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Soldering steel components

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Important!

Comply with the following topics from "Body, General":

[Safety regulations.](#)

Handling [electrical system, electronics, airbags and restraint systems.](#)

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1. General information

- For repair cases the following procedure will implemented:
 - Autogenous brazing solder
- *The MIG soldering procedure is not used in repairs for strength reasons. MIG soldered/brazed seams used in standard production are replaced during repairs by MAG weld seams.*
- Brazed areas from vehicle production are bonded following the same procedure.

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2. Work materials

- Tube pack and torch (autogenous torch)
- Brazing solder
- Gas bottles (oxygen and acetylene)
- Welding goggles

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3. Preparation

- Remove the paint and zinc layer in an area of approx. 30 mm around the seam to be soldered.

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4. Implementation

- Execute brazed seam without overheating the solder and with low heat dissipation. If necessary, use heat protecting paste.

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5. Subsequent treatment of brazed connections:

- Remove burnt residual zinc completely. Align and grind visible connection faces.
- Remove burnt paint with a stainless steel wire brush.

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6. Notes on melting/tinning:

Only applicable within the European Union!

European used-vehicle regulations prohibit the use of tin containing lead in motor vehicles introduced after 01.07.2003!

Even out unevenness smaller than 2 mm with filler according to painting handbook

If an exceptional unevenness is larger than 2 mm, use [metal filler](#).

Only perform in visible areas of the outer skin and on the carrier support.

All areas which have covers on the vehicle are not to be processed.