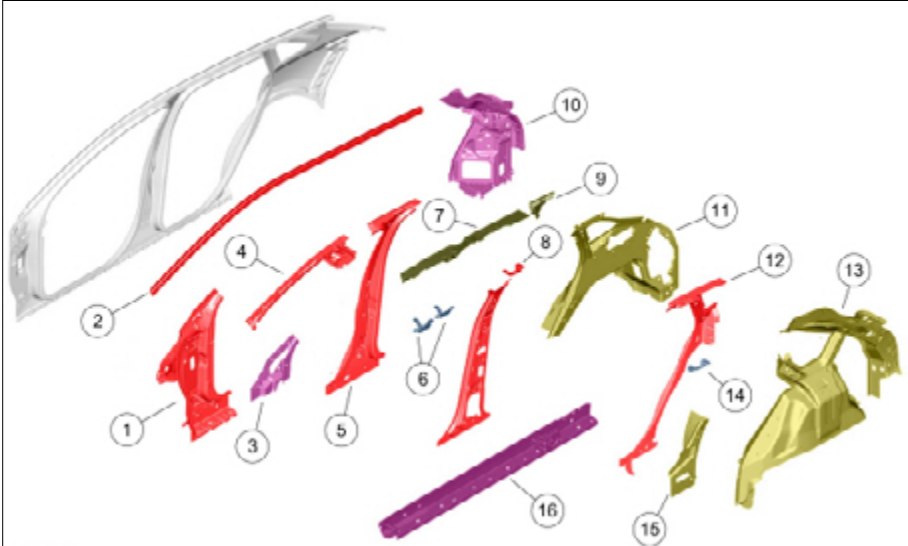
Please note the following information is intended as a general guideline and may not be all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the Ford Workshop Manual, found at FordServiceInfo.com.

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.

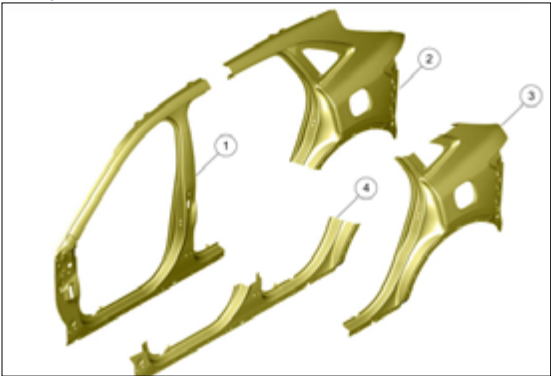
For more information on the Escape, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit I-CAR's RTS Portal at RTS.i-car.com.

Body-Side Inner Panels



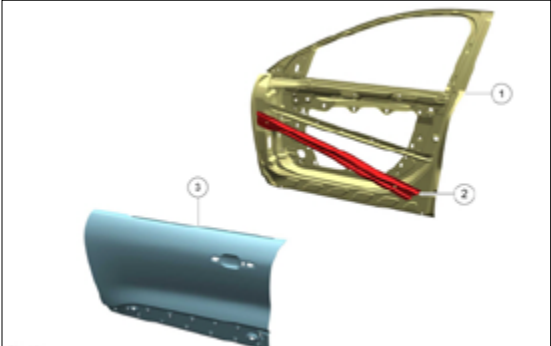
Item	Description	Steel Type
1	A-pillar	Boron steel
2	Roof side rail reinforcement	Martensitic steel
3	A-pillar reinforcement	Dual-phase (DP) 800 steel
4	A-pillar upper reinforcement	Boron steel
5	B-pillar inner	Boron steel
6	Bracket	High-strength, low-alloy (HSLA) 500 steel
7	Reinforcement	Dual-phase (DP) 600 steel
8	Bracket	Boron steel
9	Reinforcement	Dual-phase (DP) 600 steel
10	Drain trough	Dual-phase (DP) 800 steel
11	Body-side inner panel rear	Dual-phase (DP) 800 steel
12	C-pillar reinforcement	Boron steel
13	Inner quarter panel outer reinforcement	Mild steel
14	Bracket	High-strength, low-alloy (HSLA) 500 steel
15	Filler panel	Mild steel
16	Rocker panel reinforcement	Dual-phase (DP) 800 steel

Body-Side Outer Panels



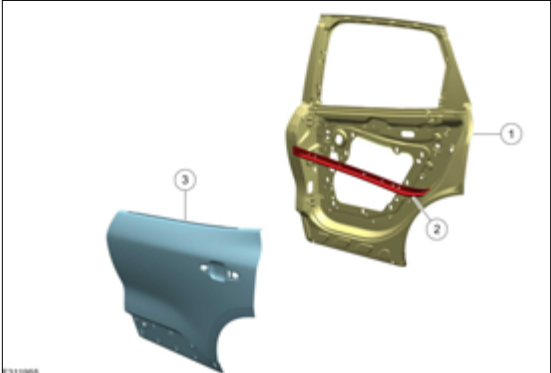
Item	Description	Steel Type
1	Door frame	Mild steel
2	Outer quarter panel	Mild steel
3	Body-side panel	Mild steel
4	Outer rocker panel	Mild steel

Front Door



Item	Description	Steel Type
1	Door frame	Mild steel
2	Outer quarter panel	Mild steel
3	Body-side panel	Mild steel

Rear Door



Item	Description	Steel Type
1	Door shell assembly	Mild steel
2	Door intrusion beam (part of door shell assembly)	Boron steel
3	Door outer panel	Bake-hardened (BH) 210 steel



The Crash Parts Corner

Did You Know That ...

The unique curvature of a vehicle's windshield is incorporated into proper performance of advanced driver assistance systems (ADAS)?

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 "force field" around the vehicle. These embedded sensors warn drivers of potential accidents.

In today's windshield manufacturing process, automakers demand entire surface control and have upwards of 30 to 50 embedded sensors in the final check gauge, with each point rated within +/- 3 sigma of nominal measurement. This provides confidence that during OEM assembly, the vehicle-to-vehicle variation is kept accurate and repeatable, so there are no interruptions in process flow, while at the same time providing confidence there will be no problems with the initial end-of-line calibration setup.

Recalibrating the front-facing camera after replacing the windshield with OEM glass will properly reset the new position of the camera as it relates to the "force field" around the car. The vehicle software needs to "know" the new position of the camera; if it is too far away, feedback to the onboard software may not be correct.

When installing a new windshield, repairers must understand that not only is its correct placement important—from side-to-side and up-and-down—but the curvature over the entire surface also plays a large role in correct



operation and providing accurate feedback to the driver. Repairers should also be careful to avoid any optical distortion from entering the camera zones.

Once the windshield service has been completed properly with the right glass and all calibrations are finished, the ADAS features and other benefits should work as intended.

To ensure the correct OEM replacement glass is being utilized, visit the Carlex OEM replacement glass search tool at [Carlex.com/automotive-replacement-glass](https://www.carlex.com/automotive-replacement-glass).

For more information on Ford OEM glass, including job aids, repair videos and more, visit [FordCrashParts.com/Glass](https://www.fordcrashparts.com/glass).

For more information on the Ford Certified Glass Network, or to join the program, visit [Ford.com/ford-certified-glass-network](https://www.ford.com/ford-certified-glass-network) or call (833) 837-7694.



I-CAR® Strengthens Partnership with CREF, Collision Industry Training

I-CAR—the Inter-Industry Committee on Automotive Repair—has presented its 2026 donation of \$255,000 to the Collision Repair Education Foundation (CREF), marking I-CAR's 18th consecutive contribution. All told, I-CAR has now cumulatively donated more than \$2.3 million, a testament to a partnership built on a shared belief that a stronger education system produces a stronger industry.

CREF works to strengthen collision repair education programs across the country by connecting schools with the funding, resources and industry support they need to produce work-ready graduates. I-CAR's annual contribution directly fuels that mission, helping CREF expand its reach and deepen its impact at the school level.

"Supporting CREF and the schools and students they serve is a natural extension of everything I-CAR stands for," said I-CAR President and CEO Kyle Thompson. "When we invest in education, we invest in the future of this industry, and after 18 years, that conviction has only gotten stronger."

"As CREF celebrates its 35th anniversary, I-CAR's continued generosity stands out as one of the most consistent and meaningful forces behind what we've been able to accomplish," said former CREF Executive Director Brandon Eckenrode. "This isn't just a financial contribution. It's a signal to schools, students, and the broader industry that investing in collision repair education is worth it. We're grateful for a partner that shows up year after year."

I-CAR's roots with CREF run deep. I-CAR was a founding partner of the organization—then known as the I-CAR Education Foundation—when it was established 35 years ago. When CREF transitioned to its current philanthropic model in 2008, I-CAR stepped in as a financial supporter, and has contributed annually ever since.



Former CREF Executive Director Brandon Eckenrode receives the most recent donation from I-CAR President and CEO Kyle Thompson.

OnTarget

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.

Editors

Gerry Bonanni
Kyle Ebner

Contributors

Steven Lubinski
Chris Caris
Travis Alber
Andrea Presnell

On Target Digital

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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.