

41 03 09 (537)

Min/max tolerance sample catalogue for paintwork and corrosion damage

All

Situation:

Min/max tolerance samples are now available to enable improved assessment of paint and corrosion damage. They are a supplement to the new BMW Paintwork publication announced in Service Information [41 01 08 \(452\)](#) and published in October 2008.

Vehicles that are older than three years after the first registration date may only be repaired by replacing components if the damage exceeds a defined extent (see min/max tolerance samples). With immediate effect, certain paint damage patterns attributed to incipient corrosion may only be repaired by means of spot repairs.

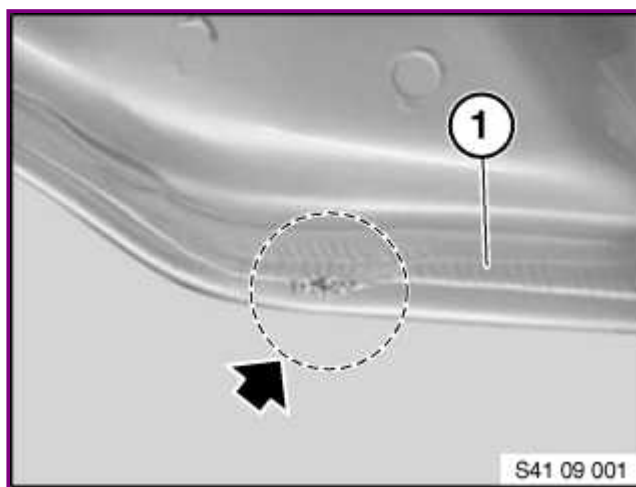
The folded flange seal is now differentiated based on three min/max tolerance samples:

- **Paintwork damage with min/max tolerance sample A** (critical damage pattern)
- **Paintwork damage with min/max tolerance sample B** (minor damage pattern)
- **Paintwork damage with min/max tolerance sample C** (scrape marks)

All customer complaints are to be classified based on these additional min/max tolerance samples.

1. Min/max tolerance sample A (critical paintwork damage)

General appearance: Rust is visible without scratching the surface.



Sample A1:

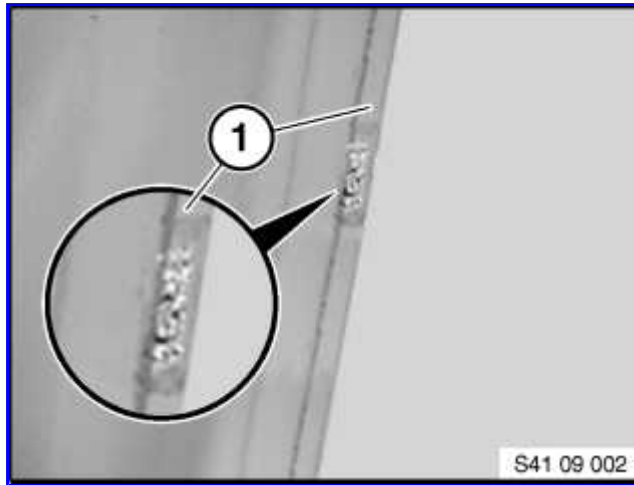
Visible rusting on fold and its seal (1).

Sample A2:

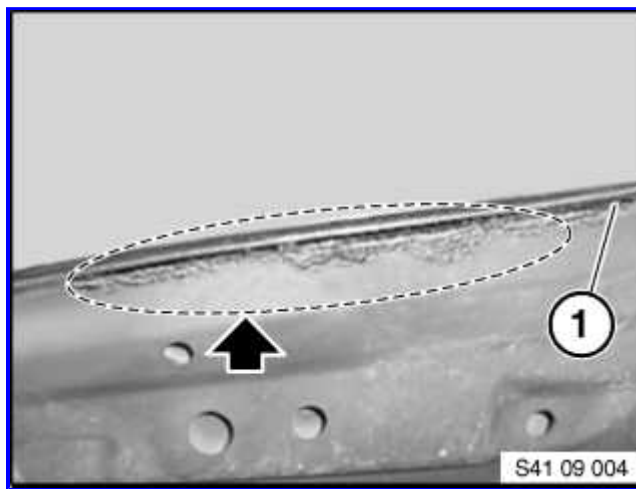
Bubbling on outside (1) of fold seal.

Note:

Formation of bubbles between the fold seal and outer edge. The fold



seal covers an approx. 5 mm wide strip at the edge of the component.

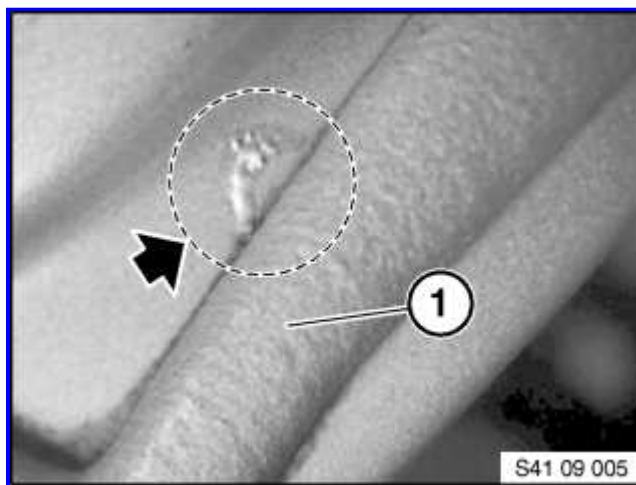


Sample A3:

Bubbling on the inside of the fold seal (1) is more extensive than the width.

2. Min/max tolerance sample B (minor paintwork damage)

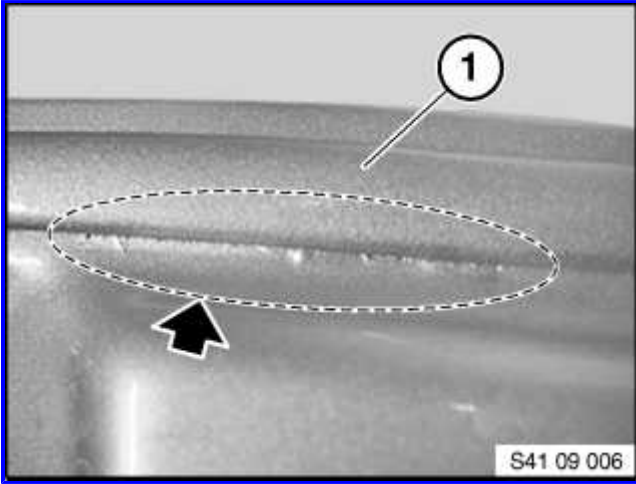
General appearance: Rust is **NOT** visible without scratching the surface.



Sample B1:

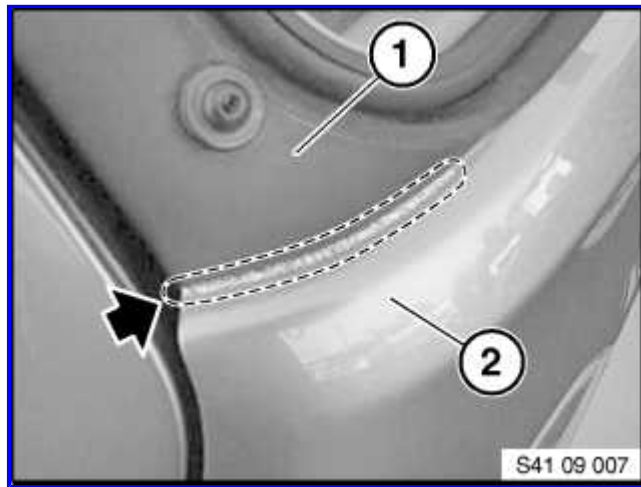
Bubbling on the inside of the fold seal (1) is less extensive than the width. Lengthwise distribution is less than the width of the fold seal (1).

Sample B2:



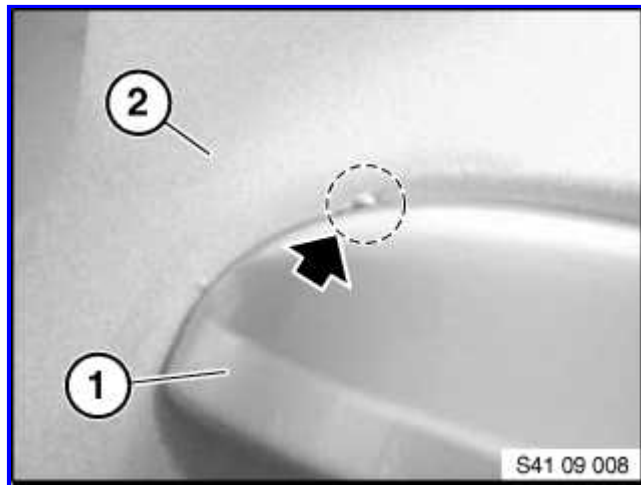
Bubbling on the inside of the fold seal (1) is less extensive than the width. Lengthwise distribution is greater than the width of the fold seal (1).

3. Min/max tolerance sample C (scrape marks)



Sample C1:

Scrape marks on paint surface caused by plastic panel (1) on Touring, tailgate (2).



Sample C2:

Scrape marks on paint surface caused by handle (1) on tailgate (2).

Procedure:

The damage patterns on the fold seal are now differentiated based on three min/max tolerance samples: The following extended warranty applies:

Not for damage	Period in years	Selection of repair

caused by customer			method
	First registration before 1.1.2004	First registration after 1.1.2004	
Min/max tolerance sample A	6	12	Component replacement if feasible in terms of time
Min/max tolerance sample B	2	3	Component replacement
Min/max tolerance sample B	From 2	from 3	NO parts replacement (spot repair if necessary) The local terms of approval of the market must be taken into account
Min/max tolerance sample C	2	12	Paint

The paint structure must be built up as specified in the painting manual ColorSystem (pat number 01 39 0 300 245).

Important!

The repair is only carried out in justified case of customer complaint.

In the case of rusting and paint damage, wherever possible, all add-on parts must be retained and reinstalled as part of the repair procedure.

In contentious cases, e.g. repeated repairs, the advise of the respective Warranty department should be sought in order to clarify the procedure.